

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 45 NUMBER 1

AUTUMN 2013

**66TH
NATIONALS**

**VICTORIAN
STATE CHAMPS**

**FAB FEB
2013**

**LOST HILLS
AT ITS BEST**

CARBON FIBRE - THE NEW ASBESTOS?



FRONT COVER:

Mr Versatility, Terry Bond, gets another great launch in F1C. His skill in F1B and C may soon be complimented by a foray into F1A. Stay tuned.

Free Flight Down Under Autumn 2013

Volume 45, Number 1

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

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With Special Reports On....

Fab Feb
2013



January 2013	February 2013
M T W T F S S	M T W T F S S
31 1 2 3 4 5 6	4 5 6 7 8 9 10
7 8 9 10 11 12 13	11 12 13 14 15 16 17
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April 2013	May 2013
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1 2 3 4 5 6 7	1 2 3 4 5
8 9 10 11 12 13 14	6 7 8 9 10 11 12
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22 23 24 25 26 27 28	20 21 22 23
29 30	27 28 29 30

66th Nationals



Victorian
State
Champs



PRESIDENT'S REPORT



By now all members of AFFS should have received the agenda and supporting papers for the 2013 AFFS AGM. While much of the discussion relates to FAI competition and team selection, there are also some important reports of interest to all fliers and I encourage as many as possible to attend the meeting.

Following the AGM (which I will try to complete in as short a time as possible) there will be a general discussion forum open to all free flight fliers, and where you can raise any other matters of interest. Any ideas that warrant further consideration will be picked up by the AFFS Executive Committee or the Free Flight Technical Sub-committee

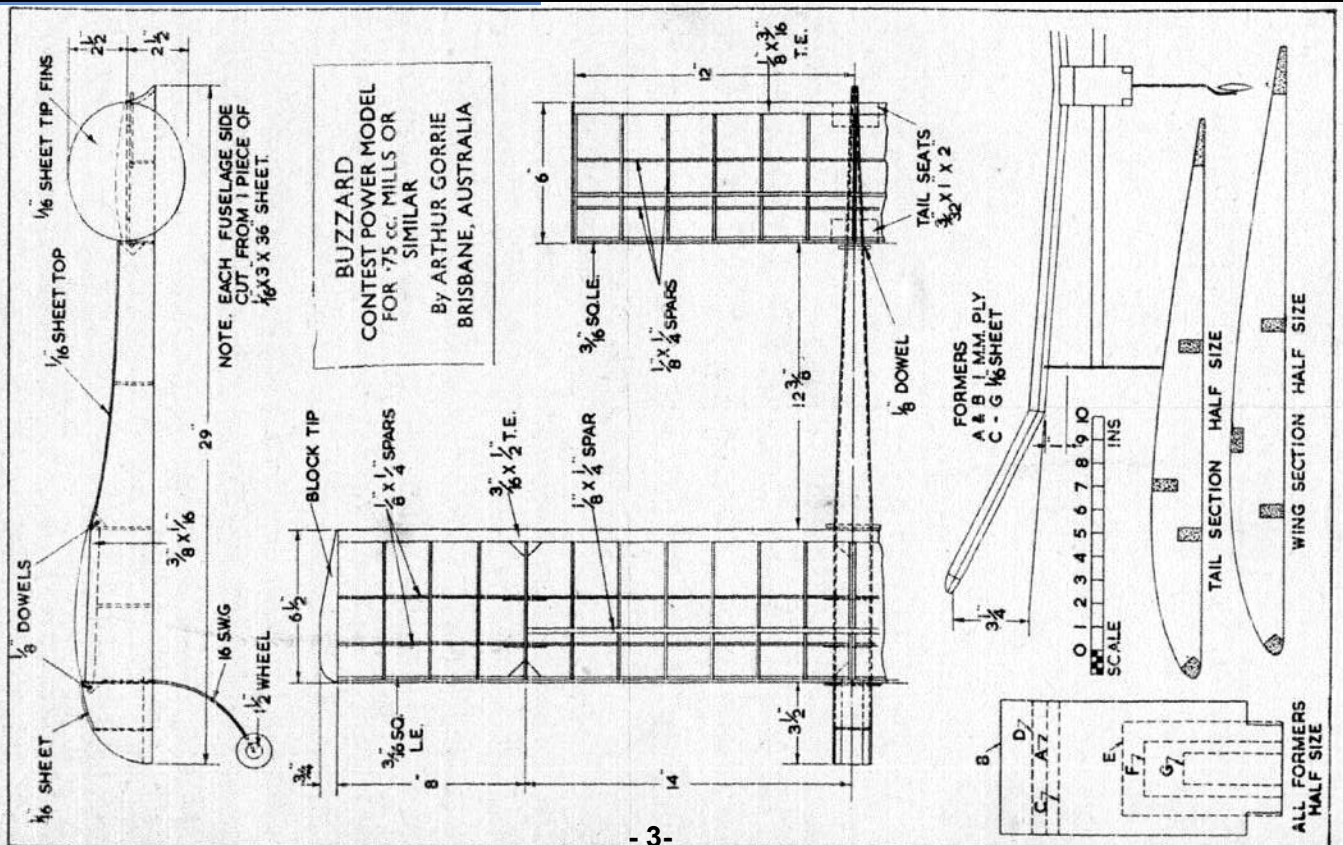
for further development, canvassing wider opinion and possible implementation.

For those who can't get to Narrandera, all of the local competitions are starting to get underway, though it will probably be a month or so before we start experiencing some more favourable weather over here in the West. It will certainly be nice to get some wind underneath the wings again! In the meantime I look forward to reading about the exploits of the Aussies who went to Lost Hills, including the great performances of our Editor, Malcolm, and Vice-President, Roy, both of whom made maxing out look easy!

Paul Rossiter



You have a little time left before the start of the AFFS Champs. Why not clean off the bench and build a replica of Arthur Gorrie's successful scramble model, the Buzzard, to fly against Tahn, Phil, etc at Narrandera?



FROM THE EDITOR:

Well, February is over and what a busy month it was for a few Aussie flyers who made the pilgrimage to Lost Hills. This was my third visit and Albert Fathers' first. We both enjoyed it immensely. The field itself, the comradery and the depth of skills on display are incomparable in my opinion. Both Roy and I bought our partners over and extended our stay with a fair bit of travel - Roy and Di went to Canada and Alaska, and Kathy and I trekked around California and Nevada in a bright red little VW Jetta. It was fun.

Now we're back and rushing to get ready for Narrandera. Some intrepid souls made it to Springhurst for the Vic State Champs. Good on them - it's a great event.

At this stage, seven Queenslanders are heading south then it's 2 weeks to our F1A/B State Champs and, before we know it, France will be beckoning. A big and expensive year. So what? You're only young once.

Sorry about the lack of content for this edition. Not many heeded the call, and I've foregone a lot of important tasks at home to get this edition out. Maybe help will be around for the rest of the year? Otherwise, it ain't much fun being editor.



Cheers, Malcolm Campbell

GEARED RUBBER MODEL

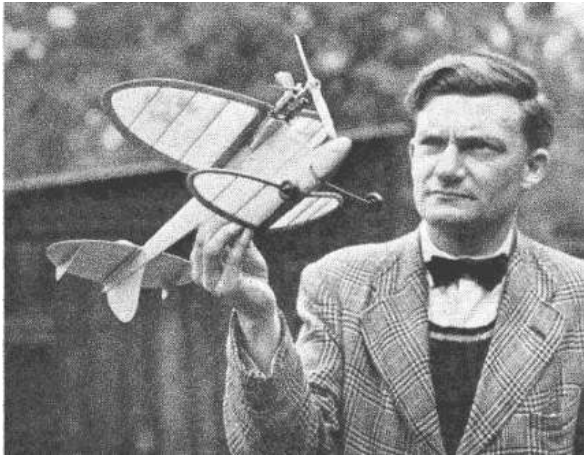
by Don Boughton



Cliff Montplasil flew a long fuselage model at 1952 World champs where the Swedes won again with a geared model. Joe Bilgri showed the way with his Drifter carrying 6ozs(170gm) of rubber which would have needed a looong body in a single skein. Montplasil had the best looking of the long type, so I started searching for his 53 wake. Trevor Boundy sent a plan from the Ziac Year book but this turned out to be an 80gm bitza. Mike Glaister then emailed Vernon Suttcliffe in New Zealand who had some of the details and a vague prop layout. Mike drew his usual good plan in the July 2011 Fly Paper. Gears were hard to find until I was directed to the r/c car department of the Hobbyman store in Dandenong. They were described as hard teflon pinion 48p 41t in a packet for the Miwa hobby co Nagoya, Japan. A few enquires tracked them to either 3 Racing, South Korea or GPM Racing Hong Kong. I lightened the gears by 5 holes of 5.5 dia and the boss on one side can be removed. Unfortunately the shaft hole is 3.12mm which can be overcome by sleeving with a mixture of imperial and metric tubes if you do not have a lathe. The Miwa No. Special MH8-391. I have not fully wound the two motors but the teeth seem wide and strong enough to take the projected 1400 turns. They are noisy in operation with bursts of activity as the bottom

motor over-torques the top motor. My set-up was made by eye so more accurate machining would be smoother. The model is quite attractive, compared to the Swedish designs, with tapered wing tips and tailplane which is anhedral plus tip plates. Test flights at the local park were promising as turns were hand wound. When flown at the S.A. State champs [Springhurst], a collision with a rock destroyed the propshaft and nose bushings but it did not show the expected climb when a winder was used. More detail and description of Montplasil's models are available in September 2010 FLY PAPER.





Malmström Madness in March

Mass Launch

MMMML

*Come and join us in some light hearted
model flying!*

What: Fly any Ray Malmström designed model¹, and take part in the mass launch.

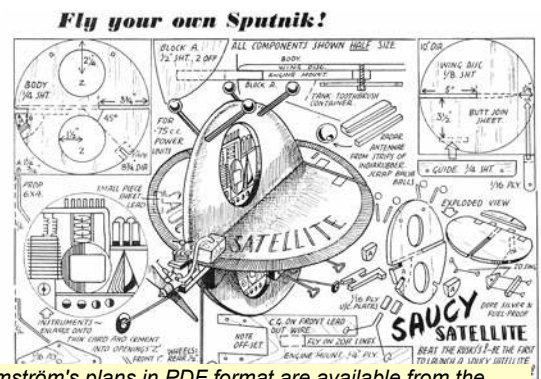
Why: As Ray put it, for **“Flying, Friendship and Fun”!**

*Take a break from competition flying, and join in some
March madness!*

Where: at the WAMAC Oakford field (corner of Thomas and Nicholson, Oakford, WA). *If you don't live in West Aus, do the launch at 10.30 local time anyway, and email us the pics! You don't have to be here to have fun (but it helps.....).*

When: Sunday 24th March

Barry Lee adds: A selection of Malmström's plans in PDF format are available from the outerzone site <http://www.outerzone.co.uk/search/index.asp> which can be printed full size by businesses such as Officeworks. For more details please click on the link below.
www.nswffs.com.au/malmstromflyer.pdf



Order of proceedings: come and fly from around 8 am, put in as many flights as you like, mass launch at 10.30, prizegiving at 11! There will be pancakes (drop scones/pikelets, whatever you call them), tea and coffee. Bring along the family, this is your chance to get the kids to have some fun, too!

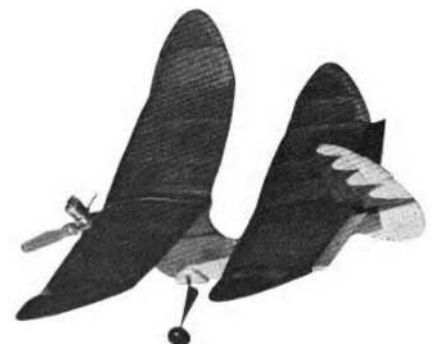
Prize: There will be a prize, appropriate to the occasion. The judge can use any criteria, but we wouldn't be surprised if flyability, craftsmanship, fun – and suitable attire, as in head-gear (☞ la Easter bonnet) could be the deciding factors. As we want no bribery or arm-twisting, we wont of course divulge her name before the award is given.....

What's this about? Ray Malmström was an art teacher and designed hundreds (yes!) of small, quirky models, mostly published in *Aeromodeller* and *Model Aircraft*. Mostly rubber, some IC and a few gliders (a few were jettex powered!- if you have some to use....), and mostly free flight the rest control line. Best described as caricature model planes, there were a few scale models among them, too – there should be heaps to take your fancy, they're all small and can be built in an evening or two. There are many plans on the Outerzone web site, others need searching for in back issues of magazines – a lot of fun in itself! He started a model club², who have published a booklet on his designs and collected most of them offering reprints if needed.

His plans were gems in themselves, ALL the models did fly!

Let your imagination loose!

1. or Malmstrom inspired designs, such as Mike Parker's 'Forray'
2. seach for Impington Village College MAC



DISCUSSION TOPIC FOR THE AFFS ANNUAL MEETING

Change of Date for AFFS Championships

by Vin Morgan

It has been asked why we run the AFFS championships at Easter. This is a good question, and there was once a good reason; everybody worked so we made use of the four days of public holidays. But times have changed; a majority of the flyers don't have regular jobs, and the work place has become a lot more flexible about the days you can take off.

Over the last few years we have started our competitions four days before Good Friday, and we don't even fly on the Easter Monday. Some of the advantages of changing the date are listed below.

1. Weather

Records (see the plot of average wind speed over the year) show that the wind drops considerably between March and June. May and June are the calmest months but by June it is cold and June is also the wettest month. This has been confirmed by Wayne Durnan, the leaseholder of the land.

2. Accommodation

Easter has always been a problem, as the Hot Rod Cars hold their annual meeting at this time. A change in date would eliminate this problem and maybe accommodation would be cheaper as well as easier.

3. Airfares

Airlines charge more around holidays, this would benefit our WA flyers and possibly overseas flyers as well.

4. Nationals conflict

States that want to hold Nationals over the Easter break (e.g. WA) can do so without clashing with the AFFS.

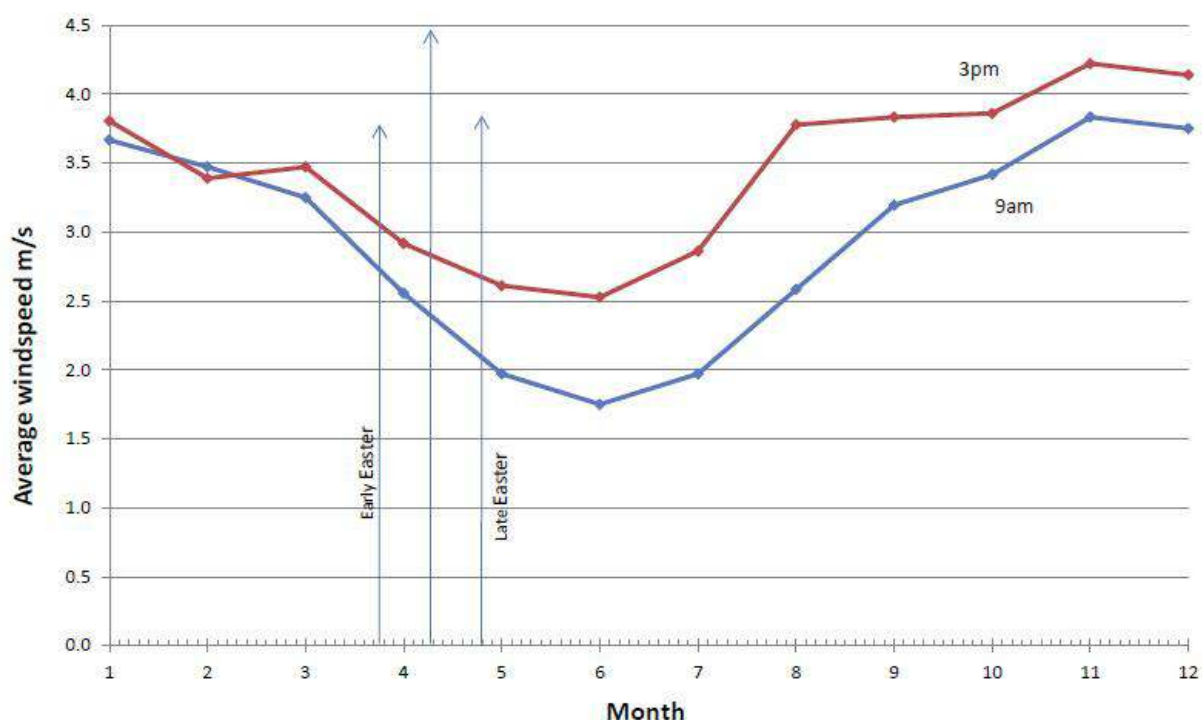
5. Driving

No double demerit points and a lot less traffic to contend with.

6. Same date each year

The date of Easter varies between late March and late April (since you asked, Easter Sunday is the first Sunday after the first full moon following the vernal equinox). A fixed date would mean everyone, including overseas visitors, would know exactly when the comps are on. It would simplify the arrangement of other competitions in the most favourable part of the year.

So what date is being suggested? The 1st or 2nd week in May should get the nod, weather is at its best and it is before the winter cold and rain sets in.



FREE FLIGHT
QUOTATION FOR POSSIBLE BUFFET DINNER SUNDAY NIGHT
31ST March 2013

SAMPLE MENU

CHILLED TASMANIAN OYSTERS
KING PRAWNS WITH SEAFOOD SAUCE
ROASTED PEAR AND BLUE CHEESE SALAD
WITH PECANS AND WHITE BALSAMIC
GREEN SALAD
EGG SALAD
TOMATO AND ASPARAGUS SALAD
FETTA CHEESE AND BEETROOT TART

ROASTED LOIN OF PORK WITH SAGE AND CIDER SAUCE
KULIM BEEF CURRY WITH WHITE RICE
BARRAMUNDI WITH LIME BUTTER SAUCE
CHICKEN FILLET AND MUSHROOM VOLUVENTS
MELANGE OF ROASTED VEGETABLES

HOMEMADE APPLE AND NUTMEG CRUMBLE
FRESH FRUIT PAVLOVA ROULARDE
CHOCOLATE PUDDING
VANILLA CUSTARD

FRESH ROLLS
TEA COFFEE MINTS

PRICE PER PERSON \$40.00. THIS PRICE INCLUDES RETURN BUS
TRAVEL FROM NARRANDERA AND IS BASED ON 40 TO 50
GUESTS

David Fahey
General Manager



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SUZIE APPLEBY DAVID FAHEY

Paragon of fine wines, spirits & also



LAST HOLIDAY DAY IN PARADISE

*Have you booked your seat on the bus yet?
If not, MOVE QUICKLY and DO IT!
Promises to be a fun night.*

FAB FEB 2013

Report and photos by Malcolm Campbell



Fab Feb 2013 was never going to be an easy event to write about. Why? Well, it was only part of my holiday and Kathy had come too, to enjoy the sight seeing and the flying. All good fun. Of course I also had three new F1A gliders to pick up and try out – but that's another story.

We arrived at LAX on 3 March and did the tourist thing on our way to San Francisco. It was my intention to have dinner with George Batiuk on Sunday night but hey, that was Super Bowl night and no decent American would miss that! Scratch dinner, buy Chinese.

We made Lost Hills late Wednesday night, too late for on field Happy Hour, so we had a "wholesome" meal at Denny's, eating with Craig King and Antony Koerbin and chatting with Alan Jack and Bob Cheesley. We retired early. Arriving at the field around 9.30 am, we were soon chatting with Roy and Di, and Janna and Brian. Third time at Lost Hills means more people know you and the social chatters started early with a lovely morning tea from MasterChef Janna and lunch at Chez Di. Flew my AL Star and Kathy and I pinged off a few CLG flights. Off to Wasco for supplies at 5 pm and into Denny's again, for dinner with Alan Jack.

Australia had a small representation this year owing to distance, illness or recovery from surgery, so it was Roy and Di for F1C, Malcolm and Albert for F1A, Vin and Albert for F1B and Kathy and Malcolm for CLG. Six Aussies to battle with the rest of the world.



Albert, Terry, Kathy and Roy, all ready for fun!

Friday was Comp day minus 1. Lots out practising. LDAs seem to be getting higher and higher and launch techniques started way back accelerating in an arc to launch at great speed. Jama Danier threw himself to the ground every launch, his elbows purposely protected by skate board arm pads! Seemed to work, with 110+ metre

launches. People were spread out across the vast field so it was hard to be everywhere. By 4.30 am "drink o'clock" beckoned and a small band raided Di's van to celebrate Roy's birthday. No "O" on the end this time so no special McCoy for Roy, or the incredible Van Nest chocolate cake. Leaving the RVs at 6 pm Kathy was chirpy and really starting to enjoy the social aspect of Lost Hills.



Birthday Boy, again

The Ike weekend

was down a little on last year, and there were smaller numbers for the Kiwi World Cup events. With 43 in F1A, 40 in F1B and 15 in F1C, most of the big names were there and they all put on a good show. We started at the western end of the field and CD Roger moved the flight line for round 3 so that we didn't stray into adjoining paddocks. In F1A, there was a pretty

even mix of conventional sections and LDAs and I think the weather favoured the former. Wing construction is now an art form with glass like finishes and great silver, grey and black colours. M & K and Stamov models performed very well and were the ones to watch. Both Sergey Makarov and Sergey Evsukov put in great performances but they weren't even in the top ten. Fly-offs were at 4.15

The Mongolian team examine the Stamov LDA



with 14 in the 7 min one. The 9 min one took place at 5.30 pm and it was pretty cool by then. Only four qualified for the 7.15 am fly-off. A surprised Don Zink found himself in 4th place after making the 9 minute flyoff. Bezak, Limberger and Cooper filled the key places. I had placed 13th, far better than I'd ever expected. Chris King and Antony Koerbin flew impeccably all day only to drop out

Kiwi Craig King showed good form all week



in the first fly-off. F1B and F1C also flew so it was a crowded flight line. Each discipline watched the others, seeking indicators for lift. There were many mass launches, particularly in F1B and sometimes in F1C. Roy Summersby did very well, making the fly-off and ending up just 4 seconds short of 3rd place. USA filled the first three places. Terry Bond wasn't far behind but all it took was one mistake. Roy sported fancy red wing tips on his new Babenko model. They look very strange but they must work – Roy is very thorough. Alex Andrukov won F1B but he didn't have it all his own way, with Michael Seifert only 7 seconds in arrears in the 9 minute fly-off and Blake Jensen 21 seconds behind Michael. Aimee Schroedter did very well placing 6th. 16 made the 7 minute fly-off, and 15 went into the second fly-off! Dinner tonight was pasta by Chef Albert with Vin pouring the vin. Very nice. 2 deg C as we drove out, but the drinks kept us warm.

Roy, Terry and Di chat with US flyer Jeff Ellington



The Nostalgia Gas boys put on a good show



The junior paparazzi were out in force



Ice at the field on Sunday but we arrived late. As we were not flying mini classes we hit the CLG pen around 11 am. Kathy put in some very good launches but failed to pick up the air, although her times were still over a minute. I recorded three 2 minute flights. Actually they were somewhat more than that, as my timer was running slow. Following a chuckie into the sun when it flies for 7 minutes, 5 minutes and 4 minutes isn't much fun. Some guys were on fire with 6 or more 2 minute flights and Taron Malkhasyan recorded an incredible 19 consecutive two minute flights with his discus model. And didn't he cause a mass launch each time he flew - some days you cannot do anything wrong!

12 flew in F1H and 14 in F1G. Both Vin and Albert were maxing F1G only to drop one flight each. Six made the fly-off, with Canadian Tony Mathews and Bernard Guest

Kathy Burford (left) got to fly in Lee's BTV event



Aussie front row at the Issacson awards



trailing Israeli Omri Sirkis, who had amassed 1401 secs by the third fly-off.

Eight made the F1H fly-off, and five were still there after the second 5 minute session. It was decided on the third fly-off. Israel placed first and third, sandwiching American Jim Parker.

A big crowd stayed for the trophy presentation, which I think is a nice gesture considering the effort that goes into organising such a big weekend. We finished the evening in Roy's RV, where Di served up a tasty mince dish. Leaving early we dropped into Lost Hill's top restaurant, Denny's, for sweets and a cuppa.

These are real rockets! The red one can reach 14,000 feet. None were fired in anger at Lost Hills.



Artem Babenko's launches were always spot on



F1A (43 flew)

Bezak, Ivan	210	180	180	180	180	180	180	420	540	471	2721	1	SLO
Limberger, Rene	210	180	180	180	180	180	180	420	540	408	2658	2	USA
Cooper, John	210	180	180	180	180	180	180	420	540	302	2552	3	UK
Campbell, Malcolm	210	180	180	180	180	180	180	420	168		1878	13	AUS
King, Craig	210	180	180	180	180	180	180	185			1475	19	NZ
Koerbin, Antony	210	180	180	180	180	180	180	0			1290	20	NZ
Fathers, Albert	199	84	180	180	180	180	99				1102	39	AUS

F1B (40 flew)

Andriukov, Alex	240	180	180	180	180	180	180	420	457	2197	1	USA
Seifert, Michael	240	180	180	180	180	180	180	420	450	2190	2	GER
Jensen, Blake	240	180	180	180	180	180	180	420	429	2169	3	USA
Morgan, Vin	190	180	180	180	134	180	180			1224	33	AUS

F1C (15 flew)

Carroll, Eddie	240	180	180	180	180	180	180	345	1665	1	USA
Pulley, Lynn	240	180	180	180	180	180	180	337	1657	2	USA
Secor, Randy	240	180	180	180	180	180	180	295	1615	3	USA
Summersby, Roy	240	180	180	180	180	180	180	291	1611	4	AUS
Bond, Terry	240	180	180	180	180	164	180		1304	7	AUS

F1H (12 flew)

Balassiano, Avi	120	120	120	120	120	300	300	254	1454	1	Israel
Parker, Jim	120	120	120	120	120	300	300	224	1424	2	USA
Studnik, Avner	120	120	120	120	120	300	300	210	1410	3	Israel

F1G (14 flew)

Sirkis, Omri	120	120	120	120	120	300	300	201	1401	1	Israel
Mathews, Tony	120	120	120	120	120	300	300	188	1388	2	Canada
Guest, Bernard	120	120	120	120	120	300	115		1015	3	Canada
Morgan, Vin	120	120	112	120	120				592	7	AUS
Fathers, Albert	120	81	120	120	120				561	8	AUS

Monday was a lay day so I talked with Vasi about my new models, tested my repaired AL Star and spent an enjoyable hour on Holloway's Hill, watching half a dozen **F1Es** strut their stuff. Peter Brocks is gradually building up a following in this class and it was good to see better weather and more entrants than last year. Drinks and nibbles in the Aussie RVs before a micro-waved tiny tatters and beans creation at the motel.

Peter Brocks' F1E event is attracting more entries



Star photographer Brian Furutani launches, timed by his dad Norm



The **Canadian Cup (Pan American)** for F1A, B and C was flown in one day and was ably run by Peter Allnutt and Tony Mathews.

F1A was a standout, and 21 made the first fly-off, nearly half the field! So the air was pretty good. Albert dropped R2 badly although he maxed the rest. I was lucky, being taken out on the tow in one round and then going on to max out, although three were very marginal flights. I don't recall much of what went on around me although the flight line was shifted once. The first fly-off was 7 minutes, and nine made it when it was flown at 4.30 pm. The second fly-off took place at 5.15 pm with the sun low on the horizon and very cold. My Buntbone misbehaved and AL Star was substituted to record a 2:55 flight and 8th place, my best ever. And the team of Beschasny, Zink and Campbell placed 3rd in the teams event.

F1B was also well represented and it was great to see so many Mongolians making the trip for the first time, and

Sergey Evsukov's model looked great but a dreadful R7 score dropped him to 33rd place



The winners of F1A, Sergey Marakov 2nd, Rpbert Lesko 1st and Rene Limberger 3rd



A nice touch by the organisers - Valentine's Day roses for all the girls



Team USA looks very happy with their win in F1A



they made the fly-off, placing 4th and 6th. 12 made the fly-off and 4 got into the unlimited fly-off. Tiffany O'Dell flew an ancient looking model with balsa boom surprisingly well, finishing a scant 20 secs behind Alex

Andriukov. Swede Thorvald Christensen convincingly won the event, by nearly 6 minutes! Vin Morgan was unfortunate in dropping R1 and R4, but maxed the rest.

The customary champagne and chips was enthusiastically devoured, and the girls all received red roses for Valentine's Day – the Canadians are such romantics!

We cook salmon for Di and Roy in their RV and head home, tired but happy.

Antony and Craig showed keen interest in F1B



F1A (43 flew)

Robert Lesko	210	180	180	180	180	180	180	1290	420	353	2063	1	CRO
Sergey Makarov	210	180	180	180	180	180	180	1290	420	343	2053	2	RUS
Rene Limberger	210	180	180	180	180	180	180	1290	420	311	2021	3	USA
Malcolm Campbell	210	180	180	180	180	180	180	1290	420	175	1885	8	AUS
Albert Fathers	210	180	81	180	180	180	180	1191			1191	34	AUS

F1B (38 flew)

Thorvald Christensen	240	180	180	180	180	180	180	1320	420	674	2414	1	SWE
Alex Andriukov	240	180	180	180	180	180	180	1320	420	336	2076	2	USA
Tiffany O'Dell	240	180	180	180	180	180	180	1320	420	316	2056	3	USA
Vin Morgan	183	180	180	168	180	180	180	1251			1251	31	AUS

F1C (9 flew)

Artem Babenko	240	180	180	180	180	180	180	1320	420	215	1955	1	UKR
Roy Summersby	240	180	180	180	180	180	180	1320	420	163	1903	2	AUS
Alan Jack	240	180	180	180	180	180	180	1320	266		1586	3	GBR
Terry Bond	240	58	180	180	180	61	140	1039			1039	9	AUS



TEAM EVENTS

F1A	Score	Total	F1B	Score	Total	F1C	Score	Total
Brian Van Nest	1509	5549	Charlie Jones	1275	5025	Roger Simpson	1310	4565
Rene limberger	2021		Blake Jensen	1694		Evgeny Verbitsky	1300	
Mike McKeever	2019		Tiffany O'Dell	2056		Artem Babenko	1955	
Ivan Bezak	1915	4956	Alex Andriukov	2076	4910	Terry Bond	1039	4528
Roland Koglot	1470		Roger Morrell	1267		Roy Summersby	1903	
Victor Stamov	1571		Anatoly Rybchenkov	1567		Alan Jack	1586	
Don Zink	1663	4904	Hakan Broberg	1162	4857	Don Chesson	1272	2465
Vasyly Bezchasnyy	1356		Thorvald Christensen	2414		Ken Happersett	0	
Malcolm Campbell	1885		Bror Eimar	1281		Henning Nyhegn	1193	

Wednesday and Thursday are rest days, so the Kathy joins the girls for lunch and a movie in Bakersfield, while I do the washing before going out to the field. Vin, Terry, Roy and Albert take their RV to the field for some civilised practice. Roy frightens us all when his F1C falters on the way up and lands heavily, with no damage. The others are into F1B when Vasi turns up for my first

day of Boot Camp learning three new F1As. They look promising, although I had trouble keeping up with them. Denny's for tea (again) and then a pleasant evening chat with Craig and Antony.

More F1A Boot Camp on Thursday climaxing with moderate damage. Nothing a few peaceful hours on my



The girls had fun at Bakersfield. Seems like they indulged a bit.



A High Tea at Lost Hills? Yup. It was a great success, thanks to Janna Van Nest.



Two retro models flew well - one from Vasily Beschasy,



and the other was from Tzvetan Tzvetkov

own shouldn't fix. Janna Van Nest put on a great High Tea for the Mongolian girls. About a dozen women attended and judging by the laughter and song it would be deemed a repeatable success. Brian gave Janna a lovely bunch of red roses (from the Dirty Door!). They looked good next to his new LDA. Kathy and I finished the day with another Denny's meal, this time with Lee Hines.

Friday starts **MaxMen**, with **F1A** first to fly. A sunny day deemed very flyable and Buntbone misbehaves. After unsuccessful trimming flights, I move to AL Star and it starts well then does unimaginable things in R4 (like 5 loops on launch and stab still set for glide?). Managing only 3 maxes and a sub 1,000 score, my luck seems to have run out. Both models will be checked out back

home. Most other flyers deemed it great weather and the scores suggested this. After all, 25 maxed out and 23 made the 7 minutes! Craig King and Antony Koerbin flew very well, with Antony dropping R7 by 20 secs. Craig went on to complete the 7 minute flight and 4:28 in the Saturday morning fly-off for 13th place. Victor Stamov launched early only to enjoy an M & K sandwich, with Sergey Marakov launching late and Jim Parker flying a similar model into third place. Stamov missed the crown by 8 secs. The fly-off tested Mike McKeever – he had 3 attempts to unlatch in light air before he ran out of time. Roland Koglot suffered damage and his second model simply didn't perform. Those who got away in the final all recorded very close scores, such was the air on the day. This was an excellent end to three great F1A competitions under superb conditions.



Ander Persson gets away in an early round



Roland Koglot accepts words of encouragement from Chris Edge. Damage spoilt his day.



All the shiny new LDAs appeared for the fly-off. This one is Mike McKeever's.



And Victor Stamov had one too



Going against the flow, Robert Lesko's Textrene flapper led the way. And it was black.



Kiwi Craig King's old mechanical model acquitted itself quite well, placing 24th, 8 secs short of a spot in the fly-off

Ribs and chicken from "The Dirty Door" proved tasty and a quick feed before an early night.

F1B was the usual flurry of mass launches and there were plenty of good flights. Pole 13 came under attack from Faust Parker's wayward F1C with spectacular results. Alex Andriukov had live feed into his pole-mounted laptop computer, data being fed from remote station poles and from his model. It seemed to work well as he was 69 secs ahead of Stefan Stefanchuk in the second



Terry Bond kept putting up good flights, then rushed back to do the same in F1C



Vin Morgan flew consistently all week, and was unlucky not to place higher

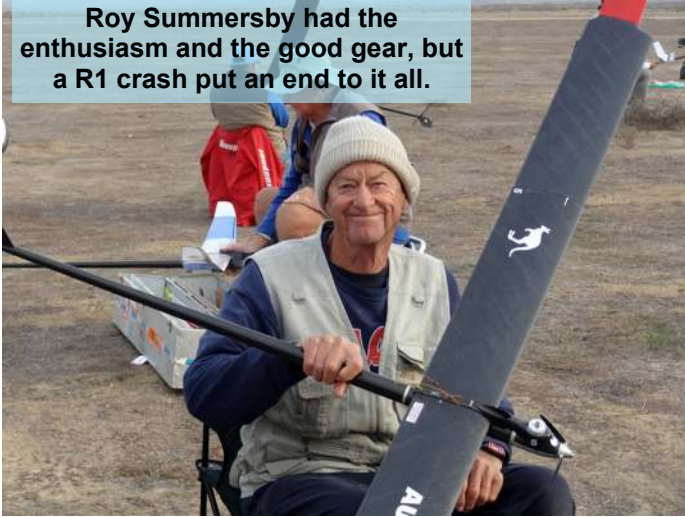
fly-off with Sweden's Eimar in 3rd place. Terry Bond unfortunately dropped 6 secs in R5 from an otherwise perfect score. Terry also flew F1C, and he had an unlucky Roy Summersby who had damaged his F1C in R1. So Terry ended up 23rd, with Vin's 1,272 second score being only good



Albert Fathers' visit to Lost Hills was an eye opener. I reckon he'll be back.

enough for 34th place. And prop assembly problems for Albert Fathers caused continual problems so he retired after R6.

Roy Summersby had the enthusiasm and the good gear, but a R1 crash put an end to it all.



Mr Versatility in action. B and C in one day is a big ask. Terry likes a challenge.



Terror on the flight line. Faust Parker's F1C digs in, at Pole 13. Might be a good case for separating C from the A and B camps?



F1C could have been better for Roy – he crashed out in R1. Artem Babenko put on a perfect powerhouse display although Allen Jack was always not far behind. Faust Parker supplied the heart stopping moment when his model arched over on full power, planting itself vertically alongside pole 13. Faust reached for a replacement. Of the 17 entrants, 11 made the fly-off and it was unusual not to see Eugeny there. R6 let him down. Gil Morris (now 84 y.o.) only dropped R7. Terry Bond did exceptionally well, considering he was also flying B, and he returned a credible 5:02 in the 7 minute fly-off.

We checked out of Days Inn Monday morning and returned to the field to watch a couple of rounds of the mini classes. It was disappointing to see only three in **F1J**

You're never too old. 84 year old Gil Morris still flies F1C, and well. Check the hands!



and it was Taron Malkhasyan who maxed out, well clear of Schneider and Parker.

There was a large entry of 12 **F1Hs** and, with the first flight total time to ground being recorded, two Brits (Edge and Madelin) had a nice bundle of seconds in reserve. Sadly, Chris Edge was unable to use his, after dropping R3, and Gary Madelin fell just one second short in the 7 minute fly-off! Kraus, Balassiano and Van Nest took the first three places. It was great to see Norm and Merry Smith on the field. Norm is still using a cane after a horrific year of spinal operations. We all wish him well.



Brian Van Nest flew well into third place



Lee Hines' model was easier to pack for the trip home



Canadian Tony Mathews beautifully presented model made it to the fly-off, and placed 7th



We were all pleased to see Norm Smith back on the field

And so it came to **F1G**, where 18 entrants flew in perfect conditions. Geralyn Jones clean sheeted it through 2 fly-offs for a perfect score, ahead of Hagay and O'Dell who both fell well short in the second fly-off. Vin Morgan also made it to the fly-off but missed the air to gain 11th place, and poor Albert Fathers dropped one second in R5 for 13th place.

We said our goodbyes at 11 am and headed east – we had a long drive to Las Vegas and a motel to find, in the dark. Our holiday concluded with visits to Las Vegas, the Grand Canyon, Death Valley and a little cabin at Twin Lakes, Bridgeport with wonderful hosts, Brian and Janna Van Nest. Anyone wanting to see our happy snaps (they are good) please send a request to actrain@ozemail.com.au and I'll supply the Flickr link.

This was my third MaxMen and, although numbers were down, particularly from USA, the number of internationals had increased and the weather they say was the best in 20 years. Now, it's 11 months to the next one. Why not tag the calendar now to experience the best free flight event in the world?

I've loaded a series of Fab Feb photos to Flickr. If you want to see them, use this link:

<http://www.flickr.com/photos/motor-racing-photography/sets/72157632909385591/>

Maxmen results on the next page

F1A (50 flew)

1	MAKAROV, S	RUS	210	180	180	180	180	180	180	1290	420	421
2	STAMOV, V	UKR	210	180	180	180	180	180	180	1290	420	413
3	PARKER, JIM	USA	210	180	180	180	180	180	180	1290	420	376
13	KING, C	NZL	210	180	180	180	180	180	180	1290	420	268
28	KOERBIN, A	NZL	210	180	180	180	180	180	161	1271	0	0
48	CAMPBELL, M	AUS	122	111	180	103	52	180	180	928	0	0

F1B (52 flew)

1	ANDRIUKOV, A	USA	240	180	180	180	180	180	180	1320	420	488
2	STEFANCHUK, S	UKR	240	180	180	180	180	180	180	1320	420	419
3	EIMAR, B	SWE	240	180	180	180	180	180	180	1320	420	391
23	BOND, T	AUS	240	180	180	180	180	174	180	1314	0	0
34	MORGAN, V	AUS	240	180	180	160	180	180	152	1272	0	0
49	FATHERS, A	AUS	169	170	151	176	157	107	0	930	0	0

F1C (52 flew)

1	BABENKO, A	UKR	240	180	180	180	180	180	180	1320	420	600
2	JACK, A	GBR	240	180	180	180	180	180	180	1320	420	550
3	SIMPSON, R	USA	240	180	180	180	180	180	180	1320	420	549
10	BOND, T	AUS	240	180	180	180	180	180	180	1320	302	0

F1J (3 flew)

1	Malkhasyan, T	120	120	120	120	120	600
2	Schneider, G	120	98	81	120	76	495
3	Parker, F	120	120	120	0	120	480

F1G (18 flew)

1	Jones, G	120	120	120	120	120	180	240	1020
2	Hagay, G	120	120	120	120	120	180	165	945
3	O'Dell, T	120	120	120	120	120	180	99	879
11	Morgan, V	120	120	120	120	120	47		647
13	Fathers, A	120	120	120	120	119			599

F1H (12 flew)

Tie Breaker										
1	Kraus, Y	120	120	120	120	120	180	240	165	1185
2	Balassiano,A	120	120	120	120	120	180	240	63	1083
3	Van Nest, B	120	120	120	120	120	180	240	15	1055

Roy seems to be having a great time with his Ukrainian buddies.....



but then they walk away. Was it something he said?



FREE FLIGHT NATIONALS



NARRANDERA

January 2013



This shade tent would prove very popular as the day warmed up

To quote Adrian Cronauer from the movie *"Good Morning Vietnam"* it was *"hot, damn hot"*.

High temperatures across the country and low humidity coupled with strong north westerly winds greeted those who ventured to Narrandera for the 66th Nats Free Flight outdoor events. Some perhaps wisely stayed at home and some that were there chose not to fly. Those who did fly experienced long and difficult retrieves.

F1B was scheduled for 5 x 1 hour rounds. However, with some models traveling over 3 kilometres downwind the duration of each round was extended to one and a half hours. At the end of a hot and exhausting day there were three with full scores. This tie will be determined at a time and place to be agreed by the three contestants with full scores, Richard Blackam, Bryan Oliver and Vin Morgan.

With the weather forecast looking dire, a meeting of entrants resolved

to move Oz Diesel and P30 from Monday to Sunday. Tuesday looked to be the worst day with temperatures

expected to be above 43 Deg C and wind speed at over 10 metres per second at 9.00am. It was also resolved to postpone Scale, Scramble, HLG and CLG.

These events will now be flown in conjunction with the Richmond Scale Rally 6th-7th July.

By agreement F1C was also postponed and is now to be flown in conjunction with the Southern Cross Cup at Narrandera on 26th March 2013.

The tie in P30 is to be resolved by a postal flyoff, and resolution of the tie in Combined Vintage is "to be advised".

Details of all postponed events are on the NSWFFS web site and are highlighted elsewhere in this issue of the Free Flight.

Special mention for those timekeepers and CD's that made a difficult comp a lot easier. Our thanks to Percy Wright, Di Hanna, Jim Christie, Liz Stowe.

Thursday 3rd Jan 2013

F1G	1	2	3	4	5	TOTAL
Vin Morgan	120	120	60	120	102	522
Leigh Morgan	120	58	70	DNF	DNF	248
Jim Christie	DNF					

F1J	1	2	3	4	5	TOTAL
Roy Summersby	120	120	120	120	120	600
Terry Bond	96	120	83	117	120	536
Harry Sokol	91	120	120	120	52	503
Tahn Stowe	120	93	83	120	60	476

Friday 4th Jan 2013

F1B	1	2	3	4	5	TOTAL
Richard Blackam	180	180	180	180	180	900
Bryan Oliver	180	180	180	180	180	900
Vin Morgan	180	180	180	180	180	900
Terry Bond	180	180	180	88	DNF	
Leigh Morgan	99	148	DNF			
Gary Pope	DNF					

OPEN POWER	1	2	3	TOTAL
Howard Gostelow	175	142	180	497
Colin Collyer	150	110	180	440
Gary Odgers	150	151	133	434
Harry Sokol	180	180	DNF	360
Roy Summersby	180	115	44	339
Peter Greenhill	39	DNF		39
Tahn Stowe	DNF			

Saturday 5th Jan 2013

F1A	Flyoff	TOTAL
Tahn Stowe	205	205
Mike Thomas	124	124
Vin Morgan	DNF	

OPEN RUBBER	Flyoff	TOTAL
Peter Greenhill	295	295
Jim Christie	286	286
Howard Gostelow	204	204
Gary Odgers	200	200
Walter Bolliger	120	120
Colin Collyer	106	106
Keith Murray	70	70

Sunday 6th Jan 2013

COMBINED VINTAGE	1	2	3	TOTAL
Harry Sokol	180	180	180	540
Roy Summersby	180	180	180	540
Terry Bond	112	180	180	472
Colin Collyer	74	91	140	305
Walter Bolliger	125	67	80	272
Jim Christie	180	DNF	DNF	180
Keith Murray	85	72	DNF	157
Peter Greenhill	DNF			
Gary Odgers	DNF			
Howard Gostelow	DNF			

OZ DIESEL	1	2	3	TOTAL
Walter Bolliger	120	120	105	345
Roy Summersby	120	120	86	326
Gary Odgers	120	81	120	321
Harry Sokol	DNF			
Howard Gostelow	DNF			
Keith Murray	DNF			
Peter Greenhill	DNF			

P30	1	2	3	TOTAL
Terry Bond	120	120	120	360
Leigh Morgan	120	120	120	360
Vin Morgan	120	120	120	360
Keith Murray	83	101	71	255
Peter Greenhill	DNF			



Tahn Stowe looks stoked



Mike Roberts looks "sun safe"

66th NATIONALS

photos by Terry Bond and others



Terry Bond looks "athletic"



Richard Blackam 1st



Brian Oliver 2nd



Vin Morgan 3rd



It pays to be thorough. See next photo



Terry Bond (3rd), Roy Summersby and Harry Sokol (equal 1st)



Howard Gostelow



Gary Odgers



Col Collyer

66th NATIONALS

photos by Terry Bond and others



Timing was exhausting



Kol keeps kool



Col's skin matches the sky!

HAPPY HOUR



The BEST part of the day



The weariness starting to show



The competition was once again held on Kevin McMahon's property at Springhurst. Parts of the farm are currently for sale, there is to be an auction on the 22nd of March for the field to the south of McMahan's road and the field to the east of the Boralma-Rutherglen road. The fields we use are not yet on the market but it is a matter of time. Kevin says he will put in a word for us to any new owner so hopefully we will be able to use the field in years to come although it is doubtful if a non-aeromodelling farmer will go to the trouble of moving stock for us as Kevin does.

The forecast was for a bit of wind on Saturday morning but calm for the rest of the weekend. And hot! Willy Weather (willyweather.com.au and also on your phone) for North Wangaratta was highly accurate for the whole weekend and certainly helped planning at the start of the competition.

When we arrived on Saturday morning for F1B the wind was close to the predicted 3m/s. Not a problem for flying, except that the Springhurst field is not very big and there are trees in all directions. Since the forecast was for much less wind in the afternoon we retired to the river/pool/coffee shop and returned at 2pm to find it much better. We flew five rounds in the afternoon (with very nice conditions towards the evening) leaving two rounds for the following morning.



Terry Bond looks pretty happy to be taking home the F1B main prize

As you can see from the results, Terry Bond redeemed himself considerably from his last few outings in Australia. Richard made one small and then one big mistake – well the big mistake also hit a tree but it would have been pretty big anyway and Brian made a middling mistake early on in round two. Vin's first flight suffered from his no-test-flights-in-temperatures-above 33° policy (stalls) and although the second was good, retrieving Leigh's looked more worthwhile. This turned out to be true because she held on just dropping 12 seconds in the last flight of the day to come in second. Very good to see Craig Hemsworth after a 20 (???) year layoff in the control line circles scoring 1220 with an ex Richard model acquired fairly recently and still being sorted.

Open Power and Combined Vintage were also flown on Saturday afternoon. Roy Summersby flew in from Alaska on the Thursday, pausing in Sydney just long enough to grab the model boxes before heading to Springhurst via Terry's. In Alaska he had been to a place where the temperature was -40° so the 30° plus at Springhurst gave a difference of nearly 80°. Luckily he remembered to leave the furs and pick up his shorts. Roy flew well in Open Power and Vintage but apparently the jet/temperature/tourism lag caught up with him in F1C. Col Collyer's OP model was noticed to be uncharacteristically all over the sky - and ground! Col was heard to remark that he was running out of propellers.

Sunday morning dawned warm and calm, perfect conditions for the Nationals F1B flyoff which had been held over from Narrandera because nobody wanted to play any more in the wind and the 44° temperature. Springhurst produced some reasonable times in dead air: Richard 5:21, Vin 5:07, Bryan 4:34.

After the flyoff there were the two rounds to finish F1B. Obviously the flyers had been speaking firmly to themselves because nobody dropped, the order did not change and Terry won the Victorian Wakefield Trophy.

F1C was started after F1B finished and not flown in rounds (it seems difficult to get the F1C flyers to fly in rounds??). Five flights saw Terry dropping just one. F1A was interesting if you were at the lower end of the string. In one round Vin towed up in one direction, did a couple of circles and then launched the opposite way as the breeze had swung 180°. Both Tahn and Vin dropped round 3 after towing for considerable time in the doldrums (and the heat). Vin's drop in round 1 stalled all the way down from a good launch – no test flight.

Meanwhile the Open Rubber flyers were raking up the maxes in anticipation of the do-or-die flyoff for the Shaw

Cup (see Free Flight Down Under V44, No. 4 2012) the next morning.

The next morning was again fine, calm and warm. First we got the Nationals P-30 flyoff out of the way. The 10 minute window was opened at 0715 just 10 minutes after sunrise. Terry got 3:05, Vin 2:34 and Leigh 2:02. Another good one for Terry, who was having quite a successful weekend.

Next was the Open Rubber (Shaw Cup) flyoff. The same flyers as in 2012 lined up in warm but calm conditions at 0735. What happened to all those promises of new Super Open Models? Jim was first away his model getting to great height almost directly overhead. Gary launched soon after but Peter was still stacking on the turns. Some uncharitable person wondered if he would finish the winding process in the flyoff period, but he did and launched about 5 minutes into the 10 minute window. By this time Jim's motor had run down and although the model was high it was clear that all was not well. In fact it was apparent that the stalls were getting worse and unless some disaster was to befall both Gary and Peter the Shaw Cup was going to return to Victoria. Gary was down well before Peter – he launched a lot earlier - for 6:04. Peter recorded 6:37 – a nice win.

In P-30 we had to do the bad thing and have the flyoff as the first flight. This does ensure a result in the contest but having the final at the start is an unfortunate way to run a competition. It has to be done because we can't wait until after everyone has had their flights because an unlimited P-30 flyoff in the middle of the day is not sensible and

people want to get away as soon as possible anyway. In this event however the first flight did not completely settle the results because Mike Glaister who had a good 2nd place flyoff lost all the extra time by just dropping his second flight.

Oz Diesel saw Fred Roberts and Roy start well and even Peter Lloyd was not too far behind but then.....

It was quite an enjoyable weekend. Apart from Saturday morning it was calm enough although a few models did hit trees, fortunately with no really bad results. Richard's F1B round 3 was going to drop anyway and Vin's F1B lodged in a tree on the Nationals flyoff flight but only at shoulder height with maybe 5 seconds of duration lost. Gary Odgers O/R flight ended in a tree but not high enough to rob him of the 33 seconds he needed to beat Peter. Last year we were concerned about floods but it turned out ok and the weather was just about perfect. In 2011 it was so calm the glider flyers had trouble launching. That makes three in a row.

The BBQs at Meneres were pleasant. Some deals were done. Bill Gordon's Fat Cat having passed from Leigh to Colin might now be sojourning at Roys and hopefully might even once again compete in the Shaw Cup.

We missed the Queenslanders this year. Yes, I know some of the travelling ones have just come back from the US and we also note that the competition was not a team trials event for a World Championship in an exciting place like France.

F1A

	Name	1	2	3	4	5	6	7	Total
1	Tahn Stowe	180	180	132	180	180	180	180	1212
2	Vin Morgan	144	180	154	180	180	180	180	1198

F1B

	Name	1	2	3	4	5	6	7	Total
1	Terry Bond	180	180	180	180	180	180	180	1260
2	Leigh Morgan	180	180	180	180	168	180	180	1248
3	Bryan Oliver	180	159	180	180	180	180	180	1239
4	Craig Hemsworth	180	171	180	149	180	180	180	1220
5	Richard Blackam	171	180	98	180	180	180	180	1169
6	Vin Morgan	64	180						244

F1C

	Name	1	2	3	4	5	6	7	Total
1	Terry Bond	180	180	180	170	180			890
2	Roy Summersby	180	126	66	138	180			690

OPEN POWER

	Name	1	2	3	Total
1	Roy Summersby	180	180	180	540
2	Colin Collyer	148	118	74	340
3	Gary Odgers	30	180	29	239
4	Brian Hammond	77	58	92	227
5	Tahn Stowe	180			180

OPEN RUBBER The Shaw Cup

Name	1	2	3	Total	FO
1 Peter Greenhill	180	180	180	540	397
2 Gary Odgers	180	180	180	540	364
3 Jim Christie	180	180	180	540	251
4 Colin Collyer	80	180	180	440	
5 Fred Roberts	92	125	140	357	
6 Craig Hemsworth	90			90	



Peter Greenhill
psyches himself up,
with Nutra-Grain?

P-30

Name	1	2	3	Total
1 Terry Bond	174	120	120	414
2 Vin Morgan	157	120	120	397
3 Jim Christie	151	120	120	391
4 Leigh Morgan	141	120	120	381
5 Mike Glaister	163	116	120	356

OZ DIESEL

Name	1	2	3	4	5	Total
1 Fred Roberts	120	120	77	91		408
2 Peter Lloyd	111	63				174
3 Roy Summersby	120	12				132

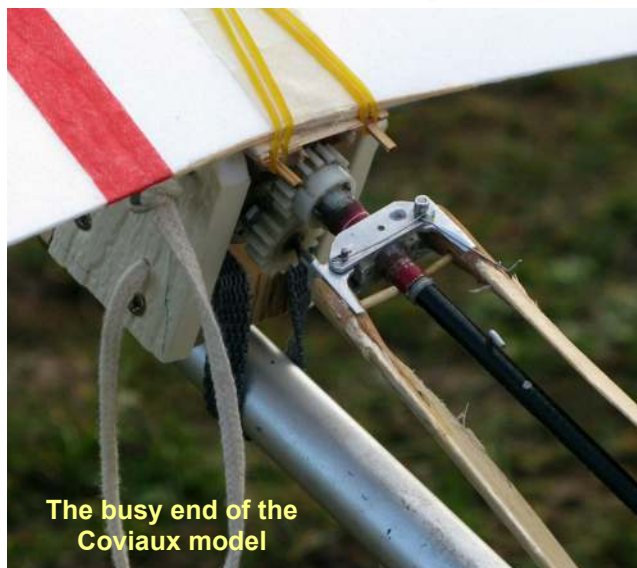


FRENCH COUPES and F1Gs at VIABON FRANCE

March 2013 *photos by Frederic Nikitenko*



Michel Coviaux



The busy end of the
Coviaux model



Michel Picol



Gilles Chauveau

FROM THE FREE FLIGHT TECHNICAL COMMITTEE



Graham Maynard

Since the last issue of FFDU a number of things in which the FFTC is involved have occurred.

TEAM for Next World Championships to be held in France later this Year.

The team for the World Championships to be held in France this year has been selected and we are in the final stages of selection of the Team Manager and Assistant Team Manager. Team members are as follows: -

F1A	Phil Mitchell	NSW
	Malcolm Campbell	QLD
	Vin Morgan	Vic
F1B	Richard Blackam	Vic
	Bryan Oliver	Vic
	Terry Bond	NSW
F1C	Roy Summersby	NSW
	Terry Bond	NSW
	Gary Pope	NSW

There were some problems in the team selection this time because of communication glitches. Steps have been taken to eliminate the reoccurrence of any similar problem in the future.

MAAA Rules Conference 2013

Only one comment was received following publication of the draft changes to MAAA FF Rules in the last issue of FFDU.

That comment came from a meeting held at the recent Nationals. Those present favoured the retention of three flights for Open Events, Power and Rubber, instead of the proposed change back to five flights. As this was the view of active competitors it was accepted.

The final proposals with regards vintage events were to allow competitors additional options to prove the

authenticity of their model's date and construction methods. The examples in the Rules up until now are the best means to prove claims of age and construction of models but may not be the only methods that a competitor can produce.

The second change is to more rigorously police the construction methods. A new clause limits the use of composite materials to local reinforcement and repairs in models. The use of carbon fibre or other composite materials to replace wooden structures such as wing spars in toto, is prohibited.

The changes to timing of engine runs to ignore the burble applies to OZ DIESEL ONLY. We will see if this adoption of this rule is workable.

There is a change to the judging of scale rubber models. Over the last few rules periods there has been a change in adopting FAI rules for judging scale models. FAI does not publish rules for outdoor rubber scale models. FFTC has looked at FAI indoor scale model judging rules as applied to peanut scale and finds that this can be applied to judging outdoor scale rubber models. We can but try it.

The rule changes have been submitted to MAAA and will be voted on at the Rules Conference in May. If you wish you have one last opportunity to have input to these rules by way of rejection this is through your State representative on the rules committee. This is your State President or Secretary not your F/F representative. You can advise them to vote for or against the proposed rule changes.

Trans Tasman Challenge 2014

New Zealand proposes to conduct the next Trans Tasman Challenge in modified form in 2014 a little before Easter. New Zealand at present has great difficulty in forming a full team of nine flyers and has proposed a team of three made up of at least two F/F disciplines. The teams do not have to match in composition, only numbers and the diversity of two disciplines. As this information has come to us a little late it has not yet determined how our team shall be made up. This will be a topic for discussion at the AFFS meeting at Narrandera. Scores from the usual contests in our multi-event selection process, assessed in the usual manner or, as modified, at the AFFS meeting at Easter and widely distributed to the F/F community will form the basis of team selection. MAAA has not raised any objection to the modified contest and have been advised that selection will follow performance in the usual multi-event format.

It is hoped that some agreement can be reached at the AFFS meeting.

NSW FREE FLIGHT SOCIETY RICHMOND SCALE RALLY

**INCLUDING 66TH NATIONALS F4A, POWER SCRAMBLE,
CLG,HLG & DLG. 6TH & 7TH JULY 2013**



Come and join the biggest and best Free Flight Scale Rally in the Southern Hemisphere.

Dozens of Free Flight Scale models on the beautiful turf at Richmond NSW.

Sumptuous Buffet Dinner on Saturday night
at the Hawkesbury Race Club.

Prizes for the People's Choice, Next Time and Spectacular Arrival.
Also our famous \$100 travel voucher (reside in Australia, travel 200 Kilometres
or more and fly a Free Flight Scale model at Richmond to qualify)

Due to the postponement of some 66th Nationals events from Narrandera, we also
include F4A , and 1 Hour Power Scramble, plus Catapult Launch Glider,
Hand Launch Glider and Discus Launch Glider.(See separate program and entry
form.)

CONTACT : ROY SUMMERBY 43410072
<roydi132@optusnet.com.au>

TAHN STOWE 02 96646198
<stowes@ozemail.com.au>



66th NATIONAL CHAMPIONSHIPS FREE FLIGHT (Postponed events)

Due to unfavorable weather conditions at Narrandera the events listed below were postponed and will now be flown at Richmond NSW in conjunction with the Richmond Scale Rally 6th & 7th of July 2013.

Program:

Saturday 6th July **F4A** (Free Flight Scale) Flying. 7.00am -11.00am.
> > > > > Static Judging. 10.00am - 1.00pm.

Sunday 7th July **1Hour Power Scramble.** 7.30am - 8.30am.
Catapult Launch Glider. 8.30am -10.30am.
> > **Hand Launch Glider.** 9.30am - 11.30am.
> > **Discus Launch Glider.** 10.30am - 12.30pm.

Please note if you have already entered the 66th Nats (FF events) you will not be required to pay the administration fee again. We have also separated the 3 glider categories, however only 1 event fee is required to fly any or all categories.

ENTRY FORM:

NAME: _____ FAI Number _____

Email address _____ MOBILE _____

EVENT	FEE - \$5.00	
F4A		
POWER SCRAMBLE		
CATAPULT LAUNCH GLIDER		
HAND LAUNCH GLIDER		
DISCUS LAUNCH GLIDER		
ADMINISTRATION (includes 1x badge and 1 x sticker)	\$20.00	
Additional Badges @ \$2.00 Additional Stickers @50 cents.		
	TOTAL	

Please send entries to NSW FFS Treasurer Tahn Stowe 3/152 Brook St COOGEE 2034
Entries close JUNE 30th 2013. 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

At the final trials for World Champs selection (the SA Champs held in Springhurst in mid November) I lost my best F1C model on what was supposed to be a 40 second test flight the day before the comp started. It had a tracker fitted & Roy & I tracked it for about an hour & half before losing the signal.

I went to my back-up model for the comp & did well for 3 rounds but it succumbed to some ailment & crashed on the 4th flight. At this point I pulled out my unflown & untrimmed Open Power model fitted with an old Rossi G15. I fired it up & limped into to the sky 4 times & bagged enough seconds to get me to 3rd place on the team rankings. This model also broke on its final flight.

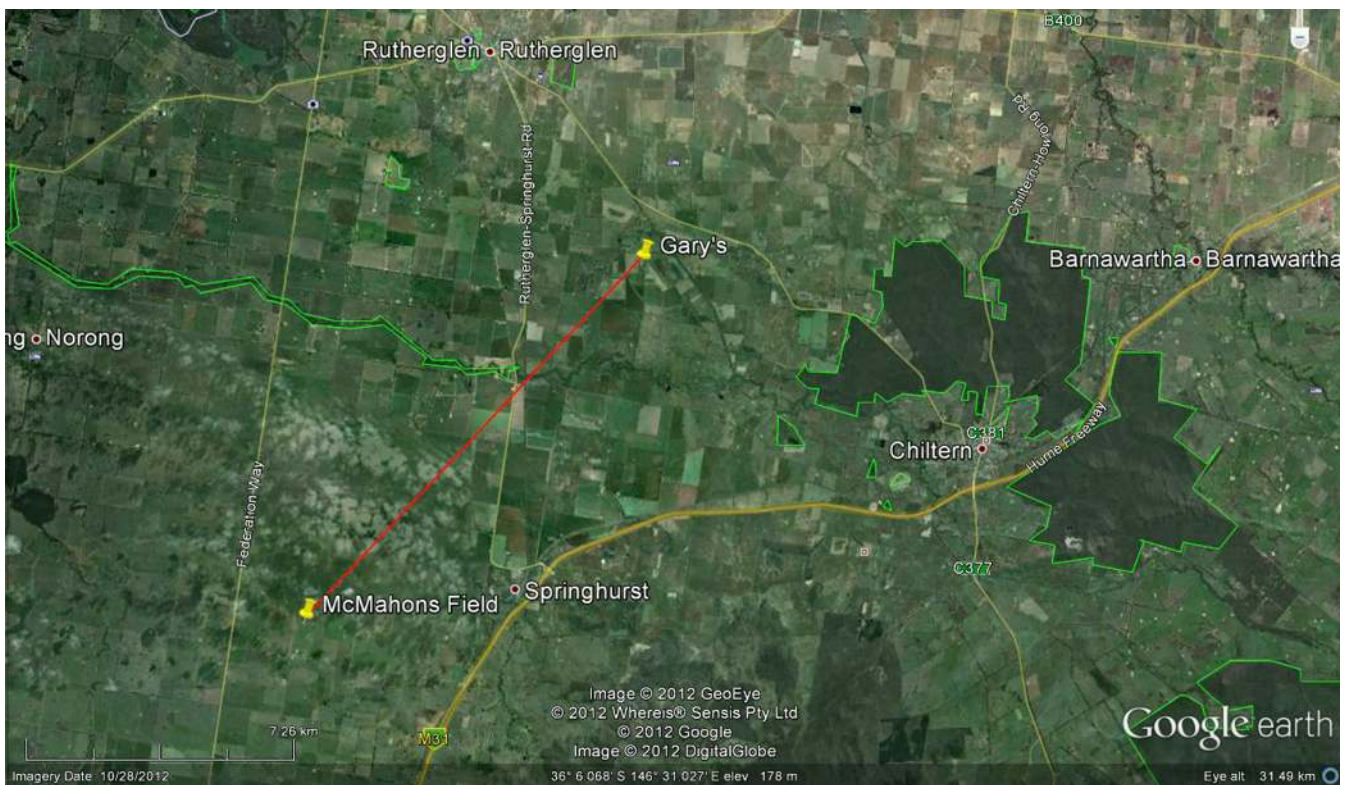
That afternoon & the next day Roy & I searched for the lost model, but all I got was car problems - a broken

exhaust, an engine that ran on 4 of its 6 cylinders & a gearbox that wouldn't select top gear !! I must have been a sorry sight & sound on the drive home (only about 600klms).

Four weeks passed & then a big surprise. Roy got a phone call telling him his model had been found (I left his name & address on the model). To cut a long story short I drove down to Rutherglen, gave the finder a rewards & brought the model home. It was virtually unscathed except for fading wing covering from exposure to the sun, some tears in the covering & a rusty glow-plug.

Lucky me !!

Please find attached some photos (courtesy of Vin Morgan) showing the track the 'lost' model took.



PARAPROSDOKIANS *continued from Dec FFDU*

15. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.

16. A clear conscience is the sign of a fuzzy memory.

17. You do not need a parachute to skydive. You only need a parachute to skydive twice.

18. Money can't buy happiness, but it sure makes misery easier to live with.

19. There's a fine line between cuddling and holding someone down so they can't get away.

20. I used to be indecisive. Now I'm not so sure.

21. You're never too old to learn something stupid.

22. To be sure of hitting the target, shoot first and call whatever you hit the target.

23. Nostalgia isn't what it used to be.

24. Change is inevitable, except from a vending machine.

25. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.

26. Do not argue with an idiot. He will drag you down to his level and beat you with experience.

And lastly: Where there's a will, there are relatives.

We've had a lot of rain, the grass is up, and snakes are on the move



Coastal Taipan



Common Death Adder



Tiger Snake

SNAKES ALIVE

Nine Tips To Avoid Snakes

1. **Snakes don't hear noise** so if confronted by one you can alert others by sound without concern that it will increase aggression from the snake. However, *don't waive arms around or make sudden movements* which the snake could interpret as being hostile.
2. Research indicates that **90% of snake bites are to the ankle area** which is a good reason to wear gaiters. Some bites also occur to the hand so be very careful in picking things up in an area where you can't see what is on the ground.
3. If you are too close to walk around a snake and there is no escape path, **back away very slowly**.
4. Snakes don't lie in wait for people, and mostly **try to escape contact**.
5. A snake **can strike from any position** and may curl itself up slightly in preparation to strike to gain extra distance. If the snake's head is raised this may indicate that it feels threatened.
6. Snakes are **hard to identify** so don't try and catch the snake to ascertain whether they present a risk or not.
7. Step onto rather than over logs – a snake may be basking on the other side.
8. Be alert at all times when in the bush, especially in the early morning during the warmer months when snakes are more likely to be sunning themselves but are slow to react i.e. slide away from you
9. Avoid walking through long grass or reeds

Reprinted from OurHikingBlog.com

Current treatments for Australian venomous snake bites, including sea snake bites

Pressure-immobilisation is recommended for all Australian venomous snake bites, including sea snakes.

This technique was developed in the 1970's by Professor Struan Sutherland. Its purpose is to retard the movement of venom from the bite site into the circulation, thus "buying time" for the patient to reach medical care. Research with snake venom has shown that very little venom reaches the blood stream if firm pressure is applied over the bitten area and the limb is immobilised. Pressure-immobilisation was initially developed to treat snakebite, but it is also applicable to bites and stings by some other venomous creatures.

I imagined the potential panic a snake bite could bring. Maybe all flyers should carry a little note in their wallet?

EMERGENCY CONTACT:

ADDRESS OF CLUB FLYING FIELD

000 PROCEDURE



Eastern Brown Snake



Red-bellied Black Snake

January Super Sport

Here are my findings about the latest batch of FAI Super Sport Rubber.

I have spent today trying to find a stranding to make the January Super Sport work. It is usable for F1B at 26 and 28 strands but I would only recommend it for test flying. The pound I got had a splice about 2/3 of the way through the box, I like that by the way for the pound I buy for testing, and the rubber was very different on either side of the splice. Neither side was that good though.

This batch was a little thinner than normal, I measured .040 inches, and I made up 5 motors at 24, 26, and 28

strands. The rubber isn't really usable at 24 strands unless you want to cruise around after a weak burst. I re-stranded a couple of the 24 strands motors to 30 strands motors and tested them. That stranding gave a very good burst but a very poor cruise. The rubber would be good to use for burst trimming at 30 strands.

The stretch ratio I calculated was based on 5 test loops, about 10 inches each, and my average was 8.6, which is low for Super Sport.

Because that low of a stretch ratio produced some real low burst reading I tested several motors using a stretch ratio of 9.0 which is more typical. I even pulled 1 motor till it blew and that came out to have a stretch ratio

of 9.4. (Remember I calculate stretch ratio as the rubber breaking length divided by the made up length and then I subtract 1. An example is if the made up length is 10 inches and when pulled to breaking it is 100 inches that is a stretch ratio of 9)

The rubber just doesn't have as much energy in it as the last several batches of Super Sport so there is not much you can do with it to make it good. At 26 strands it should wind to 430 to 445 turns and at 28 strands it should wind to about 400 to 415 turns. 30 strands will only wind to around 350 turns.

Jim Braddley



I read the info about Allard Van Wallene's secrets and the use of Toray M60J with interest and followed it up.

Carbon Fibres America's data sheet on Toray M60J specifies a fibre size of 5 microns. My knowledge of previous carbon fibre sizes in common industrial use was that 10 microns was the minimum due to health issues. My knowledge at that time said fibres less than 10 microns could penetrate the body and be carried around leading to the development of tumours. I recall being told white asbestos was 5 microns and the more hazardous blue asbestos was 3 microns which is why they were dangerous and led to the risk of exposed people developing asbestosis.

When building F1C's many years back I was told of high modulus fibres of less than 10 microns dia. being made but reserved for military use in strictly controlled environments. Went to the trouble of checking my newly acquired Ukrainian carbon fibre for filament size as it may

have been sourced from a military establishment and found it lay in the 10 to 11 micron region.

Tried to find a Materials Safety Data Sheet on the M60J and could not readily find it, in itself an issue. MSDS's must be freely available.

I would suggest anyone contemplating hand laying up of carbon (or glass) fibre composites do research to learn exactly what they are dealing with and fully understand the risks and minimise them with appropriate process controls.

Trust this helps,

Best regards,

Jon Fletcher
Engineer

Jon later told me:

[For using their small dia. filament carbon fibres CFA recommend some quite severe process handling constraints like the use of airfed respirators and air sampling equipment.](#)

[I also heard that Hawker de Havilland in Sydney were producing some carbon epoxy parts under contract and the process constraints were severe, including sealed clean room conditions and all of the material offcuts and trimmings had to be accounted for and bagged up and returned to the manufacturer. The material was prepreg so hopefully less likely to release fibres to atmosphere.](#)

FREE FLIGHT MEGA EVENTS CALENDAR 2013

January 3 to 8	66 th Australian Nationals F1G, F1H, F1J, F1B, Open Power, F1A, F1C, Open Rubber, Combined Vintage, P-30, Oz Diesel, Scale, Scramble, HLG/CLG	Narrandera NSW
February 9 -11	Ike/Kiwi W/Cup F1A, F1B, F1C, F1P, F1Q, F1G, F1H, F1J, P-30, F1E	Lost Hills, California, USA
February 12, 13	Pan Am Canada W/Cup F1A, F1B, F1C	Lost Hills, California, USA
February 14 to 17	MaxMen International W/Cup F1E, MM Registration, F1A, F1B, F1C, F1P, F1G, F1H, F1J	Lost Hills, California, USA
March 9 to 11	Victorian State Championships F1B, Open Power, F1A, F1C, Open Rubber (Shaw Cup), Scale, P-30, Oz Diesel, HLG/CLG	Springhurst, Vic
March 25 to 27	Southern Cross Cup F1B, Open Power, F1A, F1C, Open Rubber	Narrandera NSW
March 27 to 31	Australian Free Flight Society Championships F1B, Open Power, F1H, Combined Open, Combined Vintage, F1A, F1C, Open Rubber, Scramble, -30, Oz Diesel, F1G, F1J, HLG/CLG	Narrandera NSW
April 20, 21	Queensland State Championships F1A, F1B	Dalby, QLD
May 25	Queensland State Championships F1C	Dalby, QLD
June 1 to 3	WA State Championships F1A, F1B, F1C F1C	Meckering, WA
June 8 to 10	New South Wales State Championships F1A, F1B	Narrandera, NSW
July 26, 27	W/Cup F1A, F1B, F1C, F1G, F1H	Beauvoir sur Niort, France
July 29, 30	W/Cup F1A, F1B, F1C, F1Q Euro-Challenge F1G, F1H, F1J	Moncontour du Poitou, France
August 3 to 10	World Championships, F1A, F1B, F1C	Moncontour du Poitou, France
August 17, 18	WA Special Trial F1A, F1B, F1C	Meckering, WA
September 19, 20	Queensland Special Trial F1A, F1C, F1B	Dalby, QLD

Australian Free Flight Society Inc.

President Paul Rossiter	kathymay@ozemail.com.au	(08) 9316 0250
Vice President Roy Summersby	roydi132@optusnet.com.au	(02) 4341 0072
Secretary Tahn Stowe	stowes@ozemail.com.au	(02) 9664 6198
Treasurer Vin Morgan	vinmorgan2@iprimus.com.au	(03) 9387 2531

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 Mon 25 th –Sun 31 st	8am - 1pm	C/L State Champs + C/L & F/F fun 2 Minute Class models – "All In" Club Contest (5 flights) Southern Cross and AFFS Champs	MARYBOROUGH COOMINYA NARRANDERA
APRIL	Saturday 6 th & 7 th Saturday 20 th Sunday 21 st	7am - 2pm 7am - 2pm	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 Saturday 25 th Sunday 26 th	3pm - 6pm 8am - 11am 8am - 10am 10am - 1pm 7am - 12pm 12 - 1.30pm 2pm - 5pm 8am - 1pm	Indoor Glider(HLG/Catapult (S/C) and 6" HLG) P30 State Champs Scale HLG and CLG State Champs (best 3 of 6 flights –each) F1C State Champs (5 Rounds) LUNCH Open Power (3 Rounds) F1J State Champs (5 rounds)	BSHS COOMINYA DALBY 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 Sunday 22 nd	3pm - 6pm 8am - 1pm 7am - 2pm 7am - 2pm 7 - 10am 10am - 1pm 7am - noon	Indoor (F1L/Mini Stick/Delta Dart) F1H State Champs (5rounds) Special Team Trial F1A and F1C Special Team Trial F1B Lsq/100 (3 flights) Open Rubber State Champs No Frills Wakefield (5 flights)	BSHS COOMINYA DALBY DALBY
OCTOBER	Saturday 5 th Sunday 14 th Sunday 21 st	3pm - 6pm 8am - 1pm 8am	Indoor (Hanger Rat) Col Somers Vintage rally, Power Ratio Sport event (3 flights) Vic Smeed Day & KKK (Reserve day)	BSHS COOMINYA 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



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	

Victorian Calendar for 2013

The outdoor state championships will be run by the Werribee Wanderers. More information will be available closer to the event.

Werribee Wanderers Fly-ins will be held over weekends at Springhurst.

VFFS outdoor days (Eynesbury Field) will be held when favourable weather is forecast. This may be midweek if the would-be participants agree. Further details will be published in due course. Keep in touch with CDs published in Flypaper and/or the VFFS webpage for up-to-date information OR get your email address added to the outdoor activity email list.

Outdoor activities for months beyond May will be published at a later date.

The location and means of access to the Eynesbury Field are detailed on the VFSS web site.

Indoor Events are held at the Donvale Indoor Sports Centre [Manningham DISC] Springvale Rd. Donvale [Melway 48 F4] between 12-45 pm and 4-30 pm.

Jan	3 - 8	Nationals at Narrandera
Feb	17	<i>indoor DISC General flying day.</i>
March	9-11	State Champs, Springhurst.
	Sat 9	F1B, Open Power
	Sun 10	F1A, F1C, Open Rubber (Shaw Cup), Scale
	Mon 11	P-30, Oz Diesel, HLG/CLG
	25 - 31	Southern Cross Cup and AFFS Champs at Narrandera
April		Garnham Trophy, first half yearly competition: P30 rules [3 X 120 seconds] at Eynesbury Field.
	21	<i>indoor DISC State Champs for F1L, and F1D also F1M and LRS</i>
May		Mini classes F1G, F1H, F1J at Eynesbury Field
	4-5	Werribee Wanderers fly-in, Springhurst
June	8 - 10	NSW State Champs at Narrandera
	16	<i>indoor DISC Reduced scale Wakefield and Sandfly Formula for Arthur Smith Trophy.</i>
	22-23	Werribee Wanderers fly-in, Springhurst
July		
Aug	18	<i>indoor DISC State Champs for Bostonian, also Hangar Rat.</i>
Sept		
Oct	20	<i>indoor DISC State Champs for Peanut Scale; also Open Scale and CLG</i>
Nov	2-3	Werribee Wanderers fly-in, Springhurst
Dec	9	Grand Indoor Scale Day at Sandringham Athletic Centre, Thomas St. Hampton, between 10 am and 4 pm.
	15	<i>indoor DISC General flying day</i>

West Australian 2013 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
3rd – 8th January	66th Australian nationals	Narrandera		
3rd March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
17th March	WAFFS Free Flight Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
25 th – 28 th March	Southern Cross Cup (TT)	Narrandera		
29 th March 1 st April	AFFS Championships (TT)	Narrandera		
14 th April	HLG/CLG State Championships	TBA	TBA	George Car – 6161 9381
As above	Power Scramble State Championships	TBA	TBA	George Car – 6161 9381
28 th April	Open Rubber State Championships	Meckering	9.00 am	Chris Behr – 9448 9922
As above	Slop State Champs	as above	9.00 am	
	Combined Open	as above	as above	
19 th May	P30 State Champs / F1G Cup	Meckering	9.00 am	Rod McDonald - 9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	
1 st – 3 rd June	F1A, F1B and F1C State Championships (TT)	Meckering	9.00 am	Phil Letchford - 9295 2161
as above	Combined Open / Free Flight Cup	as above	as above	
23rd June	Escargot Trophy	Meckering	9.00 am	Adrian Dyson – 9295 4418
As above	WAMAC Cup	as above	9.00 am	
as above	Combined Open / Free Flight Cup	as above	as above	
7 th July	Open Power State Championships	Meckering	9.00 am	Colin Crowley – 9534 4022
as above	F1B Crowley Cup	as above	as above	
as above	Combined Open / Free Flight Cup	as above	as above	
21st July	Fuller, Nostalgia and F1Q	Meckering	9.00 am	Paul Rossiter – 9316 0250
As above	Combined Open / Free Flight Cup	as above	as above	
17 th – 18th August	FIA Team trials F1A, F1B and F1C (TT)	Meckering	9.00 am	Chris Behr – 94448 9922
as above	Combined Open / Free Flight Cup	Meckering	9.00 am	

- NOTES: 1. WAFFS Free flight Cup is a series of events for the following classes:
A/1 glider; Coupe rubber, 1/2A Power; P-30 rubber; E-30 electric; Co2; Chuck Glider (including CLG). Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
2. Combined Open is for all classes. Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
3. Results from the specific events may be nominated in advance to count toward the combined events.
4. Sport flying is welcome and encouraged on all competition days.
5. E-30 to have 2 minute max.
6. CO2 to have 2 minute max and 3 cc tank.
7. Chuck glider and CLG to have 3 flights, but 20 sec attempt to apply outside State Champs. CLG may use no more than a 6" loop of 1/4" rubber.
8. All events marked (TT) are events where scores count towards the Australian Free Flight team selection. Interstate participation is encouraged. All events for Team Trials are 7 rounds.
9. All competition events are 5 flights except FIA events which are flown in rounds.