

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 44 NUMBER 3
SPRING 2012

F1D WORLD CHAMPIONSHIPS

TEAM TRIALS CHATTER
FLYING IN WA
FFDU VISITS - MIKE BEILBY!
SOMETHING SMALL
TO PLAY WITH
2013 CLUB CALENDARS



FRONT COVER: Another Queenslander on the cover, and a young one at that. Ben Lewis has family commitments that prevent him flying as much as he'd like. Here is one young man who could really go World Class, launching for his dad John Lewis

Free Flight Down Under

Spring 2012

Volume 44, Number 3

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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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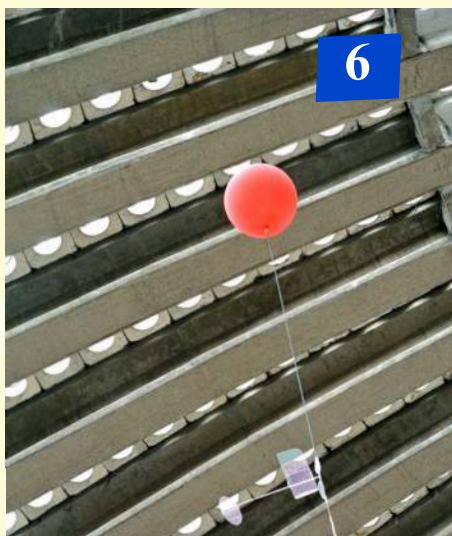
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WITH SPECIAL REPORTS ON



Team Trials in Queensland



F1D World Championships



Something SMALL to play with!

PRESIDENT'S REPORT



Hello again, and thanks once more to Malcolm for producing another edition of Free Flight Quarterly. I am sure that you all have been thinking of contributions to help make his task easier and many thanks to those who have managed to get something to him.

The MAAA is going through the regular process of reviewing the rules governing their events and Graham Maynard has outlined some proposed changes relating to RDT for MAAA events, reversion of OP and OR to five flight events and a possible change to how engine runs in Oz Diesel events are measured. There has also been a lot of discussion regarding the team selection process, including clarification that only one overseas score can be included, whether it be in the three qualifying events or the count back. This removes some of the concerns of the cost of qualifying and there is ongoing discussion about whether (and how) the number of local events might be limited.

He also comments on some new proposals put out by CIAM, including reconsideration of the 20 second attempt rule, RDT, Using LEDs to enhance visibility, World Cup scoring and F1Q.

There have been only two responses to the issues raised by the AFFS Executive Committee that were announced in the last issue, one supporting the continued inclusion of Scramble (thanks Tahn) and one proposing a novel version of Combined Open (thanks Ted). These will be considered

by the Committee as we get nearer to drafting the program for next year's AFFS Championship. Ted also suggested setting up a Facebook page to give rapid communication of team results from the next World Champs. I must admit that I don't make use of the "Social Media" like Facebook and would prefer a more conventional web page approach. What would be your preference?

The state of the field at Narrandera remains a concern, exacerbated by the declining state of many of the fliers! The difficult retrieving conditions are definitely a disincentive to many, especially overseas fliers, a number of whom have commented that they wouldn't be coming again unless the issue could be fixed. It has been pointed out a number of times that the success of Lost Hills in attracting so many flyers is that motorised retrieval is the norm, removing the element of a "retrieval competition" taking over from the flying competition. Tahn has been busy approaching a number of councils to get assistance in finding a possible alternative venue and is continuing the hunt.

It was heartening to see that following the demise of AMI, the publishers have decided to give Aeromodeller a new run as a standalone publication. I'm certainly looking forward to the first edition that should come out sometime later this year.

Finally, with the hot weather approaching we are coming to the end of the free flight season over here in the West. While numbers are getting very low in the rubber and glider classes, we have gained a number of power fliers from the Old Timer brigade, with particular interest in the Dixielander/George Fuller type of events, which flow over into the Slow Open and Open Power events. I wonder where we might poach some glider/rubber flyers?

That's all for now, happy flying, *Paul Rossiter*



FROM THE EDITOR:

In my last editorial I said *"You will see a comment on the selection process later in this newsletter and this may prompt some commentary for the Spring edition of FFDU."* Well, it sure did! I may have to stir more often because I received more replies to this than anything else in the two years I have been editing Free Flight Down Under!

Thanks to those who replied, plus Tahn Stowe, Tim Hayward-Brown, Rod McDonald, George Car, Vin Morgan and Roy Summersby for their excellent articles. One article from time to time from many of the members will make this work. I read a number of overseas newsletters, and they have so many contributors that the editors have an easy job of putting them together, and some then have the time to make their efforts works of art.



Who knows, it may allow me more time to fly, build and practice!

Malcolm Campbell

RICHMOND SCALE RALLY 2012



report by Tahn Stowe and photos by John Goodwin

The Qual Turf farm, owned and operated by Charlie and Pauline Salibra was once again made available to the NSWFFS for the annual July Free Flight Scale event. They were our guests at the Saturday dinner and were thanked for their generous support, without which, we would not be able to run this event.

Although New Zealanders Stan Mauger and Rickie Bould were in attendance, this was not an official Trans Tasman event, and took on the flavour of a fun fly without the formalities of specific judging. The participants were asked to rank each other on the basis of the frenetic flying that had taken place on the Saturday, with certificates and trophies presented at the dinner that evening.

In the end Stan Hinds' Gloster Gladiator was deemed the best F4A model of the meet and Phil Warren won the Reg Jude memorial rubber scale trophy with an impressive array of subjects, Comper Swift, Buhl Sport Sedan and his venerable Piper Cub.

Roy Summersby also had several impressive subjects including his fine flying electric FE8, his troublesome, rubber 1/8th Me109, and his as yet unfinished Stormovik.

Peter Jackson had his squadron of SE5's and other assorted WW1 models which seemed to be in the skies all weekend.

Robert Craine was flying a new rubber ? triplane as well as his well travelled Avro Baby and appeared to be enjoying himself as usual.

Walter Boliger managed to get his bright yellow Piper flying this year

only to have it grabbed from the air by the new watering giant that is now parked on the field awaiting commissioning. For his effort he was awarded the "Best Arrival" certificate.

Tahn Stowe did manage to get his 1/8th scale Hawker Hurricane into the air for a successful flight. This was achieved with the assistance of Andrew Heath, Reg Towell, an enthusiastic hand launch and a low revving ED Comp Special with 3 inch aluminium spinner and 11 x 5 prop. The model will now undergo painting and final detailing before more flight testing including the retractable UC.

Our thanks to Dave Bailey for dragging John Goodwin away from his computer screen, and out to Richmond. Our thanks also to John for taking some fine images.

RICHMOND SCALE RALLY 2012



Phil Mitchell's Comper



Ricky Bould's Seamew



Stan Hind's Gloster Gladiator



Phil Mitchell's Buel Sport Sedan



Phil Mitchell's Piper Cub



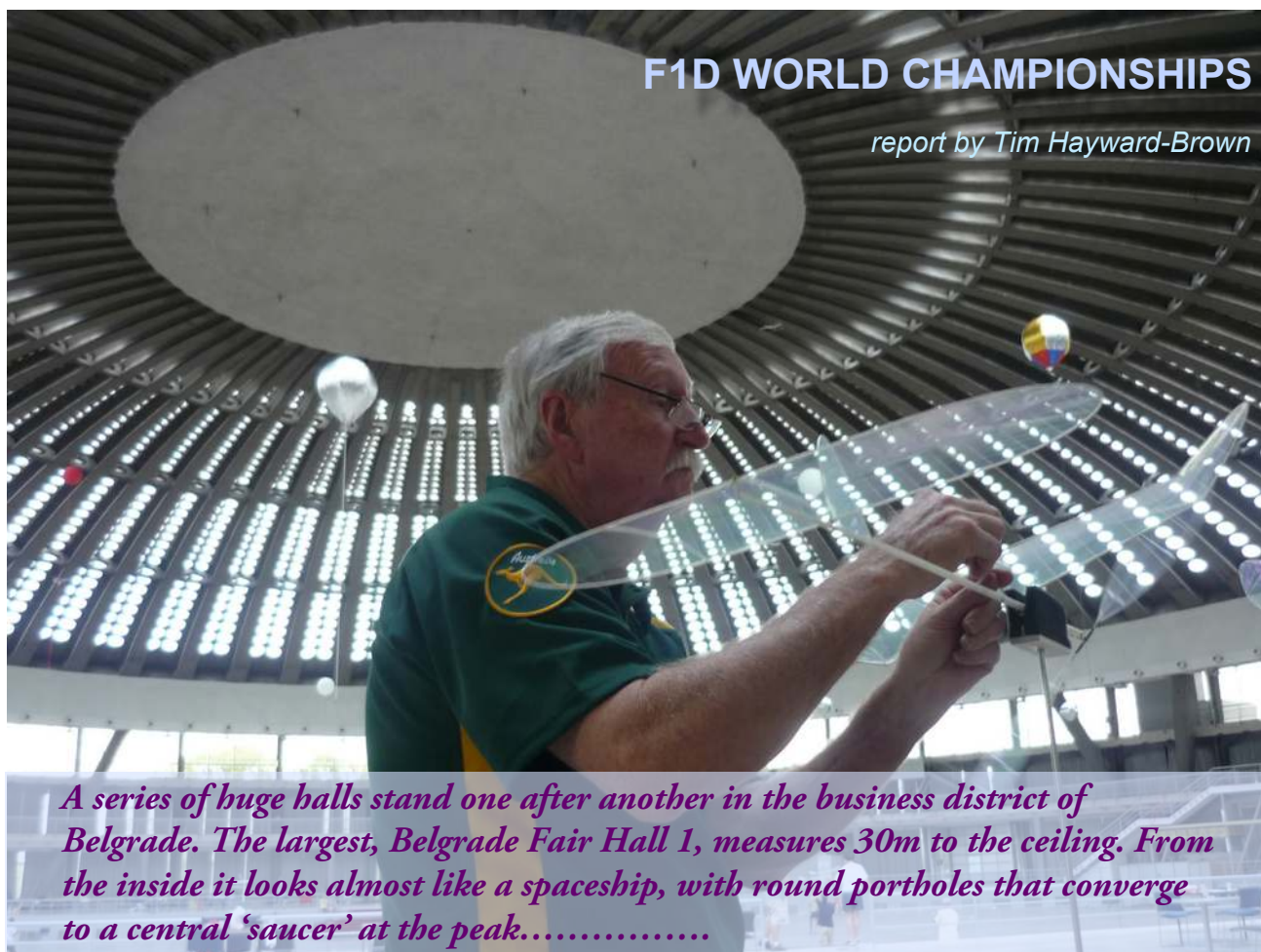
A small part of Peter Jackson's stable



Roy Summersby's FE 8



The rest of Roy's fleet. The BIG ones.



F1D WORLD CHAMPIONSHIPS

report by Tim Hayward-Brown

A series of huge halls stand one after another in the business district of Belgrade. The largest, Belgrade Fair Hall 1, measures 30m to the ceiling. From the inside it looks almost like a spaceship, with round portholes that converge to a central 'saucer' at the peak.....

This concrete dome in Serbia would be home for Max Newcombe and myself for the next week or so as we made our best flights to compete in the F1D World Championships for 2012.

The World Champs in Serbia are preceded by a local event known as the Dorcol Cup. Several classes were flown (F1D, F1L, 35cm & Ministick). The Dorcol serves as a very welcome warm up event to get used to the venue and conditions. Teams and flyers from 16 countries – some, like us, who had never flown in the hall before – took part vigorously to gain experience and practice before the big event.

Bob Bailey had a horror start. Part of the GBR team from the last time Australia competed at international F1D level (1984) Bob had two motors blow up while on his models (one in mid-air)

causing much damage, including two destroyed tailplanes.

The US Team seemed very focussed and worked together well to put up consistent good times. Brett Sanborn had become a favourite for both the Dorcol and the World Champs having recorded a 42 minute plus flight at Lakehurst (New Jersey) only a month before Belgrade.

Ivan Treger of Slovakia made 39:27 at the previous Champs in 2010.

Max and I were quite pleased to have survived 28 hours of airline travel with our models intact and able to fly. We started tentatively with a couple of 12 minute flights each. On my third official flight I managed 25:21. At this point, Argentina's Sergio Del Patto and Brits Tony Hebb and Mark Benns amongst others had made some good times over 30 minutes.

Outside the Hall it was about 40 degrees C – and we were going out *there* for cool air and an occasional break. So I'm not sure how hot it was inside! There is no air-conditioning or open windows of course, due to the fragile aircraft. Flyers consume many litres of water kept cool in the many small bar fridges supplied which circle the perimeter of the hall.

Aurel Popa and Cornel Mangalea of Romania were making good times. But with Sanborn (35:34), Zoltan (34:03) and Kagan (33:40) flying and steering well, these three would eventually be unbeatable for the top spots.

The good news for the Australians came as Max Newcombe started making good times in Ministick (while making changes/repairs to his F1Ds) and came up with a an excellent 4th

place with a best time of 7min 24. Impressively, I think this is Max's first attempt at Ministick. My own best time in F1D came in the final round with a flight of 26min 42. Definitely my own PB for this class – beating the Team Trial time from Melbourne by almost 8 minutes.

World Championships

After a day to relax, followed by another day of registration and practice, the countdown was on to the start of World title. The opening ceremony is a colourful event. Speeches from the organisers and Jury President, Gerhard Woebeking, welcome the flyers and introduce some energetic Serbian dancers.



Crowded House



Max and Tim survey the arena



Tim's F1D steering with balloon



Lutz Schram watches overhead



Sanborn steering

Max and I made our way to the hall early each day to settle in and take advantage of some trimming time before the commencement of the rounds. Two rounds were held each day, with long breaks between that could be used for trimming. However, mid-air crashes provide flyers an opportunity to re-fly their official flights – and the re-flies take priority at the breaks.

There were about 50 mid-airs across the two events according to one flyer – not surprising when there were often a dozen models in the air at any time! Flyers

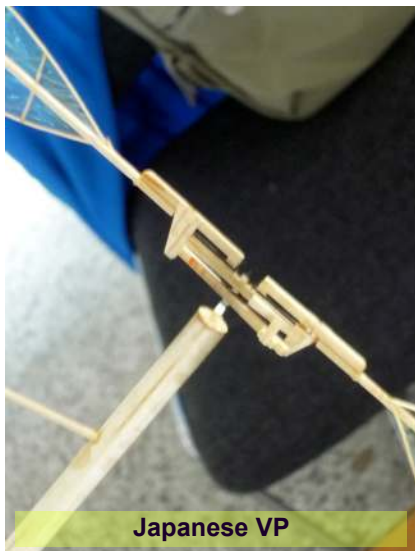
mostly use helium balloons with foam 'strings' attached to steer their models from danger. But these steering manoeuvres often damage your own (or someone else's) model in the process, causing a wing collapse and a very slow nose dive...

Reigning Champ Ivan Treger opened with a 35:21, signalling to others that he was ready to do battle. German, Lutz Schram was close behind and good friend Mikita Kaplan (CZE) was in third with a 33+ flight after the end of the first round. (Mikita's daughter Gabriela went on to win the Junior

Championships (again) while older sister Klara came 21st in Senior).

John Kagan of the US (a previous world champ) flew very consistently with 32, 33 and 34 min flights throughout to stay well in touch. His team mate, Brett Sanborn, however had a disaster start. His first, second and third round flights terminated early due to steering errors and saw his models free-falling from 30 metres with a prop blade tucked under the leading edge. All three looked potentially to be good flights.

I was photographing another model when I saw one of Brett's fall – and took a couple of snaps. After the flight I mentioned that I



Japanese VP

had the photos if he was interested. Laconic and good-humoured, he replied: 'No that's ok. I was there. I know what it looked like.'

Undaunted, he then posted a series of almost 35 min flights to get 3rd place in the end.

Many F1D models appear similar in shape. The main difference is often the Variable Pitch (VP) prop mechanisms. Some are 'wood, wire and fabric', while others are quite hi-tech and



use combinations of carbon, foam and other materials.

With the success of Ivan Treger over recent years, many models have clearly been inspired by his VP systems, wing shapes and stab dihedral (with no fin).

Nobody else's model looks much like Lutz Schram's F1D, and yet in Round 4, Mr Schram took the lead with an astounding 39:10 to go with his previous round 37:01. The Schram formula – which may well inspire the next



GBR models with Bob Bailey

generation of designs – features a shallow elliptical dihedral, and similarly curvaceous (rather than squarish) wing plan. His prop outlines are made of carbon, not balsa. And his models rarely climb to dangerous heights – so he rarely needs to risk a steering attempt.

It was this round also that found my own model circling closely at the ceiling with (I think) Sanborn, Benns and another model. As the circles intersected and the models climbed and descended, it was clear that the near misses would eventually result in a hit. Mark Benns (UK) and I hit head-on, the models locking props and descending slowly together. After 4 or 5 metres Mark's model twisted and broke, falling away, as mine recovered and climbed again to continue. Tapio Linkosalo of Finland watched on and commented: 'Australia: 1. Great Britain: Nil.'

As it happens, Tapio Linkasalo and I were then tied on exactly the same score. Despite both our best efforts over the next rounds, neither was able to improve these times and it remained a draw for 34th.



Gabriela Kaplanova

Max, in the meantime's was improving as the rounds moved ahead. With 19:44 in the fourth, it was time to push hard. Max had been using a fixed pitch prop and this was resulting in some courageous ceiling bashing, which was succeeding. His final round flight of 19:31 gave him two flights in excess of the 2011 Team Trial mark, and tantalisingly close to the 20 minute barrier.

While Max and I have a way to go before we can knock on the door at the pointy end of this

competition, we managed to post some (unofficial at this stage) record times for both Ministick and F1D for Cat III ceiling sites. Needless to say, we also learned a lot, and hope to impart our knowledge at every opportunity!

Max Newcombe and Tim Hayward-Brown would like to extend their great thanks to the many people who provided support, venue usage and financial sponsorship to make this return to International F1D competition possible. These

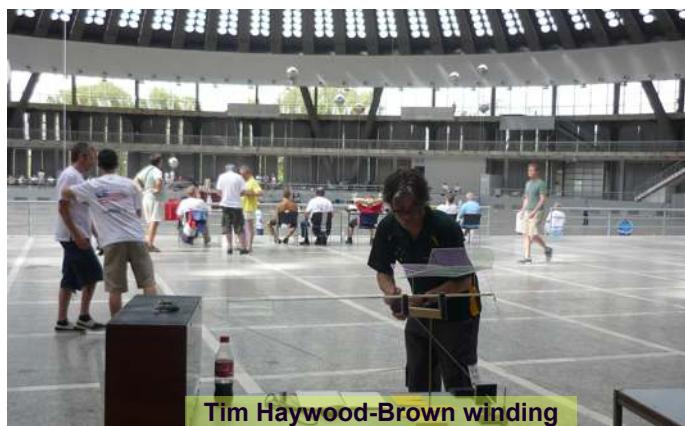
sponsors include: Model Aeronautical Association of Australia, Model Aerosport SA, Constellation Model Flying Club, Barossa Valley Model Aero Club, Steve Nelson, SA Free Flight Association, Rostrevor College and St Peters' Boys College. Along the way there have been many others who have offered time, advice and encouragement including many local SA flyers, the Victorian Free Flight Society, and of course our family members!



Mark Benns' F1D



Rene Butty Variable Diameter



Tim Hayward-Brown winding



Tim's F1D

F1D World Championships 2012 Results

			Best	Second	Total
1	SCHRAM Lutz	GER	37:01	39:10	76:11
2	TREGER Ivan	WCH	37:35	37:31	75:06
3	SANBORN Brett	USA	34:44	34:59	69:43
4	KAGAN John	USA	34:25	34:29	68:54
5	BENNS Mark	GBR	33:54	33:53	67:47
34	HAYWARD-BROWN Tim	AUS	24:22	23:35	47:57
36	NEWCOMBE Max	AUS	19:44	19:31	39:15

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Flags of the winners



WAFFS Notes For May/August 2012

Report by Rod McDonald

Sunday 20 May

Conditions for the two events were ideal with light winds, mild temperatures and enough grass cover to keep the dust down, making the poor turnout even more disappointing.

Slow Open Power

This event started with six entrants, however this was rapidly reduced to four when both of the Sherburn family models were damaged in pre contest testing. It looked as though the number would be further reduced when the motor in Colin Crowley's ex Mike Beilby Uranus failed to cut on a test flight and the model slowly spiraled in under full power. Incredibly, other than a few tissue tears, the model was undamaged and Colin was able to go on to win the comp with three easy maxes. Col's model was trimmed to glide in relatively tight circles and seemed better able to take advantage of the small, hard to find thermals in evidence than models, such as mine trimmed for wider glide circles.

Open Rubber

We managed three entries only because Steve Walton happened to be there as a spectator and had fortunately brought along a sport model. Chris Behr flew an F1B model and I used an ancient open rubber model. Chris was unlucky to hit strong sink on his final flight after maxing the first two, leaving me as a lucky winner.

SLOP Results:

Colin Crowley	180	180	180	540
Rod McDonald	180	163	180	523
Noel McMillan	144	109	179	432
Phil Letchford	180	157	84	421
Mark Sherburn	DNF			
Ryan Sherburn	DNF			

Open Rubber Results:

Rod McDonald	180	161	180	521
Chris Behr	180	180	116	476

models. In our case F1Q was a trial event and was flown as a one design competition based on the 1/2A Maverick converted to electric power.

These events were originally scheduled for Sunday July 29 and despite a less than perfect weather forecast we all turned up at Meckering on the day and actually managed to fly a couple

Sunday 5 August

The Fuller event is for free flight power models such as the Dixielander and Stomper, designed by George Fuller in the 1950s; Nostalgia is for all free flight power designed before December 1956 and F1Q is the FAI class for electric free power

of rounds before the wind became too strong for most of us and there was a unanimous vote to give up and try again the following Sunday. This turned out to be a good decision, conditions on the next Sunday were pretty good with moderate winds and plenty of room on the new field organised by Chris Behr to allow relatively easy retrieval following a 3 minute max, provided, of course, that the dethermalizer worked!

Fuller

Initially we had seven entrants but for various reasons in the end only four posted times.

Gerge Car suffered timer failure on his Stomper, Chris couldn't get his new "Zoot Suit" trimmed in time and Troy Latto pranged his both his Dixielander and his Stomper on test flights.



Ian Dixon prepares his Swiss Miss as Ron Dixon looks on



Ian and Troy with their Dixielanders

Phil Letchford was an easy winner with four maxes and one “other” whereas the rest of us scored mostly “others”. As usual all flew Dixielanders.

Nostalgia

Only two flew in nostalgia, although all of the Fuller models would have been eligible. Ian Dixon was the deserved winner flying a very nice and well trimmed “Swiss Miss” powered by a replica Oliver Tiger. Greg McClure flew a “Dream Weaver” into second place. Ian had timer trouble throughout the competition culminating in a dt failure and lost model on his last



Mark Sherburn prepares his F1Q

flight. Ian and his father chased the model by car for some 5km before losing sight of the model which was still climbing in strong lift.

F1Q

Again although there were at least six potential entrants for this competition, only three flew, the rest contenting themselves with a few trimming flights. The event was a good demonstration of the strength and frequency of downdrafts at Meckering. I find the performance of these little models quite amazing and after we both maxed easily on our first flights I was foolish enough to say

Fuller Results:

						Total
Phil Letchford	180	124	180	180	180	844
Rod McDonald	135	163	132	109	180	719
Ian Dixon	126	180	180	138	64	688
Greg McLure	109	180	40	139	144	612

Nostalgia Results:

						Total
Ian Dixon	83	166	144	136	180	709
Greg McLure	91	96	180	70	80	517

to Paul that I thought 10 seconds was too long a motor run for models which are clearly capable of considerably more than the current three minute max without thermal assistance. I should have kept my mouth shut, my next two flights were barely more than two minutes. Just goes to show the importance of picking good air.

F1Q Results:

				Total
Paul Rossiter	180	154	180	514
Rod McDonald	180	151	121	452
Chris Behr	49			49

Sunday 19 August

These are two club competitions, Escargot for slow open power models and the Crowley Cup for F1B rubber powered models. As is becoming the norm both comps were scheduled to be flown earlier in the year but were deferred due to bad weather. This time we were blessed with perfect weather conditions with max flights landing within easy walking distance all day. Most people were there to fly power and only one attempted to fly in both

events, the result of which can be seen below! Generally people were content to fly or trim in unusually good conditions without too much concern for the competitions.

Escargot

In power both Phil Letchford and Col Crowley had rare off days although managing to place second and third respectively. I used a substitute largely untested model for my last flight after I finally found out how much damage had been done to the

model I used for the first four flights when it dethermalised under power before the comp. Mark Sherburn was unlucky to score poorly on his last flight when his "Taltos" dt'ed immediately after the motor cut when he was high enough for an easy max, which would have placed him second. As it was he suffered the ignominy of being beaten by his son Ryan whose Maverick was flying very well.

Crowley Cup

Ignoring my miserable effort there were only two serious contenders in this event, both of whom were flying well below their best.

Escargot Results:

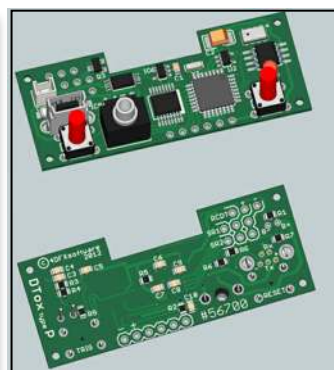
						Totals
Rod McDonald	180	180	180	180	135	855
Phil Letchford	177	180	141	103	140	741
Colin Crowley	171	180	150	77	95	673
Ryan Sherburn	112	139	145	150	122	668
Mark Sherburn	180	180	62	180	52	654

Crowley Cup Results:

						Totals
Chris Behr	169	135	123	120	138	685
Paul Rossiter	180	67	75	155	180	657
Rod McDonald	73	38				111



Dale Jones prepares to check eligibility of an aircraft that landed on the BFFS field at Coominya, on F1G day



Harry Sokol's dTox Timer

A 3D rendition of a timer board - the 'next' version, there's always another on the horizon. This one does the usual arm

release, different mechanics, much thinner, about 12.5mm required, and has an altimeter (one that isn't going to disappear off the shelves soon!) Just got some sample boards delivered, so should be able to start testing the electronics/programming soon. Still have to finalise the faceplate details, then the fun of trying to fabricate them. *Harry Sokol*

WANTED

DC Sabre or Mk2 Spitfire crankshaft please. Both are the same. Happy to pay or swap something????

Howard. G. thegossies@bigpond.com

QUEENSLAND SPECIAL TEAM TRIALS AT DALBY Sept 2012

Report by Malcolm Campbell

F1A: 3 entries

F1B: 8 entries

F1C: 5 entries

Thursday was for F1A and C, and the weather was excellent. Two surprises in F1A were Vin Morgan pulling a thigh muscle before the first round of **F1A** and that sidelined him, and the best prepared model



**Roy Summersby
master class**



**Richard Blackam
flew perfectly**



Surprise "entry" in F1A was Peter Nash, seen here proxy towing for Vin. Peter got it up, and Vin got it down, but not the way he wanted

for the day. Albert Fathers also had rotten luck when just about every glitch possible befell him during five of the seven rounds. Malcolm Campbell was more fortunate, only sorting a trim issue from a recent repair before maxing the last 5 rounds.



**Unusual landing
coming up for
Terry Bond in R4**



**Gary Pope showed
some good form in the
later rounds**

F1C was dominated by Roy Summersby who cleaned the event. Surprise packet was Peter Nash, coming out of retirement with old balsa models and then going on to max the first 4 rounds until stubble damage retired his best model. His reserve was not up to scratch and

he withdrew in round 5, taking 4th place. Terry Bond had one inverted flight of 28 seconds after a bad launch but still claimed second place with six maxes. Gary Pope managed third even with a few hairy launches.

The **F1B** flyers on Friday had a difficult day with winds gusting to 6 m/sec and above. The conditions tested most flyers and those who sub maxed withdrew from flying to save their models. Top flyers William Jones and Leigh Morgan both stepped aside in the first 4 rounds. It quickly came down to a fight between Richard Blackam, Bryan Oliver and Terry Bond. And it should have gone down to the wire.

Terry had a DPR failure in R6, breaking the blades on his model and then suffering another DPR problem with his reserve model, zeroing the round. Gallantly he flew in R7 but sub maxed. This left Richard and Bryan to fight it out, in conditions they both revelled in. The fly off was left to the following day as a wild storm came through in the afternoon, blowing over metal chairs and rubbish bins, and scattering the score cards and

results sheets across the field as flyers took shelter in their cars. unofficially flew again, where Bryan reversed the scores. These two are really ready for the World Champs!

Bryan and Richard did the fly off at 6.30 am and Richard won the event. Not satisfied, the two



First and second placegetters, Richard Blackam and Bryan Oliver, continued to practice after the fly off!



Terry's F1B challenge ended in R6 with a failed DPR and resultant broken prop blades



Vin looked set to command F1A and then it all went wrong. Here he ponders what could have been.

Queensland Special Trial, Dalby 20 and 21 September 2012

F1A

Malcolm Campbell	126	88	180	180	180	180	180	1114
Albert Fathers	180	85	180	54	31	45	0	575

F1B

Richard Blackam	180	180	180	180	180	180	180	1260
Bryan Oliver	180	180	180	180	180	180	180	1260
Terry Bond	180	180	180	180	180	0	133	1033
Leigh Morgan	180	134	180	180				674
William Jones	180	158	180	93				611
Gary Pope	180	179	170					529
Albert Fathers	180	180	84					444

F1C

Roy Summersby	180	180	180	180	180	180	180	1260
Terry Bond	180	180	180	28	180	180	180	1108
Gary Pope	172	76	80	114	64	180	180	866
Peter Nash	180	180	180	180	104	0	0	824
Ron Munden					98	180		278

FLYING FIELDS ARE NOT FOREVER - unless you own them



The associated photo shows Roy Summersby giving Peter Jackson (of small FF Scale fame) flying CL instruction after an interval of over 40 years. It also shows the huge watering device which has been erected on the Qual Turf farm at Richmond.

This latest development has now compromised the field that has been the NSWFFS flying site for more than 30 years. It is notable that FF flying sites around the world are being similarly compromised. Lost Hills has recently been compromised by the development of a nut plantation, Muncie is compromised by surrounding crops.

If Australia is to avoid this situation we will need to own a centralised site of at least 2000 acres surrounded by similar flat treeless grazing land. The NSW Free Flight Society members are still searching for land. See our advert in the "Land" on the next page of FFDU.

Model Aircraft Association seeks site in Western NSW

2000 acres of FLAT

WANT

The NSW FREE Flight Society is looking to purchase land for the purpose of flying model aircraft. The model Aeronautical Association of Australia (MAAA) with over 11,000 members is looking for a suitable site to establish a multi-discipline flying facility in Western NSW. The land needs to be within 40 kilometres of a town which has commercial facilities and accommodation. The site will require all weather road access.

The NSW Free Flight Society (NSWFFS) as a member of the MAAA has been tasked with finding this site and has set out several criteria which would allow the site to be used for international Free Flight events.

The president of the NSWFFS Mr Terry Bond, a former Australian army major, expressed his excitement that the dream of having a permanent site for Free Flight in Australia looked like being fulfilled within the next 12 months.

He explained that Free Flight (not controlled by radio) was the oldest form of man made flying machine, pre-dating the Wright brothers. Although it is the oldest form, due to the structures and aerodynamics required, it was now at the forefront of miniature aircraft development. Exponents of Free Flight regularly compete in 3 international classes with World Cup competitions held in over 30 countries each year, and a World Championship held every 2 years.

France is the venue for the World Championships in 2013, and there has been intense competition to gain a team spot, with members competing all over Australia.

Although the MAAA owns land in several states for the purpose of flying Radio Controlled and Control Line aircraft the group do not own a site suitable for International Free Flight.

Primarily the group is looking for approximately 2000 acres of flat grazing land without trees or other obstructions, and would be interested in looking at any such site with a view to purchase.

The group is aware that this is a relatively small parcel of land and have also floated the idea that such a parcel could possibly be subdivided (Subject to Council Approval) for this recreational/sport use from a larger holding without effecting the current use.

Please phone:

The NSW Free Flight Society

Terry Bond 0417 027 579 or Tahn Stowe 0418 429 351



A NATIONAL FIELD

Back in 2011 the NSWFFS put a proposal for a multi discipline centralised* aeromodelling site, to the MAAA council conference. * (relatively equidistant from the majority of aeromodellers/ model flyers).

This facility was envisaged to be situated on 2000 acres, somewhere in western NSW and was to be a staged development, over several years, funded by a mix of State and Federal Gov't grants, MAAA and State body monies.

Eventually it was to have a MAAA museum, office, possible indoor /meeting venue, 5 CL grass circles plus some hardstand and a speed cage, 3 or 4 RC grass runways plus bitumen runways, several FF launch sites, an area for accommodation/ camping, and an education facility that could attract paying model aviation students.

Although the MAAA requested and the NSWFFS produced and presented a fairly comprehensive "scoping document" at the May 2012 council conference, there was much hand wringing, but little support for the project.

There was a call for a ten year "strategic plan" for the MAAA with a committee appointed. It was judged that the NSWFFS proposal "might not fit within this strategic plan". A time frame of three months was allocated for the formulation of this plan, but so far nothing has been forthcoming.

What did emerge from the discussions was the recognition that Free Flight did not have a permanent

home in Australia. To that end NSWFFS was encouraged to go and find a field and submit it to the MAAA Land Bureau. Hence our ad, 16 August in The Land (northern edition) (total cost \$1299.99).

Although we received several respondents none have been deemed suitable for our purpose.

Our next approach is to send a copy of this ad with a covering explanation to Shire Councils out in western NSW, seeking council or Crown land that might be suitable .

We are of course also contacting real estate agents in various areas along the Newell Highway, advising them of our wish to purchase suitable property.

If you would like to help find the right piece of dirt or believe you know where it is please feel free to send us the details.

Specifically we require:

- Minimum 2000 acres, somewhere in western NSW
- Flat sheep grazing country, with few trees and little or no vegetation
- No known environmental restrictions or endangered species
- Not subject to annual flooding
- Good all weather road access
- Within 40 kilometres of a town with commercial facilities and accommodation

Tahn Stowe

FROM THE FREE FLIGHT TECHNICAL COMMITTEE



World Championship Team Selection

We have now entered the final stages of the process to select the team to participate in the 2013 World Championships in

France. Competition for places has been vigorous, especially in the F1B discipline. Places in the team may not be finalised until the last trial of the year. It has been clarified that the results of only one overseas event may be included in the calculation of places for the order of merit.

Future of Trans Tasman Challenge

New Zealand has found it difficult to field a full team for Trans Tasman in recent times. In order to keep the contest alive a new format has been developed. Subject to final approval the teams shall consist of three flyers from at least two disciplines. The contest will be conducted along World Championship lines in that each team shall be assigned to a single launch pole. Team members will fly in turn using dedicated timekeepers. In the future it may be possible to include additional teams from other countries.

The next Trans Tasman event will be held in NZ in 2014 so we need to initiate the program to select the team. Our usual process is to commence the selection period from 1 Dec to 30 Nov the year before to planned event. There is no change to the normal team selection process which includes best three results from the Nationals, AFFS and SCC events, State championships and results of one

Overseas open event. Conditions of MOP 024 must be observed.

The actual mechanism as to how the three members of the team are selected will no doubt be discussed by the FFTC with input from the AFFS in the near future.

Rules

That this is the year to make or amend rules has been mentioned numerous times and some of the items under discussion are again mentioned in Paul Rossiter's column as AFFS President. Very little has been forthcoming to FFTC so far so maybe members are happy with the rules as presently written or they do not know that this is their once in three years chance to have a say.

It is anticipated that what has been submitted will be put into draft form and be distributed through FFTC members and the next issue of FFDU for comment. The final

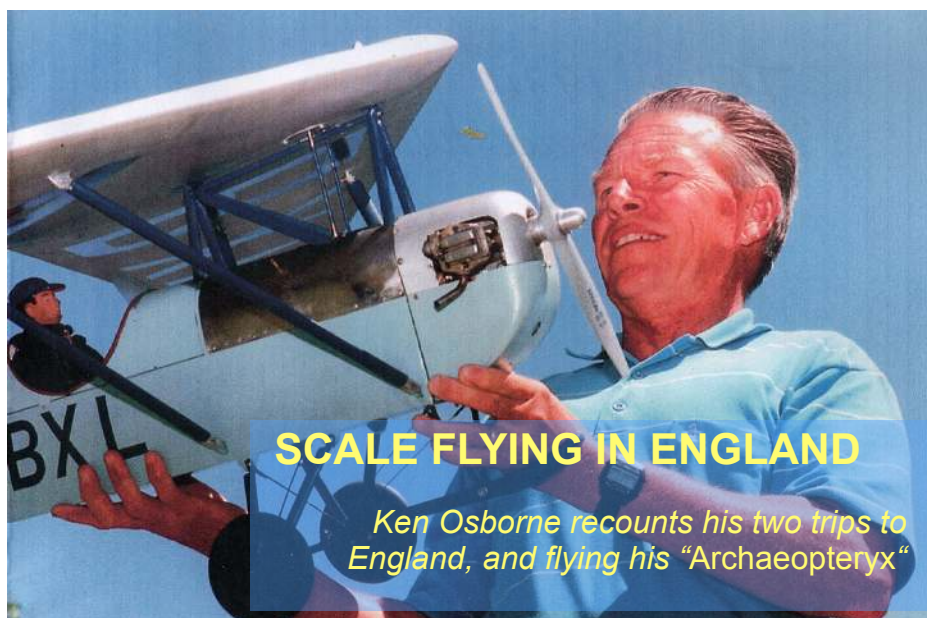
proposals have to be with the MAAA Competition Secretary by mid February. If you want some thing considered do not miss the boat.

From the CIAM Free Flight Sub Committee

The FFSC of CIAM develops rules for FAI free flight events. The chair of the FFSC has recently distributed a list of items for discussion. FFTC members have had input to the items which will be voted on in the future.

Some of the items are administrative relating to contests but some may be interested to know that the future of 20-second attempts is under review as is the extension of RDT to all FAI classes. These discussions could lead to rule changes in the future.

Graham Maynard



SCALE FLYING IN ENGLAND

Ken Osborne recounts his two trips to England, and flying his "Archaeopteryx"

I enjoyed reading Gary Odgers' report on his visit to the British Scale Nationals last year. It was a great insight into how much goes on in the free flight scene there.

Essie and I were able to visit the UK in 1988 and 1997. Among other interests we were able to visit

Cardington in '88 and I flew in the Easy B event, managing to come 3rd and accept 4 pounds for my efforts thanks to Bob Bailey driving us to Cardington from Stevenage railway station.

We can relate to Gary's trip to Old Warden as we also enjoyed the

experience in 1997. We met up with Terry and Helen Rose in July, who drove us to the Shuttleworth Museum for the Nexus Silent Flight weekend of 26/27 July. Saturday was a wash-out but we were lucky to find Sunday turned out fine but a little breezy.

Prior to leaving Australia I had built a CO₂ version of the Granger Brothers "Archaeopteryx" and, after lots of trimming flights, eventually got it flying a very stable flight, so out with the glue so none of the controls could move and hopefully would be the same when we arrived.

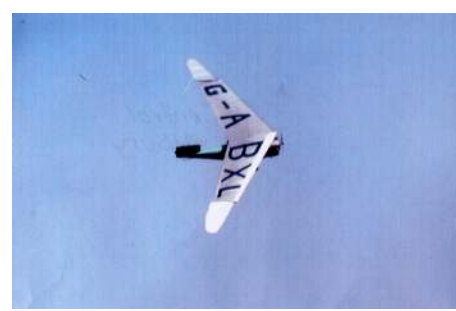
Sunday turned out quite windy for small models so I waited until late in the afternoon and eventually got the chance to fly Archy. Wow! Did it fly, straight into rising air but was lucky to get it back, so I can certainly vouch for its stability. Previous to my CO₂ model, I had built an RC model of it, coming out at 82" span and powered by an OS48F. (continued on page 21)



Helen Wiggs, Ken & Essie Osborne and Terry Rose



Ken Osborne getting up close at the Shuttleworth Collection



The big RC model flying at Albury

THE TEAM TRIAL SELECTION PROCESS - where to now?

My reply to the Editor 'How much is enough?'

Let's do a little bit of lateral thinking here. These events in Australia have kept Free Flight in the FAI classes alive. It must be remembered that only one overseas event can be counted, therefore to get in a team, a flier need not go overseas. There are now plenty of high standard events here to allow qualification. A flier, who is serious about being part of the Australian team in the World Championships, should welcome this opportunity to have fairly high standard competition practise. Even if a flier is not interested in attending the World Championships it is good for the standard of flying in Australia to have reasonably high standard competitions at state championships. Travel costs are really no excuse now with cheap air fares, and as I have already stated there is no need to attend overseas events. Max outs in three State Championships, easily secures a place in the F1A and C teams, and what a great contest we are having for a place in the F1B team.

I think since the team trials have included state championships the standard of flying and the number of entries in these championships has improved. When I started flying, max outs were rare in state championships. I notice this year in the WA State Championship results there was one max out in F1A, two in F1B and one in F1C. In NSW there was one max out in F1B but the next three place getters only dropped one round. In the State Championships in Victoria four maxed out in F1B, and one in F1C. The Australian fliers did well against international fliers in the Southern Cross Cup and the AFFS.

In my opinion the general standard of flying has been lifted in Australia by the number of team selection

contests, which have created keen competition. I don't think we should look at how other countries make their team selections. We need to look at what is good for Australian flying. When we did have team selections decided over one weekend, the State championships were dismal affairs, poorly attended and poor standard flying, because fliers who were already in the team felt, why travel to other State championships. Our present team trials have revitalized free flight in the FAI classes, and with the decline in numbers in Free Flight in Australia,

My editorial in the last edition of FFDU put the cat amongst the pigeons, and caused a number of spirited replies. An analysis of these may help form where the trials process goes in the future.

Malcolm Campbell Ed FFDU

through age, and no young people coming on we cannot afford to let this enthusiasm drop.

Leigh Morgan

The Team Trials 2012

As one of the "architects" of the current Team Trial selection process, I am amused at the machinations that attend a hard fought series, such as the race to get to France in 2013

Each couple of years, someone who is attempting to make the Australian World Champs Free Flight team, manages not to get their act together, and then wants to change the system.

All sorts of reasons are offered as to the shortcomings of the current system.

The system is "unfair", does not select "the best possible team", "disadvantages" those who live in some state or another, causes aspirants to "have to travel", causes aspirants to

have to fly on "unfamiliar fields" in all "kinds of weather", favours those with "lots of time and money" etc etc.

All of this is usually followed by a cry to revert to a "one off" team trial event or at best two events run back to back, and something other than "seconds on the watch".

Of course this single venue will immediately disadvantage several competitors, just by having to travel out of their state. It also ignores the fact that the event could be subject to adverse weather which throws in another variable out of the entrants control. This could alter placings according to the "attrition of models" some being destroyed by tumbling on the ground after a "successful" flight, and others damaged by "having" to fly.

In such weather your time-keeper's ability to keep the model in sight could be critical.

All of this presupposes that you actually made it to your one and only chance of qualifying for the team.

That you had not been injured, temporarily incapacitated, or had to attend a funeral or deal with some other serious personal crisis. Not to mention the possibility that you hit a wombat or kangaroo on the way to the field and missed the first round.

Two years ago, Richard Blackam, arguably our best contemporary World Champs F1B flyer (3rd USA 2001), could not make the team to go to Argentina. Gary Pope a relative "newbie" to F1B made the team and in doing so was the Vic, NSW and WA state champ. Gary went on to acquit himself very well dropping only the last round in his first ever World Champs finishing 39th individual place and along with Paul Rossiter 9th and Terry Bond 31st, were 8th team place overall.

Fast forward to 2012. Richard Blackam is flying much more consistently, and is back "on form". Not only is Richard on form he has done so whilst mentoring Bryan Oliver who is also flying very well, and with two events still to count, is currently "on the team".

It is perhaps ironic that had we adopted a change to the current system that Bryan previously proposed, allowing more than one overseas comp to be counted, he would not now be in the team.

The fact that there are currently six competitors who have 3 max outs and 3 of those have a 4th, is evidence that the standard of F1B flying in Australia in 2012 is extremely high.

It also means to gain a place on such a team you will have to be consistently "on form" and let's face it to do well at a World Champs you will need to max out, then be "on form" in the flyoffs.

I am looking forward to watching how the team (whoever makes it) performs in France. I feel confident in the knowledge that they will all have been through a rigorous selection process and as such are the "best team" that we could send.

Tahn Stowe

Competitor or Participant?

Malcolm, I guess you expect some response to your paper on Team Selection in the most recent FFDU. My views are reasonably well known especially that I do not believe we have a fair team selection unless all the aspirants fly in one or more contests against each other under the same conditions.

I believe the multi event Team selection process was introduced to bolster the State Championships, to avoid the problem of weather interfering with a single selection trial and to make allowances for

good flyers having a bad day with equipment failure.

It is my understanding that the World Championships are flown on a designated day provided the weather conditions are legal.

Success at the World Championships is dependant on negotiating the 'qualifying' rounds successfully and then participating in a fly-off, maybe with twenty-five other competitors. To be successful in this contest one needs state of the art models, complete familiarity with models that are trimmed, an ability to deal with mishaps, such as broken motors, in the ten minutes fly-off slot and psychological steel.

Has our current selection process delivered these features to our team members?

Well yes and no.

The multitude of team selection events has allowed plenty of opportunity to attend events to maximise skills although the attendance at State championships is patchy. Aspirants have access to state of the art models. On a good day a balsa and tissue model can get seven maxes but will be outclassed in extended fly-offs. Some flyers practise extensively. Jack Nicklaus was described as a lucky golfer. His riposte was "Yes, the more I practise, the luckier I get." Some of our flyers are extremely capable and have that bit of psychological steel. Where has all this got us?

In F1A, following the departure from Australia of one of our notable flyers we have now one flyer who regularly performs at world-class levels as demonstrated in International event fly-offs. He has the models, the required fitness for the event and the steely resolve. He is a competitor. I think at this stage the other F1A aspirants could be regarded as participants hoping to make the team. Anything else is a bonus.

The situation is similar in F1C but in this case we have two competitors

who meet the requirements and are rather competitive. Both have done well in fly-off overseas and are World Championship veterans. There are a couple of others who could be competitors rather than participants if they appeared at events more regularly.

So our Multi event Team Trial system has not done a lot to improve F1A and F1C flying. Age and expense may be factors here.

This brings me to F1B where we have maybe eight or more flyers who on any given day could max out. Some have proved themselves in World Championships. These are the competitors. How do we select the best three out of this field? We certainly do not do it with our present system because we ignore the money rounds in the trials. We do not give credit for fly-off skills the very thing that wins World Championships.

I have heard flyers who have maxed out say that they may not participate in the event fly-off because they now had their three maxed out scores and wanted to save their models. These I call participants rather than competitors as their goal of success was to make the team. They are not tested to see how they would go in a fly-off. Of course in F1B you now need additional maxed out scores to make the team but we have not selected on the basis of the pressure cooker situation of fly-offs.

In summary I think the multitude of events has given opportunities to improve contest craft but falls down on the real test of flyer on flyer in the fly-off situations that will almost certainly apply at the World Championships. Whether we have one team trial or twenty, in F1A and F1C the same names will come forth in the foreseeable future. In all classes we must separate the competitors from the participants by making fly-offs count. The goal is to be competitive for individual and team honours. Finally there are no

second chances at World championships.

Graham Maynard

Input from Gaza

I must admit I've had a lot of fun travelling to and competing at Rutherglen, Omarama, Narrandera and Meckering. If I had flown a bit better it might have been even more fun. I'm quite looking forward to more travel and competing at Dalby.

Thus on the score of personal enjoyment, I have no argument with the current selection process.

On the score of selecting the best to represent Australia at the World Championships, the current process ensures the fittest survive and win the prize of team selection. On that score I have no argument with the current process.

On the matter of certainty, the process for selection is fixed in advanced and is known in advance. On that score I have no argument with the process.

I hope this helps.

Gary Pope

Team Trial Selection

Its time to go to three centralized trials – the Nationals, the AFFS Champs and the Southern Cross Cup, if possible all to be held at Narrandera.

This years trials have proved that the best flyers with good models will be at the top. F1B has six or more world class flyers with top models and, after many trials, it is still in a fly off situation.

F1A and F1C are totally different with few world class competitors trailing for team placing.

We must all consider the age of present competitors. Unless there is some sudden revival in free flight numbers within the next 2 years, the present flyers will be a little slower and probably less interested in travelling.

I propose three centralized trials, with a position factor taken into account for each trial.

Albert Fathers

How much is enough?

Model flying is like sex, NO such thing as having enough, but if we are only talking about team trials, these are my thoughts.

Our editor is incorrect saying that most countries do not have multi trial competitions, most do. The main exception is the USA and their system is one 14 round competition run over two days. None of the American flyers like this system (except the nine that make the team) and one of the reasons why is that disaster can strike weather wise, as it did when we had a single trial system in place. Our team went to the world championships in 1997 having only flown three rounds at Narrandera, due to very strong winds. Three flights and you are selected to represent Australia at a World Championships, what a joke. USA had a problem with low cloud at their 2007 trials. The top F1C flyers were clocked off OOS, lost in the cloud, while others whose performance was not as good, stayed just below the cloud layer, and made the team, this made a lot of the top flyers very unhappy.

Most of the competitive countries such as Russia and Ukraine have a number of contests that count for their team place, I think around six. My suggestion, for what it's worth is as follows.

Each state is allowed two competitions to count. Their state champs, plus one trial

Also to count would be our world cup international competitions, the AFFS and SCC

All events, F1A, B, C, at any qualifying competition must be held within five days of each other which allows flyers of different classes to team up for travel.

Our MAAA Nationals should not count as these are normally held at

Christmas when the weather is notoriously bad, and often on poor flying fields as the organisers try to accommodate control line and radio.

Roy Summersby

Letter to the Editor – Team Trials 2012

It has been an interesting year with a large number of flyers trying to qualify for a place in the world champs team for 2013. Unfortunately a few flyers have complained bitterly about the number of trials where a flyer can obtain points to be on the team.

The editor is quite correct about the single trial in the USA over two days. Flyers in the USA do not believe this is an adequate system and have for some time been trying to get a multi trial system to work. As far as Britain is concerned; who cares, we are talking about Australia. I strongly disagree with the editors comments that the process is out of hand. It just means that you need to try harder to qualify to represent Australia.

The Europeans have multi team trials; any country worth its salt would have a multi team trial system to determine who is best to represent their country. I believe the argument is based on cost and distance. If you superimpose Europe over Australia, the whole of Europe will fit easily into Oz. If you want to travel short distances become a European and live there. The distances are short and the contests are many. If you want a single trial become an American.

The editor has totalled the number of events held during 2012. I have managed to fly in 9 events this year. Due to a decision by the technical subcommittee one of my maximum scores was not included in my total to qualify for F1B, but ho hum I should attend another qualifying event to make the grade. I would dearly have liked to attend the Queensland state champs for F1B and F1C but they are held on different weekends thus

increasing even more the amount of travel in Australia. Sleight of hand has been used and the Queensland total should be increased to four.

In terms of money; if you have not got enough dough to go to the qualifiers you will not have enough dough to go to the world champs. Bear in mind that to attend a world champs you will need between two and four models; depending on the class this could mean expenditure in excess of \$10,000 and years of practice. I have had occasion to use four models in a world champs contest but never less than two. Do not forget to include the cost of airfares and accommodation at a world champs and the subsequent tourism after the champs. The ladies always insist on

this after having to put up with the aero modelling part of the trip.

In term of numbers I believe that each state should have the option to

And a final thought from me. For those who think fly-off scores should be included - that would quickly solve tied scores but the impact on the total scores would be great, and possibly destroy competition.

Perhaps 5 points for 1st first in fly-off 4 for 2nd, 3 for 3rd, etc could be considered?

Malcolm Campbell, Ed FFDU

have two qualifiers and whoever gets the Nationals gets the extra one. Trials and state contests would need

to be notified before the qualifying period. Two overseas qualifying times should be included but only one in each country. The SCC would be a NSW trial with the AFFS as a national trial. Fly off times should be included in the total. All trials and state championships must include all F1 events over the same contest period.

This could mean two contests for Qld, NSW, Vic, SA, and WA. The nationals and the AFFS for one contest each and two overseas contests above.

One final comment; perhaps I should affiliate with NT, TAS or ACT.

Regards 007

SCALE FLYING IN ENGLAND *continued from page 17*

Dennis Bryant published an account of it in Radio Control Scale Aircraft in August 1990 and it also included a 3-view drawing which was ideal for me drawing up a plan and building the radio model in 1994.

Dennis gives a good account on the full size in his article, after 3 years restoration. None of the Old Warden pilots were keen to be the first to fly it as it was very low on power and, as

Gary had mentioned, wouldn't take off with an arm protruding. In 1970, a coin was tossed and Squadron Leader Lewis took off and on returning reported he was not impressed. The second flight by Neil Williams also drew the same remark.

I believe Archy is only taxied now on display days, which says a lot of the Granger brothers who learnt to

fly it and continued flying it for the next 6 years!

Dennis, who we met in 1988, did build Archy to a scale of 2.5" = 1' (75" span) and powered by a Merco 35. It is very stable and also aerobatic!

I look forward to seeing an Archy in the near future from Gary. We won't be disappointed, it certainly is an eye catcher.

Regards, *Ken Osborne*

**I'm writing a book about
reverse psychology...
Please don't buy it.**

**I tried exercise, but I was
allergic to it. My skin
flushed, and my heart
raced. I got sweaty and
short of breath. Very
dangerous.**

**If your wife or girlfriend ever
asks, "If I was to arrange a
threesome for your birthday,
which of my friends would
you pick to join in?"**

Never give two names.

**It is funny when my
girlfriend gives me the
"silent treatment."
She thinks it is a
punishment.**

**Men have feelings too.
For example, we feel
hungry.**

**SOMETIMES
I PRETEND TO BE
NORMAL.
BUT IT GETS BORING...
SO I GO BACK TO BEING ME.**

AN ARTICLE FOR FFDU

I asked likely contributors to pen articles for the September FFDU. To make it easy, I listed a number of suggested topics. As you can see, I wasn't too successful. I only received one article.

And that submission came as something of a surprise. His reply accommodated all topics, although typically one liner replies. I wonder if you can guess who he is? He also supplied some background data to assist with your guess. He said:

"It's a tough job getting people to tell you about themselves. I don't really think most people care much anyway what others have done or won over the years.

My reply to your suggested topics -

Trimming	Carefully.
Working with rubber	<i>I store mine in the beer fridge. I wind until it feels about as far as it will go in a blast tube. Just tie the ends. Use brake grease to lube it.</i>
Electric flight	<i>It's all electrickery to me. I bought some stuff to convert the Lanzo Stick over but don't know what I'm doing. It's just laying here looking useless.</i>
Building advice	<i>It's stick and tissue for me, with perhaps a very little carbon if I feel it needs it. I'm an old traditional builder from the late '40s and enjoy the way I do it. Had the chance in the '80s to buy Chinese F1Cs but knocked them back.</i>
Tips and tricks	<i>Just take care with what you build I guess. Holes in tissue can be patched with tissue circles made by sanding tissue over metal washers or coins. Looks neat, and can be multi coloured if you feel the need.</i>
Flying to win FAI events	<i>Carefully with well trimmed models. But does it really matter if you win or lose? To me it's always been about just flying and having fun win or lose. Flying model aircraft to me is one of my hobbies and interests that I've enjoyed for a long time.</i>
Flying to win in non FAI events	<i>As above.</i>
Flying non-VIT power models	<i>Careful building with correct warps etc. Careful trimming one step at a time.</i>
Thoughts on Open Rubber	<i>The bigger the better, and in five (5) rounds PLEASE, to have less people in fly offs.</i>
Getting and staying fit	<i>Healthy eating, walking and swimming is about all I do. Could not stand to go to a Gym.</i>
Electronic timers and Palm Pilots	<i>What are they?????????</i>
Electronic timer developments	<i>No idea. But I do like my good old Seelig and KSBs if that helps.</i>
Member profile	<i>Ah gosh, ya'll know me. Been around the paddocks walking in horse and cow dung for years chasing these stupid things that I got the bug off my Dad in the '40s as a very young kid to do. My Dad FWIW built rubber models before WW2. Joined WPMAC (West Preston Model Aero Club) in 1953. First comp. won about then, was with a Keil Kraft Ajax. Won 5 pounds for my trouble. We all flew FF and CL in those days though, and my Oliver Tiger took me to victory in both FF events in a Swiss Miss and Class A team racing in a Pluto. Still have the trophies. Flew lots of F1C in the '70s and '80s with Rossis that I still have. Won and lost a few...comps that is. Only ever lost one F1C that I got back. Vin Morgan will remember us going up to Deniliquin to pick it up along with his F1A the next weekend."</i>

Guess you know who the author is now?

And more seriously, if YOU would like to write about anything "aeromodelling" or perhaps use one of the suggested topics, I'd really like to hear from you! Ed FFDU



“Aeromodelling started for me soon after the war – Dad brought home a kit of a Hurricane, which, being a practical man, he built well (I was too young – only about seven). It was flown from the back porch – right into a bush at the bottom of the garden, the end for that tissue covered model! Later, I got another Hurricane, also a rubber scale kit, and built that myself – it flew.”

But soon, model boat building and sailing caught his interest, until, having trained as a teacher he was posted to country WA for his first posting, where there was no model boating. However one evening Mike noticed a chap – a typical miner – flying HLGs. The town was on a steep aspect, indeed the main road had a height difference of several feet across the road width – traffic in one direction was effectively on a separate road several feet above the traffic in the other direction. The miner would glide the models down the slope, and have his children retrieve. Mike switched from model boats!

This was to be the pattern of Mike’s hobbies during life – alternating interest in model boats, building amateur wooden boats, racing yachts and model

plane building and flying, each pursuit garnering lots of success – witness the long string of yachting pennants in the shed, each signifying a place in

Mike has retired from model building and flying – COPD (chronic obstructive pulmonary disease) means he no longer has the breath to set up models, let alone wind, launch and retrieve them – after a lifetime of competing and supporting the hobby. But his face lights up and his eyes sparkle when he starts to talk about aeromodelling..... FFDU visited Mike at home in Roleystone, WA.

competition. In addition, he has the pennants from flying in the A2 postal competitions run by Spain in the 60’s and 70’s, that he entered. Teaming up with



Pennants that every entrant received from the Spanish organisers of the world-wide A2 postals run in the late 60s early 70s. These have pride of place alongside the many yachting pennants that Mike has won over many years of competing.



Theo Merrifield in the 60s was to be a major influence for Mike’s model flying. Theo and Mike joined forces for team race and other events, and also competed against each other in free flight, and the two families became very firm friends. One year, Mike decided to go after the Champion of Champions trophy in WA. That entailed entering – and doing well – in most model flying events to garner enough points. Clearly this added building, trimming a flying activity stressed domestic bliss somewhat, as Mike’s wife, Margo, complained about it to her good friend,

Hillary (Theo’s wife). “Oh?” said Hillary, not exactly sympathetically”Theo is also giving it a go this year!”

Mike’s devotion to the hobby has had lasting effect in WA. Mike started “Windsock”, the newsletter of the WA model flying movement

about 1967, and was the editor for years, and more recently he started the popular Slow Open power class in WA, building a



Mike Launching the Climax in SLOP at the Meking field: for those not familiar with WA FF, the field is a mere 165km from Perth....but is a very large, flat and not-very-treed area.



Racing an own built wooden yacht. Mike built several yachts, and is a keen supporter of the wooden boat movement.

“Climax” for the purpose. The choice of model was easy – a schoolteacher by profession, Mike was able to take long service leave, taking his whole family on a year-long trip through Europe. On the first such, in the mid -70s, Mike and family befriended Dave and Sue Miller (readers of Aeromodeller magazines of the period will recall Sue’s (né “Sue Coy”) success at open power rallies in the UK during the 60s, flying the Arnould-Miller designed Climax, which was published in Aeromdoeller, June 1968). However, Mike built them with an extra bay in

each inside wing section, and one bay in the tailplane, as he found the standard Climax a bit small for a powerful 15.

So, what is Mike's favourite motor?
 "Well, I was never a collector, and only kept motors that I was currently using. I would have to say that the OS Max 111 15 must be the one I was most fond of, and had the most success over the years. However, I am proudest of winning speed at the Nats in WA in the 60s – and that was with the Super Tiger G15 – now that was a wonderful motor. However, I guess I owned more Fox 15s than any else. It wasn't the "best" motor, but it was reliable, powerful and very light."



Mike in his shed, holding "Superdog", the winning speed model – sans ST G15. "Can't remember what happened to the motor....this is the only bit of modelling gear I wouldn't let anyone take, though there was much interest....."

The speed story went: Mike was flying team race with Theo in those days, and he acquired a ST G15, and so built a speed model for the motor. The next nats were in WA, and it turned out that the big names in CL speed from the east didn't attend – for distance reasons – so they sent the second string flyers, armed with the top models and highly modified engines, to gain experience. On the day, one after another, the big guns just couldn't get the highly tuned – and temperamental – motors to start in the allotted time, however Mike's stock ST G15 fired up right away for each flight, flew without a hiccup, and good enough for first place. It was to be the last time

that an unmodified engine would win CL speed at the Nats.

"You didn't try to modify an engine? After all, I do know you did have a Myford ML10?"Well, I inherited that lathe from my father, and had it until just recently, when I was no longer able to use it and, my sons showing no interest, I sold it, later giving the other power tools to the local Men's Shed. However, I never really got to be a machinist, really only making simple parts for models on it. I did once try to lighten the piston of a Taipan 2.5 B/R, and milled right through the side!

Several months ago, Mike realised that he hadn't flown a model for a couple of years – didn't have the energy – and so offered all the gear, free "You should have seen them descend like locusts!" chimed in Margo, obviously very impressed at the enthusiasm for precious FF goodies from among the FF community! *(this author admits he did walk away with four P30 props, missed by the locusts.....)*



Mike launching a power job (not a Ramrod) in the early 60s, at Lake Pinjar (now a northern suburb of Perth), with Theo Merrifield on the right. This spot had the shortest reeds, so was the launch site. Retrieval was by the family VW Beetle, with Margo driving and Mike yelling direction, while sitting on the roof - you couldn't see over the reeds if seated inside the car!



Mike flying in the Stomper postal run by the Ladysmith MAC in the late 90s – Mike took this seriously, as he does all competition.



Spring in WA, flowers in the fields - Mike winding his coupe model. WA is one of the 3 top regions in the world for flower biodiversity, the other two being the Amazon and the Cape region of Africa.



Mike launching his coupe - juniors in WA? - Mike can't recall the name of this chap.....



Mike with an A2, 1960s. Mike didn't design models, rather built established designs, but with his own variations.

And the final word from Mike: Mike talks of his Climax design: *"It's an ideal Slow Open model"* opined Mike *"I built it because of the personal connection we had with the Millers, but it is well suited to SLOP – we met them while on long service leave in the UK, and our two families became close friends – I've been in touch with Dave and Sue until quite recently."* Mike championed SLOP in WA, and it is a popular contest, really taking the place of Open Power, Vintage Power and Oz Diesel in WA. *"Some years ago I bought a custom 19 diesel from Gordon Cornell in the UK who purpose-built them for SLOP, claiming they would turn a 9x4 prop at 14000 – which it would do – but I struggled to get the thing started quickly, due to a failing right arm reflex, so passed it on. It was intended for a Dave Hipperson designed T32 and was successfully replaced by an aging OS20 FP glow, which my right arm could flick much more easily, and later take an electric start – it turned a CF 8x4 prop at 18600"*

George Car

2012 Control Line World Champs

Through the eyes of a Free Flyer

This year the world control line champs were held in Bulgaria. Having a little interest in control line, and never having been to a world control line champs; it seemed like a good thing to do. I would also see Bulgaria and Turkey on the way. This would also mean a must visit to Gallipoli, Troy, and a swim in the Dardanelles. Some things a man just has to do. Back to the contest, on arrival the weather was hot, very hot. This only lasted a few days until a change came through, after that the weather was excellent.

The site was, I thought very good, the speed circle was a five minute walk away from the other events which was acceptable. This site is equipped with a hard stand caged area, club rooms, and a pond for racing tethered boats. I didn't see any of these go, but the models that I saw would

have been super fast, as some were powered by OSP 60 on pipe. It is surprising that a country like Bulgaria has such facilities, while we in the lucky country seem to struggle just for a flying site.

F2A speed, not too many surprises there, as the top men seem to know just how to do it. F2B stunt was flown on both concrete as well as grass, each flyer getting a turn or two at each. Wind played hell with them on the first day when the weather front came through bringing the temperatures down to near perfect. F2C team race was run along side the stunt over concrete inside a wire cage, these models are fast, and with three in the circle its hard work in the middle for the pilots. The Aussies have won this event at the last two world champs, and this year they went close to having three teams in the final. As it turned out we ended up with two which gave us 2nd and 3rd well done boys. F2D combat, Tom Linwood was by far the best of the Aussies and should have finished a lot higher up except for a few problems, but that's combat.

I enjoyed my time there just watching and supporting when ever I could. It is entirely different to free flight, as in the early rounds you only get to fly once in the day, so all day for one flight. Free flight when it's your event we get to fly all day.

I strongly recommend that if you get the chance to go to any BIG competition free flight or control line, take it, as you are only on this earth for a short time. There will be plenty of time to sleep and get over jet lag in the next life.

Roy Summersby



F1C motor with single folding contra rotating props, seen on a stand at the world control line champs. Did not ask the price I guess I should of just for interest.

CONTRIBUTING ARTICLES TO THE DECEMBER EDITION OF "FREE FLIGHT-DOWN UNDER"?

Articles, preferable submitted electronically, and with photos supplied separately in JPEG format (200Kb or greater, for clarity) can be sent to me at actrain@ozemail.com.au by Friday 14 December please.

YOU MIGHT BE A FREE FLIGHTER IF...

1. You go to indoor sporting events and immediately check the ceiling for flying possibilities.
2. You've ever *talked* to a model to make it turn.
3. You have any sub-4-pound balsa.
4. You've ever eaten your lunch with a prop blade at a meet.
5. You drive to contests in a vehicle containing its worth or more in high-tech FAI models.
6. You've ever driven all night to a far-away contest, parked, and slept two hours sitting up before waking to fly.
7. You can make a one gram airplane out of \$5 worth of wood, wire, and plastic.
8. You think a power model is "slow" if it doesn't get to at least 300 feet in 7 seconds.
9. You know what Y2K2 film is.
10. You think "nice clothing" is anything that doesn't reek of rubber lube or castor oil.
11. You've ever put a \$150 tracker on a \$15 P-30.
12. You've ever retrieved a model from a cemetery.
13. The Pearl versus Satellite thing is a really big deal to you, like good versus evil.
14. You have the oldest, crummiest motorcycle any of your neighbors have ever seen...but it runs just fine.
15. You have a Wilder winder.
16. You've ever had your shoes melt on a runway at one of the Navy Nats.
17. You've ever cut down a tree to retrieve a model.
18. You know people who have been flying Free Flight since before WWII.
19. Losing a model O.O.S. on the final round of mass launch is a strangely pleasant feeling.
20. The sight of a blimp hangar gives you heart palpitations.
21. The words "timer failure" raise your blood pressure.
22. You know that rubber-powered Free Flight models predated the Wright Brothers by more than 30 years.
23. The know what the FAC Spirit is, and you get a little emotional thinking about it.
24. You revel in stiflingly hot, humid, indoor sites—as long as there's no drift.
25. You have 20 pounds of rubber and \$1000 worth of balsa.
26. You have drawers full of pristine, un-run racing engines, many of which are no longer in production.
27. You have taken a half day off work to rent a plane and pilot to search for a wayward model.
28. You know where Brown Material Road is.
29. You are a member of the 40-minute club.
30. You know the prestige of maxing all 14 rounds in Denver.
31. You have ever *swum* or *paddled* on a retrieve.
32. You *know* that everyone else thinks you're crazy for loving this hobby—and you're perfectly okay with that.

*Reprinted with permission of the author,
Don DeLoach, Colorado Springs, Colo*



Göpf Bachmann and the Free Flight field in Mongolia - looks like Heaven

SOMETHING TO PLAY WITH ON A SMALL FIELD



Albert Fathers and John Lewis with their P-20s

As fields become compromised, 3 minute comps become harder to run and 2 minute comps sometimes are delayed until satisfactory winds prevail. The Brisbane Free Flight Society has moved its 3 minute events to Dalby, more than doubling travelling time and usually incurring accommodation costs for such events.

P-20 seemed like a fun event to introduce, and next year the BFFS expect to have both men and women competing in this “cute” little class.

While one member has built his own design, a useful duo of kits from USA have been sourced by William Jones and at least six have been sold to members. Two of these have already been built and flown at the Coominya field. I was impressed with their stability, climb rate and glide, although watching them DT, I think mine will have a wing DT!

I thought several photos and the rules that have been established may make interesting reading.

Malcolm Campbell



John Lewis and his own design P-20



Albert Fathers with his kit built P-20

Definition:

A P-20 rubber-powered model is one of limited dimensions with restrictions on the type and size of propeller fitted and weight of rubber carried and is intended to be an introduction to rubber-powered classes that can be flown on small flying sites.

Characteristics:

No part of the model shall exceed 20 inches (508mm) when assembled.
The minimum weight of the model without the rubber motor shall be 20 gms.
The rubber motor shall not exceed 4 grams in weight.
The propeller shall be an unaltered commercially available plastic freewheeling propeller between 7 and 8 inches (180mm – 200mm) in diameter (freewheeling modifications allowed).
The rubber motor must be enclosed in the fuselage.
Double sided covering of all flying surfaces.
No restriction on building materials.

Number of Flights:

Each competitor is entitled to five official flights. (No rounds)

Definition of an Official Flight:

A flight of more than 20 seconds is an official flight.

Number of Attempts:

There shall be no limit on the number of attempts allowed to record an official flight.

Timing:

The maximum recorded duration for each flight shall be 60 seconds.

Number of models:

A competitor is entitled to 3 aircraft.

Classification:

The total time of the five flights for each competitor is taken for the final classification. If a tie exists after 5 flights have been recorded, then each successive flight shall have a maximum duration of 30 seconds more than the previous flight until a winner is declared.



66TH MAAA NATIONAL CHAMPIONSHIPS NARRANDERA NSW



FREE FLIGHT PROGRAM AND ENTRY FORM

SCHEDULE OF EVENTS.

Thursday Jan 3rd.	F1G,H,J.-----	7.00am-12.00 noon
Friday Jan 4th.	F1B, OPEN POWER-----	7.00am-12.00 noon
Saturday Jan 5th.	F1A,C, OPEN RUBBER-----	7.00am-12.00 noon
Sunday Jan 6th.	COMBINED VINTAGE-----	7.00am-12.00 noon
Monday Jan 7th.	P30, OZ DIESEL-----	7.00am-12.00 noon
Tuesday Jan 8th.	SCALE -----	7.00am-10.00am
	SCRAMBLE-----	7.30am - 8.30am
	HLG/ CLG-----	9.00am-11.00am

NOTES:

F1A, B & C, 5 rounds. 1st round 7.00 minutes, weather permitting. Total time to count.

F1G, H & J, 5 rounds. 1st round 5.00 minutes, weather permitting. Total time to count.

VINTAGE, 3 flights ,entrant can fly all 3 classes, (ie, 3 Power, 3 Rubber, 3 Glider flights)

OZ DIESEL, 5 x 2 minute flights.

ANY FLYOFF WILL BE HELD @ 8.30 THE FOLLOWING MORNING.

ALL AUSTRALIAN EVENTS RUN TO MAAA RULES.

REGISTRATION AND PRIZES ON THE FIELD

ENTRY FORM. NAME _____ FAI NUMBER _____
email address-_____

EVENT	FEE- \$5.00	
F1A		
F1B		
F1C		
F1G		
F1H		
F1J		
OPEN RUBBER		
OPEN POWER		
COMBINED VINTAGE		
P 30		
OZ DIESEL		
SCALE		
SCRAMBLE		
HLG / CLG		
ADMINISTRATION	Includes 1x Badge and 1 x sticker	\$20.00
Additional stickers @ 50 cents each		
Additional Badges @\$2.00 each		
	TOTAL	

Please send entries to NSW FFS Treasurer Tahn Stowe 3/152 Brook St COOGEE 2034
Entries close December 15th 2012. Please make cheques or money orders payable to
NSW Free Flight Society. It would be appreciated if entries including fees be received
before the closing date. Payment of fees will be accepted on the field with prior entry.
email entries to: stowes@ozemail.com.au



66th Nationals Free Flight Bulletin Number 2 Narrandera 3-8 Jan 2013

NSWFFS is hosting the 66th Nationals Free Flight events at Narrandera from 3 Jan 2013 to 8 Jan 2013. The Control Line events are being hosted by CLAS in Albury/Wodonga over the Christmas to New Year period.

SAMS and the NSW Rocketry Association will not be joining us as previously hoped.

Program

The schedule of events has been organized to allow for relaxed competition with F1 A B & C reduced to five rounds. This should ensure that most competitors, helpers and officials are off the field during the hottest part of the day.

Similarly (weather permitting) the first round maxes for the FAI categories have been increased to allow competitors to test the still air performance of their models. This should limit the possibility of a late afternoon flyoff. See program/entry form for full details.

Entries

Entries should be made prior to 15th December 2012. Entry Fees can be paid on the field prior to the event, however it would assist the organizers to know which events you intend to enter by the 15th December. See entry form for full details.

Entrants

All events are open to any competitor who produces a current MAAA/ FAI card.

Registration

There will not be a specific registration day, however entrants can collect their "Goodies bag" at the CD's table on the field.

Processing

Compliance to model specifications is the contestants responsibility and no formal processing will be done. Digital scales and a tow line checker will be available on the field. Spot processing and check timing will take place during the events.

Rules

With the exception of the extended first round maxes for the FAI categories and the reduction to 5 rounds for F1 A,B & C the relevant FAI or Australian rules will apply.

Winners

Prizes in the form of perpetual trophies and commemorative medallions will be awarded to the place getters on the field at the conclusion of each day's events.

Weather

We have not flown at Narrandera at this time of year, however the mean maximum temperature for Jan is approximately 33 Deg C, with highs in the mid 40's and lows down to 16 Deg C. We would expect a Total Fire Ban to be in place and expect this to be observed.

Narrandera

Narrandera is located in the heart of the Riverina 549 kilometres south west of Sydney and 428 kilometres north west of Melbourne, and 1245 kilometres south

west of Brisbane. It is a long long way from Perth but it hosts, one of the best free flight fields currently in use in Australia and possibly anywhere on the planet.

The Field (Widgiewa)

To get to Widgiewa from Narrandera, head south on the Newell Highway. Make sure to take the left turn onto the Newell Highway as you leave Narrandera otherwise you may drive 50 km west on the Sturt Highway before realizing your error. After 31 km, just before Morundah and opposite the grain silos, turn off to the left towards Urana . The road swings around to head south again. The road into the field is on the left, about 12 km from the turnoff, fluorescent F/F signs will be posted at critical intersections along the route and on the gate. Please close this gate and any others you encounter.

Accommodation.

There are motels, hotels, and caravan parks located in and around Narrandera, prices range from \$30 to \$100 depending on your requirements. A list is attached

Facilities.

There are too many places to name for shopping and eating out. The Narrandera Tourist information centre has an amazing booklet titled "Heart of the Riverina "and it provides a huge amount of information about Narrandera and its surrounds. More information is available on the net at www.narrandera.com.au.

Attractions

It would be a good idea to look at the web page again for local attractions. Lake Talbot would be a great place to take the kids on a wet tour; the tiger moth memorial is even a better place to check airplane detail with a fully restored DH 82 in the museum and the war birds museum at Temora should be a good trip. Check the attractions section of the booklet and go from there.

List of Motels

CAMELLIA MOTEL
COUNTRY ROADS MOTOR INN
FIG TREE MOTEL
GATEWAY MOTOR INN
GRONG GRONG MOTOR INN
MIDTOWN MOTOR INN
NARRANDERA CLUB MOTOR INN
NEWELL MOTOR INN

Hotel Accommodation

Charles Sturt Hotel
Murrumbidgee Hotel
Narrandera Hotel
LAKE TALBOT TOURIST PARK
NARRANDERA CARAVAN PARK
NARRANDERA SHOWGROUND

Words on rubber, from Jim Bradley

Here are my finding about the latest batch, June '12, of Super Sport rubber for the next newsletter. You might want to pass this E-mail on to the F1B fliers quickly as I'm sure the word is getting around about how good this latest batch is, so it's going fast. Also you might want to remind everyone that John Clapp sold FAI Model Supply to Charlie Jones in June. Charlie can be contacted at: sales@faimodelsupply.com

I am finding the June '12 batch of Super Sport to have the best all around performance of any batch of Super Sport I have tested, and I have tested most every batch of Super Sport.

Looking at it for F1B use at 24 strands it shows to be very good in both burst and cruise. At 26 strands it far exceeds anything I have seen for burst and is still average for cruise. Flying with 26 strands in wind and turbulence would be very good to get the model off the ground quickly. Motor runs at 26 strands are 36 to 38 seconds and mid 40's for 24 strands. I made up some 25 strands motors, pain in the butt, the factory box I bought it repeated the overall quality of the 1 pound I had tested earlier. At 25 strands, 50 strands for the 1/16" people, the motors were still Very Good in burst and at the top of my good scale in cruise. I will likely fly it at 24 strands for all conditions except windy weather when I would use the 26 strand motors.

WORDS and NOSTALGIA FROM GEORGE CAR

Heaps of great plans!

If you are after some obscure (and not so obscure) plan from the past, then try the Outerzone web site; <http://www.outerzone.co.uk/search/index.asp>

Turns out some chaps (on RC groups - some kind of web forum) have over some years been scanning (and mostly rendering the scans in PDF to print full size) a heap of model plane plans from all sorts of sources. Most of the plans have been tidied up, so print clearly. Also, many of them come with scans of the attached article. It must have been a labour of love!

You can get the PDFs printed full size by taking the plan file along to any commercial printing establishment such as Officeworks (or so I am told). The files had been posted onto the forum, and now someone has kindly put them into a searchable database. (you can still get the files from the forum, but would have to look through all the heaps of postings and find the plans in a random manner).

So if you wanted a plan for the KK Phantom, for instance, as I did (I did have an original plan for the mark1 -with turtledeck planked using 1/8 by 1/4 strip - not the block turtledeck Mk2 version- which however got lost recently). Well, Outerzone has very good definition plan of all versions, easily found.

I also squandered a lot of time downloading and looking at heaps of plans! I now have a collection of "must builds" which will take me past my 200th birthday - if I speed up my building program. It has been really pleasurable looking through the plans! Just one example - here is the Milton special, redrawn by Vic Smeed and printed in Aeromodeller (in the 90s, from memory). The plan prints nicely full size, and could easily be built.



What kind of a nut would get up at five a.m. Just to play golf?

ARTHUR GORRIE

The March, 1958 issue of Aeromodeller carried the interesting item shown, which got the following comment from **Adrian Bryant** when asked about it:

"The news item was written by Arthur Gorrie. Arthur had his own style of putting things to paper. He also produced a Qld news sheet called "Contest Capers". A scream a line. I wish I had saved them! Arthur ran a model shop in Brissie. With Arthur behind the counter, it was a laugh a minute. He could sell you an engine, crack a joke and extract the money while you were looking for the punch line. Arthur was involved in many things, and he was awarded an Order of Australia. The Arthur Gorrie juvenile Correction Centre was named in his Honour. The Banana Festival continues to this day, by chance it was run just last weekend, but it no longer features modelling."

Australian Model News has taken on a new format including no less than seven pages this size for club news. From which we cull the delightful story of one Pete Scott from the Banana Festival Champs, Murwillumbah (yes—that's right!) who is said to have made his *Thunderbird* do things which would make Bob Palmer take up Chuck Gliders. His repertoire includes a square seven, eight and nine, and was all set for the ten when it appeared to come into the centre for further instructions. However, it must have misunderstood the pilot's commands, for it did a roll, one hamburger and a marshmallow. This set the judges in a flap, but it was ruled that since no-one else could attain the same standard, they could not award points for the manoeuvres.

Above article by Arthur Gorrie, AM March 1958

AUSTRALIA

A note was received from Monty Tyrrell, 13A Irving Road, Dandessong North 3175, Victoria, Australia.

Monty writes, "We were chugging along in a Piper Cherokee with a friend about 95 miles north of Melbourne, gradually descending after crossing the Great Dividing Range. The main cloud layer was several hundred feet below us. At ten o'clock high we spotted what we assumed was an eagle. But on closer inspection, I identified it as a Red Zephyr flying loose as a goose.

"I regard this as a superb reason for cutting back Limited Engine Duration and Texaco fuel allowance. We don't know if the model was free flight or radio controlled but it is for certain the owner didn't know where the model was. We were just lucky to spot the model and avoid a collision. It will be interesting to see if the owner ever gets his model back."

Food for thought, eh? **MB**

TIMING



Last weekend I was asked to time Paul Rossiter's model. The electronic timer was set precisely for a 10s motor run, but I timed it to 11.6s. (I timed to first sound of motor power decrease, not the end of the run down). As the overrun could have been timer error, on next launch (which was soon thanks to RCDT) we had two of us time, but

both returned the same time, 11.6s (4th place of accuracy did vary, not surprisingly, but I don't recall those).

On a later flight, I timed another chap's F1Q, but this time there was an IC model also running and I couldn't hear the electric motor run, so had to judge by the model's attitude change - which was 0.5s longer than previous motor runs I measured for that model.

The point is, what to do: the motor run is precise, but the person timing has to follow the set procedure. I did suggest the F1Q class might try to Thomas Koster approach (I recall Jon Fletch saying that at a contest in the 70s, Koster was using his first electronic timers, also giving a precise motor run. Koster got the timekeepers together, demonstrated the motor run on the ground to them,

getting them to time it, then dared the timekeepers to record an incorrect motor run in the next attempt). ie, effectively saying that we should dispense with motor run measuring, and rely on the honesty of the entrant setting motor run time precisely.

Paul subsequently set his motor run for 9s, and I recorded around 10.6 and 10.7s for each flight, which in WA seems to be OK for a 10s motor run.

This is interesting, as from speed of sound calculations, I can't make any sense of the figures (I don't think the model could be 380m up in 10s, given the sound then takes 1.6s to reach me - also not allowing for reaction time, of course), but I am no physicist. maybe Paul could give us some reflection on this?

The position in the UK must be even worse, as they time the motor run till the end of the 'burbur', so I suspect that for a timed IC motor run of 10s, the motor would need to be set for 7 or 8s, even worse for a diesel.

I am copying this to Jon for comment, in case I recall the Koster story incorrectly - so please treat the above as speculation only. However, it may raise a real issue.

George



The Albany Plane

This photo was found on the Albany tip in the last year or two by James Frayter, who is an aeromodeller, ultralight owner and model engineer - he recognised the significance of the photo right away. He has the original print. I cannot find any reference to the plane anywhere, but anyway it's worth printing the picture.

George

Information from back of this print (written at a much later date than that of the picture).
Built in Albany (N.A.) 1916-1917 on the old RACG Course at West end of Princess Royal Harbour where it was first flown.
Plane built by C. Layton, R. Reynolds, Alex Fraser.
"The Albany Aeroplane" built in Albany 1916.
The only picture taken of it H. COWAN.
Left to right Bob Reynolds, Alex Fraser, G. Bristow.
The car is a model 'T' Ford, driver Jack Burridge.
Taken on the beach end of the harbour.
C.J. De Garris landed here in the first plane to cross Australia. 1st landing also Major Norman Bready used the beach for landing when taking up passengers for flights after World War One.

No room in this FFDU for the final instalment of this little tale. You'll have to wait until the Christmas edition. Sorry guys!



The Model Aeroplane Club.

CLOUD TRAMP POSTAL



Perth midnight Saturday: Herewith the snap of the CT "mass" launch at midnight on Saturday/Sunday border. That is the appropriate hour for mass launch, Perth West Aus time. Alas, I couldn't get a rise

out of my fellow West Aus model flyers (the challenge was to outnumber those Kiwis this year.....) to be up and about at that time on a winter's night.

Weather - not as bad as for Maris' launch, but as you can see, visibility was about 10 yards. The look on my face? -

Adelaide, Australia. Sunday 1:30a.m. A relatively mild 12.5 degrees C. Wind gusting to 19 KPH. Almost complete cloud cover significantly reduced the available light from the full moon sitting quite high in the northern sky. We chickened out & settled for token short hops in the backyard, just to say we'd done it.

surprise that the model actually flew, untrimmed.....it was built in the morning, last year's model having been lost in the transit from Darwin to Perth.....(along with all my balsa, wire and covering material stocks - aaaargh, the pain!).

I was lucky to be able to bribe my dear wife to come along to take the snap - the bribe was the offer to take the dogs on a contemporaneous walk. Needless to say, one lap of the playing fields seemed all the gods (oops - slip of the pen - dogs, of course) seemed interested in at the time..

Hopefully, we'll stir up enough Aussies next year to beat the Kiwis.....

George

PS: The model seems to fly better than last year's CT, I hope to put up better times for the postal, this year.

No such problems for our dress rehearsal last Wednesday evening. I've attached photos. No wind and enough moonlight to see quite well enough for flying without resorting to torches. The Cloud Tramps came out from their hibernation & flew as reliably as ever. Must give Jim Moseley's duration competition a go this year.



David Malpas & David Nearmy with our models



Maris Dislers with model decoration inspired by the Frog Tadpole



Just to show that we didn't just pose for photos. Flash photography in very dim light really challenges modern cameras and ruins the poor subject's night vision!

I used felt tip ink pens from the local art supply shop to do the colour schemes. The pens are double ended, with thick and thin tips, which makes it a fairly simple job. Loads of colour choices. The two with blue propellers use commercially available prop & undercarriage assemblies. As the prop bearing is inverted from its intended position, the fuselage nose needs a downward angle where the bearing assembly mounts, to restore the desired downthrust angle on the shaft. Propellers are trimmed down from the original 9 inches to 8 inches diameter and re-pitched to 10 inches pitch by mounting on a simple jig and resetting the inner blade sections using a soldering iron held nearby to soften the plastic.

Regards,

Maris Dislers

Advertisement in 1994 Model Builder. Still there?

NEW	AUSTRALIAN HOOP PINE PLYWOOD	NEW
1.5mm & 3.0mm Premium 6'x3' sheets, open knot free, super flexible, strong yet lightweight, die cuts extremely well, finely sanded--PLANTATION GROWN--suitable for extreme Tight Bending situations. Available in interior & exterior grades in thicknesses from 1.5mm to 44 mm and Also Decorative Veneer finishes to special order. Perfect for HOBBY WORK, FURNITURE MANUFACTURING, MODEL MAKING, ARCHITECTURAL and other special applications		
Avail. @ M. Ransom, Ca. (408-623-2679) Kingsway R/C Hobby, Tx., (713-977-8141) Kent Models, Ok. (918-336-9445) Seabury Distributors, NJ (201-335-8266) (DEALER BIDS WELCOME)		
Contact: RITECO SUPPLY INC. 12999 FM 529, HOUSTON, TX 77041 (713) 896-6200 / FAX (713) 896-6100		

2012 TEAM TRIALS SELECTION - SCORES TO DATE

supplied by Vin Morgan

Name	Kiwi	Pan Am	Max Men	Vic St Ch	Kotuku	Omarama	SCC	AFFS	Aus Nats	WA Trial	QLD St Ch	WA St Ch	NSW St Ch	Qld Trial	SA St Ch	Sum of best three	Sum of best four	Sum of best five
F1A	Feb 11, 12	Feb 14, 15	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 2-4	Jun 9-11	Sep 20, 21	Nov 24, 25			
Phil Mitchell	1260	x1260	x1260				1110	1260					1232			3752	0	0
Malcolm Campbell	1260	x1260	x1210	1079	x1259	x720	1176	995			1133		1229	1114		3665	0	0
Neil Murray							1093	1127	1260	596		1260				3647	0	0
Vin Morgan				983			1084	1109	1149	417			1072			3342	0	0
Albert Fathers				913	180		907	630			1193		1171	575		3277	0	0
Tahn Stowe				663				1002	1212							2877	0	0
F1B																0	0	0
Richard Blackam				1260			1260	1250	1242	1260		1260	1260	1260		3780	5040	6300
Bryan Oliver				1260			1230	1163	1260	1260		1260	863	1260		3780	5040	6300
William Jones				1260	x1227	1260	1260	1260			1238		1234	611		3780	5040	6278
Terry Bond	x1229	1260	x1260	1186			1215	1260	1260	1222			1238	1033		3780	5018	0
Leigh Morgan				1260			1260	1260	1014				1224	674		3780	5004	0
Vin Morgan	1260	x1131	x1242	1147			1260	1260	1149	1185			1174			3780	4965	0
Gary Pope	x1165	1196	x1097	1125	x1118	1137	1202	1227	1216	1214			539	529		3757	0	0
Paul Rossiter				1179	1221	x1210	1178	1182			1141		420	444		3657	0	0
Albert Fathers							1039	1260			1241					3582	0	0
Ted Burfein								1260								3540	0	0
Neil Murray								1260		1190						2450	0	0
Percy Wright							1141	1192								2333	0	0
F1C																0	0	0
Roy Summersby	1260	x1260		1194			180	1260	1162	14				1260		3780	4974	0
Terry Bond				1260			1086	1223	1134	667			1260	1108		3743	0	0
Colin Crowley									1043	510		1260				2813	0	0
Gary Pope				186				1191	720	6			216	866		2777	0	0
Percy Wright							1039	326								1365	0	0
x	Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.																	
	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS	OS

NSWFFS Contest & Fixture Calendar 2013

Date	Event	Venue	Time	C/D
Jan 3-8	Nationals	Narrandera	7.00am	5 Wanted
Jan 18	General Meeting	Harris Park	7:30pm	
Jan 20	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Jim Christie
Feb 10	State Champ, P30.+ Comb Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 24	Combined %	Richmond	7.00am --1.00pm	Tahn Stowe
Mar 2-3	Hunter Valley Champs	Muswellbrook		
Mar 9-11	Victorian State Champs	Springhurst		
Mar 15	General Meeting	Harris Park	7:30 pm	
Mar 17	1 Hour Scramble, Combined %	Richmond	7:00am – 1:00pm	Roy Summersby
Mar 25-31	Southern Cross Cup---AFFS Champs	Narrandera		SCC. T.B.A.
April 28	State Champs HLG/CG. Rocket Glider, Plus Combined Vintage	Richmond	7.00am—1.00pm	Jim Christie
May 4-5	Veterans Gathering	Muswellbrook		
May 5	State Champs Scramble, Combined % , Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 17	General Meeting	Harris Park	7:30 pm	
May 26	P30, Diesel Duration, + Comb Open	Richmond	7:00am – 1:00pm	Roy Summersby
June 8-10	NSW State Champs F1A,B,C	Narrandera	8.00am---3.00pm	Jim Christie
June 16	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 23	Russell Forth Scramble	Illawarra		
July 6-7	Scale Rally, Sun 14th ½ Hour scramble, Fun Fly C/L flying & BBQ	Richmond	7.00am	Tahn Stowe Roy Summersby
July 19	General Meeting	Harris Park		
July 21	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 11	Combined %, Multiple Entries.		7.00am- 1.00pm	Terry Bond
Aug 25	½ Hour Scramble + Tomboy Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Tahn Stowe
Sep 8	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 20	Annual General Meeting	Harris Park	7:30 pm	
Sep 29	State Champs F1G,H,J Combined	Richmond	7.00am—1.00pm	Roy Summersby
Oct 13	Diesel Duration, P30, HLG/CG	Richmond		Tahn Stowe
Oct 20	State Champs Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	Gary Pope
Nov 10	Combined % Multiple entries	Richmond	7.00am- 1.00pm	Roy Summersby
Nov 15	General Meeting	Harris Park	7:30 pm	
Nov 17	Mills Trophy Scramble	Illawarra		
Dec 1	F1G, H J,(Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 15	½ Hour Scramble, Combined Vintage with SAMS + Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Note	All scrambles start as close to	8.00 am as	possible	

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 16 th Sunday 24 th	12 noon 8am - 1pm	Club general meeting plus "show and tell" Dale's Fun and Friend's Club day (P20, CLG and Special Ladies event , sport flying & limited RC)	John's Place COOMINYA
MARCH	Saturday 2 nd & 3 rd Sunday 17 th	8am - 1pm	C/L State Champs + C/L & F/F fun 2 Minute Class models – "All In" Club Contest (5 flights)	MARYBOROUGH COOMINYA
	Mon 25 th –Sun 31 st		Southern Cross and AFFS Champs	NARRANDERA
APRIL	Saturday 6 th & 7 th		DALBY COMBINED DISCIPLINES NOSTALGIC FUN FLY. (All categories + Indoor) F1A State Champs (7 rounds) F1B State Champs (7 rounds)	DALBY DALBY
MAY	Saturday 4 th Sunday 5 th	3pm - 6pm 8am - 11am	Indoor Glider(HLG/Catapult (S/C) and 6" HLG) P30 State Champs	BSHS COOMINYA
	Saturday 25 th	8am - 10am 10am - 1pm 7am - 12pm 12 - 1.30pm	Scale HLG and CLG State Champs (best 3 of 6 flights –each) F1C State Champs (5 Rounds) LUNCH	DALBY
	Sunday 26 th	2pm - 5pm 8am - 1pm	Open Power (3 Rounds) F1J State Champs (5 rounds)	DALBY
JUNE	Saturday 1 st Sunday 16 th Sunday 30 th	3pm - 6pm 8am - 1pm 8am - 1pm	Indoor (P-18 S/C) F1G State Champs (5rounds) ½A Power (Queensland rules - 5 flights) A1 Sailplane(Queensland rules - 5 flights)	BSHS COOMINYA COOMINYA
JULY	Saturday 6 th Saturday 13 th Sunday 14 th Sunday 21 st	3pm - 6pm 12 noon 8am - 1pm 8am - 1pm	Indoor (Frog Event) AGM plus "show and tell" 100gm Coupe Event (Club event) Dale's Fun and Friend's Club day (P20, CLG and Special Ladies event , sport flying & limited RC)	BSHS John's Place COOMINYA COOMINYA
AUGUST	Saturday 3 rd Sunday 11 th Sunday 25 th	3pm - 6pm 8am - 1pm 8am - 1pm	Indoor (Peanut (S/C) and No Doc Scale) QDP Reserve Day – General flying	BSHS COOMINYA COOMINYA
SEPTEMBER	Saturday 7 th Sunday 8 th Thursday 19 th Friday 20 th Saturday 21 st	3pm - 6pm 8am - 1pm 7am - 2pm 7am - 2pm 7 - 10am	Indoor (F1L/Mini Stick/Delta Dart) F1H State Champs (5rounds) Special Team Trial F1A and F1C Special Team Trial F1B Lsq/100 (3 flights)	BSHS COOMINYA DALBY
	Sunday 22 nd	10am - 1pm 7am - noon	Open Rubber State Champs No Frills Wakefield (5 flights)	DALBY
OCTOBER	Saturday 5 th Sunday 14 th	3pm - 6pm 8am - 1pm	Indoor (Hanger Rat) Col Somers Vintage rally, Power Ratio Sport event (3 flights)	BSHS COOMINYA
	Sunday 21 st	8am	Vic Smeed Day & KKK (Reserve day)	COOMINYA
NOVEMBER	Saturday 2 nd Sunday 3 rd Saturday 24 th	3pm - 6pm 8am - 1pm 12 noon	General Indoor Flying Frog Precision, Combined % (Reserve day) (3 flights) Xmas party and prize presentation	BSHS COOMINYA TBA

CONTACTS: * John Lewis 3848 4280 * Malcolm Campbell 3263 9339 * Albert Fathers 0755 343490

We are always in need of CDs! Volunteers welcome!



2013 CALENDAR

