

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 45 NUMBER 2

WINTER 2013

AFFS
CHAMPIONSHIPS

SOUTHERN
CROSS
CUP

OPERA IN THE BUSH

FLYING IN WA

OUR OLDEST NSW
FREE FLIGHTER

TEAM TRIALS - WHERE DO YOU STAND?



FRONT COVER:

Another perfect launch from "Slava". Viacheslav Aleksandrov flew in copybook style all week and then sold the model shown on the cover to save taking it back home!

Free Flight Down Under Winter 2013

Volume 45, Number 2

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

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PRESIDENT'S REPORT



Now that the dust has settled following the last AFFS Championships and AGM, it is opportune to review how it all went and see if there is anything that we might want to change or improve.

Unfortunately, the overall attendance at the Championships saw no change to the general downwards trend evident in recent years, even though numbers were aided by the Chinese team and four visitors from Europe, including two previous world champions (Per Findal and Igor Vivchar). This means that the number of local participants has in fact continued to drop, which is a pity given the excellent weather and condition of the field. If you have any suggestions how we might attract more competitors, please pass them on to me or anyone on the AFFS committee (contact details elsewhere in this magazine).

One change agreed at the AGM was to move the AFFS championships to a date after Easter but missing Mother's Day and the Veteran's Gathering, and be linked in with the New Zealand events. The main advantage of this is avoiding Easter, making accommodation easier and the possibility of generally lower cost airfares for those who have to travel, and also improving the chances of

less wind. The downside is for those few of us who are still working, but it was already usually necessary to take some leave under the old arrangements. We are currently looking at the 2014 AFFS/SCC events being held over Friday 25th April to Friday 2nd May. This would follow Omarama, which the Kiwis want on 12 to 17 April, allow the possibility to go to the Wanaka Air Show over Easter (18 to 21 April) and then be followed by the Veteran's Gathering (3-4 May).

Another change we want to introduce next year is a request for local entrants to send off their entry forms and fees well in advance of the competition. This is so that we can free the CD's the hassle of trying to collect fees from those who haven't paid or who enter on the day. Early entry will also make it much easier for us to tee up CD's well in advance of the events and have the entrants' names filled in on the score sheets prior to the events. This scheme will be "encouraged" by a surcharge to be levied on those local fliers who want to pay on the day. However, as with Lost Hills and many other overseas events, overseas fliers will still be able to pay on the day without penalty.

Speaking of CD's, we were again fortunate to have many willing helpers who ran the events and our heartfelt thanks go out to them. Their efforts really do make the difference between an enjoyable experience and a traumatic one. Thank you one and all.

This year the AGM was held along more formal lines and a full agenda was managed in just on an hour. We also introduced the Free Flight Forum held after the AGM where a number of interesting topics were discussed. Among these was the conundrum of motors approved in vintage events, with the problem of modern replicas being allowed but not some original motors from around the period. We all agreed it was indeed a conundrum!

We were fortunate to be able to organise a "clinic" on F1A, B and C with interesting presentations from Per, Igor, Vasily and Slava. Per covered his successful approach to winning competitions, with detailed consideration of the four key elements: models/equipment; flying and tactics; physical preparations and mental preparations. Igor covered developments in F1B including rubber matters, and Vasily and Slava did a duet on F1C model set up. The Chinese team also brought along some very nice flight boxes (with some nice models inside!).

The Australian team selection process was also considered at the AGM and we hope that it is now completely clear how it will operate in the future. Selection will be based upon the current multi trial process in the current format, with the clarification that any ties will be resolved by taking into account the next best score from any approved event (Nationals, State championships, approved special trials, World Cup), with the proviso that only one overseas event may be counted, either in the three qualifying scores or in any subsequent tie-breaking process. The selection process for the new Trans-Tasman format was also agreed.

Finally, Malcolm Campbell now has to combine the task of producing FFDU with his preparations as a member of the Australian Free Flight team for the world championships to be held later this year. As always, we thank him for his tireless efforts and can help by contributing letters/articles well in advance of the publication deadlines. Please, please, if you have got something interesting that you have seen or discussed, write it up and send it off to Malcolm! Photos are also very welcome.

Good luck to the Australian free flight team for the world championships in France,

Paul Rossiter

FROM THE EDITOR:

Well I'm pleased to say this quarter's FFDU went together pretty easily thanks to many contributors - perhaps a record list. Copy came in from Rod McDonald, Tahn Stowe, Vin and Leigh Morgan, Graham Maynard, Mike Glaister, Roy Summersby, Brian Allcock, Ivor F, Howard Gostelow, Dave Thomas, George Car, John Lewis and Paul Rossiter. Thank you, one and all.

This bumper edition includes my report on the AFFS Championships and Southern Cross Cup, and I've swamped you with some more photos. I have other ideas for improving the newsletter but think I get carried away at times. What it always needs are good interesting articles, and I know there are better guys than me out there that can produce these. So keep sending in your articles and keep our readers happy.

Not long to France now for some of us. It will be my first visit to the French countryside and driving in Europe, not to mention the biggest competition I will ever fly in. To say I'm apprehensive is an understatement. But I hope it ends up being good fun! Good luck to the rest of the Australian Team and I hope your preparations are on schedule.

Cheers, Malcolm Campbell



LETTERS TO THE EDITOR

Vin sent this email through to me recently

Thanks for the latest FFDU. As usual, a very good read.

I was interested in Jon Fletcher's piece on the Toray carbon, both for the low diameter warnings and because I didn't know they made the stuff.

Good, too to see that most of the usual suspects will be in France.

Meanwhile, we've been having the opposite weather to you. Our gliding field has been so wet that it wasn't usable through December, January and February. We got about three days at the start of March, and I got through my annual flying checks and then the rain started again.

BTW, this is a hilltop airfield, though admittedly in Cambridgeshire and at a whole 254 ft AMSL.

Thermals,
Martin Gregorie

NOTICED

Some new items in the NSWFFS shop

New F1B pylon

\$75 complete with timer, also has band for fitting to fuselage.

(see photo)



F1H booms 2 only \$35 ea. Get them while they have them, post from Europe is expensive. 12.5 mm down to 7 mm, 670mm long.

Vasily Al Carbon Al.

F1J Engines new, Fora 06, 2 only \$150 ea. These are very good value, check out the price of a Cyclon 06.

NATS FLYOFFS:

These results were unavailable at the time of publishing the March Free Flight Down Under. Tahn and Vin found them for this edition.

F1B flyoff:	Richard Blackam	1 st	317 sec
	Vin Morgan	2 nd	305 secs
	Bryan Oliver	3 rd	273 secs
P-30 flyoff:	Terry Bond	1 st	185 secs
	Vin Morgan	2 nd	154 secs
	Leigh Morgan	3 rd	122 secs

The Southern Cross Cup and AFFS Championships Narrandera March 2013



Report and photos by Malcolm Campbell

The Southern Cross Cup and the AFFS Championships attracted a large contingent of prominent overseas free fliers. F1A had Per Findahl (Sweden) and Vasily Beschasy (Ukraine), F1B had Wei Chan, Yun Sheng Wu and Hongjun Zhang (all from China) and Igor Vivchar (Ukraine) and F1C had Viacheslav Aleksandrov "Slava" (Ukraine) and Zou Yong Yu (China). This was a true international event. Having to fly in many events myself, and assist Kathy with her first time at Narrandera as well as snapping off some photos of the action proved a bit to much this time, so my report is as accurate as the rough notes I took. At least the photos will tell a story!

Monday 25 March

F1B and Open Power started under blue skies and a light breeze, ideal for Wakefield fliers. In **F1B**, the scoreboard was soon covered in red dots – this event would be decided by the fly-off. Gary Pope was the unlucky one, backing up 6 straight maxes with a R7 five second "flight". The air wasn't that easy to pick for some and some very good flyers put in some very low numbers, some in more than one round. The red dots were only kind to two flyers. Vin Morgan and Wei Yuan stayed clean, and Richard Blackam and Yun Sheng Wu

recorded 1246 secs apiece for a 3rd place fly-off. Terry Bond had a day he'd rather forget, as did four other top flyers. The morning fly-off was just after sunrise and Vin Morgan launched first to record an excellent 278 secs, 46 secs clear of second place. Richard Blackam secured 3rd place with a higher score of 325



Yunsheng Wu launching in the SCC



Vin Morgan gets away first in the flyoff



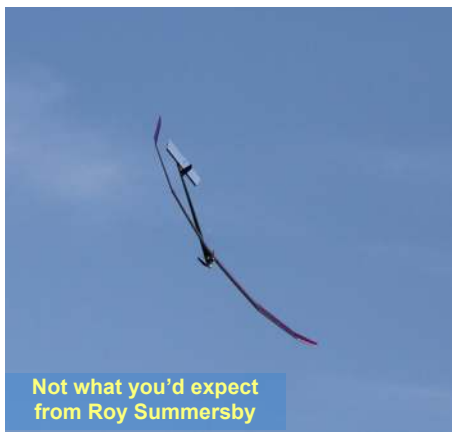
Characteristic launch from Gary Pope



Wei Yuan and Yunsheng Wu winding in the Round 1

secs achieved near the end of the ten minute window.

Open Power was maxed out by an F1C and an F1J, Tahn Stowe flying the smaller model and electing to sit out the fly-off. It wasn't that easy for Roy, as stab trouble early on caused some hairy flights and one terminal attempt, terminating very close to Kathy's car when the wing joiner failed causing a rapid descent. Lucky for Roy he



Not what you'd expect from Roy Summersby



Lovely launch from Gary Odgers.....



.... but what went wrong?



Open Power - this one is more like Roy!



Col Crowley had to fall back on his F1C after dismantling his F1J

had good spare models. Seems the stab screw was too loose and was moved by vibration. It was to bug him again on day two. Roy's starter says "STOP! Check Check Check". From now on, the TE of his stab may well say "Inspect, Inspect, Inspect". Col Crowley and Gary Odgers picked up the lesser places although both suffered damage. Gary damaged his 150% Dixielander off a bad launch and had to fall back on an "old faithful". Col Crowley totalled his F1J and had to pull out an F1C to finish his flights. Col Collyer went backwards with his flights but was still well clear of Des Slattery who failed to get the

trim right on his beautiful Elfin 249 powered Super Thermec.

Tuesday 26 March

Skies were cloudy and initially cool with light winds for F1A, but both temp and winds quickly increased and flights became tricky with big lift and associated downers. Tahn Stowe took the first 2 rounds to sort his bunt setting on his mechanical model and then went on to max the remaining 5 rounds. Malcolm Campbell had an unexpected early DT from height in R1, setting the mood for the day, as he failed to pick decent air on more

than one occasion. Albert Fathers had launch difficulties, one causing a zero score. David Brawn joined the sub 1,000 set as he came to grips with his model and the tricky conditions. Vasily Beschasny, Per Findahl and Vin Morgan circled for long periods and Per particularly focused on getting the best air, every flight. Phil Mitchell had an uncharacteristic day dropping rounds 5 and 6. Vin built up momentum mid way through the rounds and Vasi dropped R4 by 9 seconds handing the win to Per who was the only one with a perfect score.

F1C started as a Slava affair with a powerhouse display by the Ukrainian, until



"Sister" Vasi looked a treat dressed for the hot Aussie sun



Leigh launches for Vin - he was busy all week

"Tuesday was a long day for most and certainly the hottest day of the week. It started with a beautiful sunrise."



Per Findahl did everything PER-FECTLY!

R5, when his score of 143 let Zou Jong Yu claim the lead, who then nearly lost it with a 162 in R6. Terry Bond and Roy Summersby were close all day, maxing all bar one round each when they both scored a 98, Terry in R6 and Roy in R7! Percy Wright had a few flights he'd rather forget, as did Gary Pope who purchased a few new bits after a crashing good time. Col Crowley maxed out the first four rounds and then lost the model. It was found the next day; 4 – 5 klms from the flight line, near Jim Christie's OR model, lost in its Wednesday sunrise fly-off flight. Terry Bond won the "Near Miss In Climb" award, going perilously close to carving a wing off Vasi's Black Mamba glider that



Paul Rossiter fought hard but the big OR models won each time



Jlong Yu Zou gets away for his win in F1C



Early morning fyoffs look great in first light This one is Jim Christie getting away.



Albert Fathers did well in Open Rubber - seen here in the SCC flyoff

happened to drift across his flight path at an inappropriate time.

It was a long day for most and certainly the hottest day of the week. On the way home, we joined the Morgans, Tahn and Per for a long drink in the Morundah Pub.

Wednesday 26 March

The fly-off for Open Rubber was between Albert Fathers, Jim Christie, Col Collyer and Paul Rossiter (with the only F1B) under a blue sky with a freshening breeze. Jim launched first with a steep steady climb and Albert followed, his new motor causing a moment early in the climb. Paul's model also had a bit of trouble in the power phase. It looked great seeing Albert's model flying in the same circle as Jim's. Anyone could have won as they all gained good height. In the end, it was the biggest most visible model that scored the winning time – Albert's 150% Waif scored 350 secs, Jim was clocked off at 239 secs and Paul at 229 secs. Col Collyer launched late and trim troubles had him down in 138 secs. Retrievals were tough for both Albert and Jim, as both models were temporarily lost.

F1H had only 4 entrants and it started with freshening winds. Per was first away to max with Phil following. Malcolm's little Aiglet gallantly struggled to keep its wing in one piece and was blown around for a scant 73 seconds. Kathy Burford towed up in a strong breeze, snapping the wings of her first model. She then used a reserve model to record a 108 sec flight off a 6 m/sec launch, with a long retrieve. The contest was then held over to run with the Saturday program.

In **F1B**, 11 of the 13 entered maxed the first round before it too was postponed.

Open Power saw Tahn, Roy, Des and Col Collyer max their first flights, with this event also to be resumed on Saturday. This delay was going to prove difficult for a number of competitors who like to have a full list of events on their entry form.

So most flyers returned to their motels for a relaxed lunch while others spent more hours in the paddock searching for lost models. The AFFS AGM was held that evening at the RSL and, with the prospect of wet weather the next day, no one went to the field on Thursday. A number of Country Roads Motel flyers spent a happy evening outside their rooms sampling the "excellent" cask wines. 12 litres for \$39 – what a bargain!

Thursday 28 March

The lucky ones at the Country Roads Motel enjoyed a scrumptious meal of bacon and eggs, sausages and toast and anything else they could cook on the BBQ. Kathy masterminded this and Malcolm slaved over a hot plate for about ten people. A 9 am long breakfast sure beats a 5.15 am quick snack before flying. Col Crowley joined us and Tahn tested Col's flash new electric bicycle. The afternoon was taken up with a presentation by our overseas visitors at the Narrandera Bowling Club. Per Findahl spoke on preparing for the World Championships, Slava spoke on flying F1Cs as did Igor Vivchar on F1Bs. There was then a "show and tell" session with the A, B and C flyers

opening their model boxes to answer questions from the curious. The Kevlar flight boxes of the Chinese were amazing. A small group stayed at the bowling club for dinner while the majority hit the RSL just as it opened, to get the good meals early, and fast. From memory, we departed early to be bright and fresh for F1A, etc the next day. Although there were days when after dinner drinks went on quite late at my motel, and some showed a remarkable ability to handle red/white/white/red/port without any backlash the next day.

Friday 29 March



An interested group listened enthusiastically as our international guests spoke



Per Findahl - F1A



Slava - F1C



Igor Vivchar - F1B



And Vasily Beschasny just having a good time "Goodonyamate"



Show and Tell begins



A Crowded House- little free space in the Chinese F1B box



Slava also made good use of the space in his F1C model box



There was lots to see and talk about



Could Vin be defecting to F1C? Leigh makes sure the cheque book remains hidden.



It's Albert Fathers again. Must be another OR flyoff.

I didn't take notes for this day so I'll see what I remember, as I was tied up in F1A myself. Albert Fathers went on to dominate **Open Rubber** with another great display of long 2 minute climbs and "as long as you like" glides, well at least until the fly-off. Jim Christie had a malfunction and retired after his first flight (you don't stand a chance in OR without a full house). Col Collyer's first flight was 5 seconds short and he too stepped down whereas Peter Greenhill, forever the optimist, dropped 5 seconds and then maxed the other two. So Albert joined Gary Odgers and Paul Rossiter for the dawn shoot-out. Once again all got away well in buoyant air, with Gary launching

after Albert, flying slow and flat while Albert's model had a faint stall. So Gary took the win from Albert 12 seconds in arrears with Paul a full 87 secs behind. So how about it Paul? Let's see you with a spidery big real Open Rubber model next year. With plug in wings and a 2-piece fuse, one should fit in your baggage!

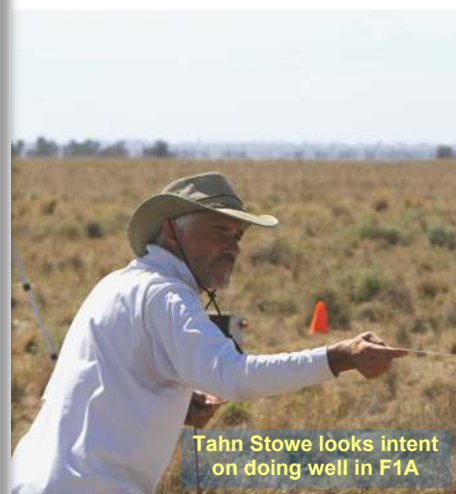
F1C looked like it would be a great contest between China, the Ukraine and Australia. Slava just walked it in with a full house, rubbing it in by flying a very old model with metal wings! Col Crowley looked promising until R4, when he shared a bad time with Roy Summersby who also went on to drop R7. Terry had two shockers, the second one being a bit expensive when it "landed" with one wing not fully extended. Zou Jong Yu put up 6



Gary Odgers squeezed into 1st place with 12 secs to spare



Paul Rossiter, another OR flyoff, another 3rd place



Tahn Stowe looks intent on doing well in F1A

perfect flights and then zeroed R4, to end at the opposite end of the table to the SCC.

F1A attracted the same villains as the SCC, with the addition of Martin Williams who, like the Phantom, seems to appear on the scene just in time for this event. The flight line was wisely shifted across the road from the F1C missiles, perhaps a request from Vasi who had a near miss in the earlier F1A comp. Once again, the air was tricky and Per Findahl towed for as much as 30 minutes trying to find good air. It is usually this event that has Phil Mitchell in focus but he had a day he'd prefer put behind him, amassing only 4 maxes. Vasily Beschasny finally synched with Per to max out and Vin Morgan had 6 maxes and one shocker to clinch 3rd place. Malcolm Campbell put in a few shockers, recording two 83 sec flights and one 38 sec flight (all 3s and 8s!) so it wasn't a good day for him. Tahn Stowe dropped down through the list with only 3 maxes and a surprised David Brawn cracked 1,000 seconds for the first time ever and 5th place. Albert Fathers elected to put it away after a bad flight in R2. The fly-off between Per launched by Tahn and Vasi launched by Slava was keenly watched by those who wished they were in it. Per launched early and bunted late in his launch to avoid an



Per Findahl looks happy after his AFFS win - unbeaten in F1A and F1H, Per will remember his trip Down Under

before damaging the model in a "do or die" tow up in dead air. Phil's R5 launch was amusing. He drifted across the F1B flight line and practically every F1B model and power model launched at him. A magnificent spectacle! Per went on to win

early morning stall. He was in good air and Vasi towed well out before putting in a strong launch to come off higher than Per. It was not good enough because his glide circle was tight and his model didn't hold, so Per won by an easy 2 minutes.

This was the day Col elected to fly his big Mantis vintage glider, putting up three glorious flights for a box seat in the fly-off set for Sunday. A wise move for those who had the time, and the extra energy.

Saturday 30 March

This proved a big day for many, too big for me as I had to shelve 2 favourite events. Fortunately, the Scramble was moved to Sunday. **F1H** had just 4

competitors and only two were true contenders. Phil and Per both towed and launched well, easily maxing out in light winds. This suited Malcolm's little Aiglet although he only maxed two rounds. Kathy's heavy model proved difficult to tow up (this was Kathy's 2nd ever F1H comp) and she zeroed a round

the fly-off by 31 secs, stamping his dominance on all modern glider events at Narrandera.

F1B, on the other side of the road really made use of the great conditions, with over 70 maxes on the board by the end of the day. Percy Wright, Leigh Morgan, Bryan Oliver and Graham Maynard dropped 2 flights, Richard Blackam frustratingly dropped only R6, as did Gary Pope dropping R4. There were to be five in the fly-off the next morning. This was dominated by the Chinese, with Wei Yuan winning, 29 seconds ahead of Hongjun Zhang with Vin Morgan in 3rd place a further 54 seconds behind. Vin had a very satisfying week, with a 1st and 3rd in F1B and two 3^{rds} in F1A, although it was at the expense of his favourite event, P-30, which he wisely dropped.

P-30 was a lonely Queensland affair, with Graham Maynard out-climbing Malcolm Campbell and Albert Fathers who took the minor places. Kathy Burford did well for her first P-30 comp.

Combined Vintage wasn't the big event it promised to be, as bad weather took out some of the days that we could have flown. Still, Albert maxed out on Saturday and Col Collyer did the same earlier in the week and he won the fly-off by just a few seconds. Albert's Albert Hatful's Boxall



AFFS F1A flyoff - Tahn launches for Per



and Slava launches for Vasi



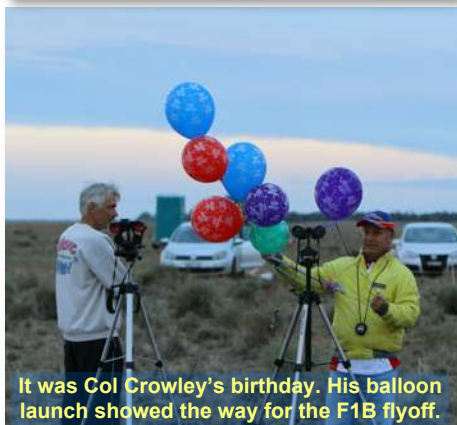
Gary Odgers hurls Col Collyer's "little" vintage glider into the air. This year, he won!



This is Gary Odgers again. Think this one's the Combined Open flyoff.



Albert Fathers missed Combined Vintage Glider but no one missed his "demo" flight.



It was Col Crowley's birthday. His balloon launch showed the way for the F1B flyoff.



Igor Vivchar always puts a lot into his launches



Wei Yuan gets away well in the AFFS flyoff



Gary Odgers left an OR model out overnight. Not sure if he can use the added wash-in!



Vin Morgan in another flyoff. Came 3rd in the AFFS one.

first with Gary a scant 2 seconds ahead of Per.

Oz Diesel had an unexpected winner. Roy Summersby's Big Brit was a weapon of a dangerous kind, strafing the field on it's first circuit of every flight but when it climbed, boy it climbed. Veteran power flyer Roy worked out his thrust problems and was on song by its 3rd flight. But this was not enough to catch Fred Roberts' lightweight Dixielander, already on 3 maxes. Fred only dropped one flight for a convincing win from Roy with Martin Williams not far behind. Des Slattery flew a Dixielander built by Adrian Bryant and was just a little off the pace. Gary Odgers retired after a first flight max – perhaps it flew away?

I didn't get to fly in OzD. I was there but part of my timer, the wire that runs to the scroll, wasn't. No time to fix it either. Drat.

Sunday 31 March

Another nice day and, after the fly-offs, the **Scramble** began. Tahn had earlier threatened to engage Per Findahl as his runner. Per, like Phil, has winged feet. In the end, Per opted to spectate. Col Crowley gallanted offered to CD this prestigious event, starting it with a Le Mans start. The two Ukrainians ventured to the flight line to witness this strange event. Slava actually flew a model, for a short while, and then stayed close to the flight line to witness the remaining 30 minutes of the event. Vasi's big laugh often drowned out the "powerful" little

rubber model disappeared at tree height and Col's big 10 foot glider stayed in sight until it landed. Roy's Swiss Miss was slightly unwell and just failed to max out. Jim Christie's Bilgri and Des Slattery's Stomper also put in reasonable scores. Albert and Malcolm put in great "demo" flights of their Kane and Seraph gliders after the close-off time, just so they felt better after flying them. The Seraph went to the very top of the line, Dt'ed at 1:00 and landed at 3:08. Maybe next year!

Combined Open attracted another small group, mainly power with Per Findahl testing out another of his F1As. The two Power buddies Col Collyer and Gary Odgers put up their large old motored balsa models to max out alongside Per Findahl's carbon F1A – an interesting fly-off trio. Tahn Stowe and Roy Summersby didn't get a look in. The fly-off was very close. Per flew a flapper and Gary and Col rolled out their big power ships. Col came in



Col Collyer on his way up, with a keen group of interested spectators



I think this was Tahn's "throwaway" flight. He found it the next day !



Noels launching for Per Findahl, in the Combined % event. He only came second!



Two of the top NSW boys, Roy and Phil on their way back



Roy had his F1J model worked out



Des flew in just about everything. He always has fun. Seen here with his little Limey.

Mills diesels as they struggled to keep their aircraft aloft. It was a close affair, coming down to the last flight as to who would win. Zou Jong Yu eclipsed his 2012 effort, keeping his Flying Carpet flying for the full event, and starting it with apparent ease. So he remembered what the CarpetMaster Tahn had told him last year, although he did have a few monumentally

long flights. Once again, Phil Mitchell added his name to the trophy.

My feet, if they weren't hurting enough already, really called out "enough" after the Scramble, and there was still CLG to go. I decided to take it easy and drew up a chair near the balsa glider cones. **CLG** and **HLG** were run simultaneously and it was entertaining to see Albert Fathers wander up to throw two HLGs, then his

CLG before trotting back to launch his F1G. His new CLG flew well and looked the model to beat. Kathy Burford was surprised when her ace model flew off trim, so fell back on her heavy "old faithful" Papanui Cat, recording good scores considering its weight. Malcolm's CLG also recorded two good maxes but low supporting scores. Albert had two maxes and a decent 48 sec third flight. He



The Country Roads Motel people wait for the Grong Grong bus to take us to the Pub.



Definitely the way to go to dinner at the Pub. And what a dinner it was!

was the one to beat. Malcolm waited for a long time for his last flight as waves of dense clouds rolled over masking decent lift. Soon Albert was standing behind him, and there were 3 minutes left. He launched and Albert followed. He was down in 51 secs, to beat Albert's 3rd score by a scant 3 seconds. Albert had no one to beat in **H LG** so that was an easy win.

F1G was not seen by me. R1 was time to the ground, and that put Wu Yunsheng in the lead, to hold it from Albert Fathers and Yuan Wei, as they all maxed the final 4 rounds. Jim Christie toughed it out, but R2 and R3 let him down. Vin Morgan put his away after R1 as he failed to max the first flight.

F1J was also time to the ground for R1. The air was good for Roy who put up a 4 minute flight. Terry followed with a 171 sec flight from Des Slattery's old school Limey with 131 seconds. Roy stayed on

the rails to max out and Terry only dropped R4. Tahn had the shocker – a flyway on the last day – a worst nightmare scenario. Tahn was went missing for the next few hours, and we became worried. No phone or 2-way radio and only a little water. Per spotted him returning so, grabbing a water bottle, he ran non-stop 2 klms (as you would) to the model-less Tahn.

So Des only had to put up 4 flights to place third. He maxed his last two, for good measure. Tahn, Per, Kathy and I went looking for the errant J, covering some squirmy wet dirt roads that we vowed not to drive back on. No signal anywhere, we drove to and beyond the forest. The line and GPS signal led us to the radio masts, but no beep. Tahn hired a very inexpensive Jabiru light aircraft and flew over the area the next morning. The model was not visible but fortunately he

detected a very faint signal near the radio masts. Tahn, being Tahn, also directed the pilot to look for Des's lost F1B and Gary's lost Oz Diesel, without success. After a short search on foot, Tahn recovered his F1J, near the radio masts and pointing nose down in crops. It would have been impossible to find from the air.

Sunday night was the AFFS presentation dinner, and it was superb. Being escorted from and back to our motels by the Grong Grong school bus was an entertaining but logical twist that enabled us to enjoy the night more without a long drive back in the dark. And buses dispense with roofs better than cars. The Morundah Hotel put on the best feed at an AFFS event, ever. People went back for 2nds, 3rds and a few unnamed for 4ths! And they still backed up for a second lot of sweets. What a great way to end the best free flight competition in Australia. I'm sure our

The AFFS Dinner at the Morundah Pub



Per and Tahn had a ball



Tahn kept the Chinese table happy



No one went home hungry



It was fabulous!

A few on this table went back for seconds, and thirds



F1A winners in the SCC:
Vasily Beschasny 2nd, Per Findahl 1st and Vin Morgan 3rd



F1C winners in the SCC:
Viacheslav Aleksandrov 2nd, Jiong Yu Zou 1st and Terry Bond 3rd



F1B winners in the SCC:
Wei Yuan 2nd, Vin Morgan 1st and Richard Blackam 3rd (not present)



F1A winners in the AFFS:
Vasily Beschasny 2nd, Per Findahl 1st and Vin Morgan 3rd



F1B winners in the AFFS:
ZhangHongjun 2nd, Wei Yuan 1st, Vin Morgan 3rd



F1C winners in the AFFS:
Roy Summersby 2nd, Viacheslav Aleksandrov 1st and Colin Crowley 3rd



AFFS Champion of Champions:
Albert Fathers

2013 Southern Cross Cup Champs Results

F1A

Per Findahl (SWE 15125)	180	180	180	180	180	180	180	1260	1st
Vasyl Beschasy (UKR 112)	180	180	180	171	180	180	180	1251	2nd
Vin Morgan (AUS 19046)	155	118	180	180	180	180	164	1157	3rd
Phillip Mitchell (AUS 12594)	180	180	180	180	94	155	180	1149	4th
Tahn Stowe (AUS 3184)	89	136	180	180	180	180	180	1125	5th
Malcolm Campbell (AUS52060)	129	137	180	180	74	180	80	960	6th
David Brawn (GBR 52517)	142	180	140	87	88	180	115	932	7th
Albert Fathers (AUS 65586)	174	180	100	84	0	164	180	882	8th

F1B

Vin Morgan (AUS 19046)	180	180	180	180	180	180	180	278	1538	1st
Wei Yuan (CHN A15-002)	180	180	180	180	180	180	180	232	1492	2nd
Richard Blackam(AUS 8740)	180	180	180	180	180	166	180	(325)	1246	3rd
Yunsheng Wu (CHN A320213)	180	180	166	180	180	180	180	(237)	1246	4th
Igor Vivchar (UKR-106)	180	180	161	180	177	180	180		1238	5th
Paul Rossiter (AUS 20577)	180	180	125	180	180	180	180		1205	6th
Hongjun Zhang (CHN A 32-0151)	180	180	180	164	180	180	135		1199	7th
Bryan Oliver (AUS 60933)	180	180	180	180	148	180	136		1184	8th
Leigh Morgan (AUS 48321)	180	136	180	180	114	180	180		1150	9th
Graham Maynard (AUS 9879)	180	180	178	180	180	126	114		1138	10th
Gary Pope (AUS 38115)	180	180	180	180	180	180	5		1085	11th
Terry Bond (AUS 3107)	180	131	147	124	180	77	180		1019	12th

F1C

Jiong Yu Zou (CHN 360006)	180	180	180	175	180	162	180	1237	1st
Slava Aleksandrov (UKR 141)	180	180	180	180	143	180	180	1223	2nd
Terry Bond (AUS 3107)	180	180	180	180	180	98	180	1178	3rd
Roy Summersby (AUS 2153)	180	180	180	180	180	180	98	1178	4th
Percy Wright (AUS 24964)	153	163	166	180	22	180	102	966	5th
Colin Crowley (AUS 9719)	180	180	180	180	DNF	DNF	DNF	720	6th
Gary Pope (AUS 38115)	92	22	DNF	DNF	DNF	72	DNF	186	7th

OPEN POWER

Roy Summersby (AUS 2153)	180	180	180	234	774	1st
Tahn Stowe (AUS 3184)	180	180	180	0	540	2nd
Colin Crowley (AUS 9719)	167	180	180		527	3rd
Gary Odgers (AUS 24774)	120	180	180		480	4th
Colin Collyer (AUS 3301)	180	145	55		380	5th
Des Slattery (AUS 34)	49	99	64		212	6th

OPEN RUBBER

Albert Fathers (AUS 65586)	180	180	180	350	890	1st
Jim Christie (AUS 3951)	180	180	180	239	779	2nd
Paul Rossiter (AUS20577)	180	180	180	229	769	3rd
Colin Collyer(AUS 3301)	180	180	180	138	678	4th
Gary Odgers (AUS24774)	180	180	131		491	5th
Des Slattery (AUS 34)	180	DNF	DNF		180	6th

2013 AFFFS Champs Results

F1A		1	2	3	4	5	6	7	Total	Flyoff
1	Per Findahl	180	180	180	180	180	180	180	1260	365
2	Vasily Beschasy	180	180	180	180	180	180	180	1260	247
3	Vin Morgan	180	180	114	180	180	180	180	1194	
4	Phil Mitchell	180	146	180	112	180	180	105	1083	
5	David Brawn	121	94	173	180	180	113	180	1041	
6	Malcolm Campbell	180	83	180	180	38	83	180	924	
7	Tahn Stowe	180	96	95	180	69	77	180	877	
8	Martin Williams	124	180	67	0	81	158	180	790	
9	Albert Fathers	180	94						274	
F1B		1	2	3	4	5	6	7	Total	Flyoff
1	Yuan Wei	180	180	180	180	180	180	180	1260	342
2	Zhang Hongjun	180	180	180	180	180	180	180	1260	313
3	Vin Morgan	180	180	180	180	180	180	180	1260	259
4	Terry Bond	180	180	180	180	180	180	180	1260	244
5	Igor Vivchar	180	180	180	180	180	180	180	1260	185
6	Percy Wright	180	169	180	180	180	180	143	1212	
7	Bryan Oliver	180	180	180	180	180	156	153	1209	
8	Richard Blackam	180	180	180	180	180	128	180	1208	
9	Leigh Morgan	180	180	180	174	180	180	124	1198	
10	Gary Pope	180	180	180	107	180	180	180	1187	
11	Paul Rossiter	180	180	180	151	180	163	133	1167	
12	Graham Maynard	89	180	180	109	180	180	180	1098	
13	Albert Fathers	28							28	
F1C		1	2	3	4	5	6	7	Total	
1	Slava Aleksandrov	180	180	180	180	180	180	180	1260	
2	Colin Crowley	180	180	180	111	180	180	180	1191	
3	Roy Summersby	180	180	180	104	180	180	120	1124	
4	Terry Bond	180	180	128	180	180	92	180	1120	
5	Zou Jiongyu	180	180	180	0	180	180	180	1080	
F1G		1	2	3	4	5				
1	Wu Yunsheng	208	120	120	120	120			600	
2	Albert Fathers	153	120	120	120	120			600	
3	Yuan Wei	125	120	120	120	120			600	
4	Jim Christie	132	93	85	120	120			538	
5	Vin Morgan	103							103	
F1H		1	2	3	4	5			Total	Flyoff
1	Per Findahl	120	120	120	120	120			600	264
2	Phil Mitchell	120	120	120	120	120			600	233
3	Malcolm Campbell	73	96	120	33	120			442	
4	Kathy Burford	108	63						171	
F1J		1	2	3	4	5				
1	Roy Summersby	245	120	120	120	120			600	
2	Terry Bond	171	120	120	90	120			570	
3	Des Slattery	131	48	120	120				408	
4	Tahn Stowe	121	120						240	

Open Rubber		1	2	3					Total	Flyoff
1	Gary Odgers	180	180	180					540	356
2	Albert Fathers	180	180	180					540	344
3	Paul Rossiter	180	180	180					540	257
4	Peter Greenhill	175	180	162					517	
5	Colin Collyer	175							175	
6	Jim Christie	151							151	
Open Power		1	2	3						
1	Tahn Stowe	180	180	180					540	
2	Roy Summersby	180	164	180					524	
3	Colin Collyer	180	163	128					471	
4	Gary Odgers	92	180	139					411	
5	Fred Roberts	91	90	90					271	
6	Des Slattery	180	40						220	
P-30		1	2	3						
1	Graham Maynard	118	117	120					355	
2	Malcolm Campbell	82	104	118					342	
3	Albert Fathers	110	107	57					274	
4	Kathy Burford	88	58	92					238	
Scramble										
1	Phil Mitchell								425	
2	Tahn Stowe								419	
3	Malcolm Campbell								401	
4	Zou Jiongyu								218	
5	Slava Aleksandrov								17	
Oz-D		1	2	3	4	5			Total	
1	Fred Roberts	120	120	120	96	120			576	
2	Roy Summersby	69	84	120	120	106			499	
3	Martin Williams	97	91	75	95	120			478	
4	Des Slattery	80	113	89	69	76			427	
5	Gary Odgers	120							120	
Combined Open		Max	1	2	3		FO	FO %		
1	Colin Collyer	180	180	180	180		326	181		
2	Gary Odgers	180	180	180	180		308	171		
3	Per Findahl	180	180	180	180		306	170		
4	Tahn Stowe	120	120	120	120		112	93		
5	Roy Summersby	180	122	180	180					
Combined Vintage		Model			Year	1	2	3	Total	FO
1	Colin Collyer	Mantis			1952	180	180	180	540	257
3	Albert Fathers	Boxall			1956	180	180	180	540	249
4	Roy Summersby	Swiss Miss			1954	180	144	180	504	
5	Jim Christie	Bilgri 56, Foster 54			1954	180	180	129	489	
6	Des Slattery	Stomper			1954	125	130	105	360	
HLG										
1	Albert Fathers	15	9	24	13	31	20		75	
CLG										
1	Malcolm Campbell	60	32	60	26	30	51		171	
2	Albert Fathers	60	48	60	38	40	44		168	
3	Kathy Burford	4	4	40	26	41	45		126	

Champion of Champions		
1	Albert Fathers	5.99
2	Roy Summersby	5.55
3	Malcolm Campbell	4.38
4	Tahn Stowe	4.08
5	Colin Collyer	3.20
6	Per Findahl	3.00
7	Gary Odgers	2.97
8	Phil Mitchell	2.86
9	Terry Bond	2.84
10	Des Slattery	2.50
11	Vin Morgan	2.12
12	Jim Christie	2.08
13	Yuan Wei	2.00
14	Paul Rossiter	1.93
15	Graham Maynard	1.87
16	Kathy Burford	1.69
17	Fred Roberts	1.50
19	Martin Williams	1.46
20	Zou Jiongyu	1.37
21	Slava Aleksandrov	1.04
22	Vasily Beschasy	1.00
23	Igor Vivchar	1.00
24	Zhang Hongjun	1.00
25	Wu Yunsheng	1.00
26	Percy Wright	0.96
27	Bryan Oliver	0.96
28	Richard Blackam	0.96
29	Peter Greenhill	0.96
30	Leigh Morgan	0.95
31	Colin Crowley	0.95
32	Gary Pope	0.94
33	David Brawn	0.83
34	Noel McMillan	0.00

Fun at the AFFS



Those who tried will know how hard this was to do. Kathy Burford was successful



Old guys always play up at the Pub



Per Findahl had a ball

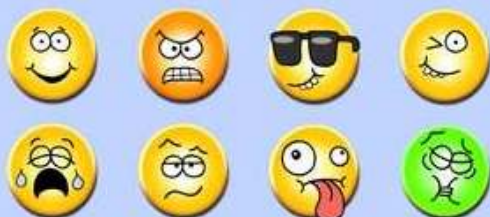


Colin Crowley was happy to turn 60 at the AFFS Champs

So make sure you're there next year. It's in late April!



Emoticons



Botoxicons



whyatt.com.au

whyatt

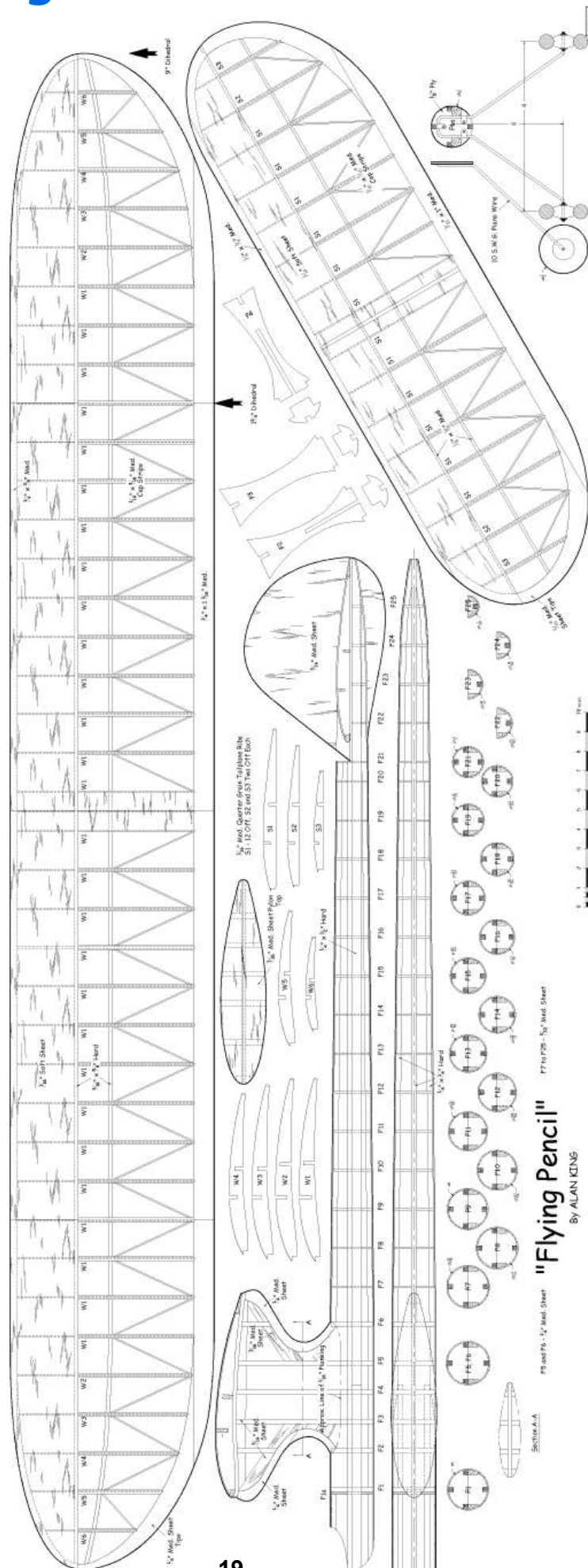
HELP WANTED

by Roy Summersby

Peter Greenhill and myself intend to build Alan King's 5.00cc power model, the Flying Pencil. We have Mike Glaister's excellent full size plan. On studying this we find the fuselage is rather complicated in the way it is built. The fuselage is round, parallel to behind the pylon, then tapering to the tail. As you can see on the plan (*see next page*) it has formers every 50 mm, these are joined by longerons of $\frac{1}{4} \times \frac{1}{4}$ plus a $\frac{1}{2} \times \frac{1}{4}$ major one. These are shaped to the round of the fuselage. When all this is together the whole fuselage is planked with 1/16 sheet. There must be an easier way to build this fuselage in this day and age. So who out there has a better idea on how to build this fuselage and end up with the same result?

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

Alan King's "Flying Pencil"





A NIGHT AT THE OPERA, NEXT TO THE MORUNDAH PUB



A report by the AFFS cultural attaché, Mrs Leigh Morgan with limited help from her PA, Mr Vin Morgan

The Morundah Pub, not just a place to get a beer, but a centre for all sorts of activities, opera, presentation dinners, a great find.

The opera, Der Fledermaus was performed by a South Australian Group who bring opera to the country. We were told we had to dress properly for the occasion. Colin Collyer, who only decided to go on the day, went to St Vinnies in Narrandera, and looked magnificent, in pants and a jacket which cost him \$5. Vin and Gary had on their suits, and I thought we all looked quite good. Per was keen to go and when we bought his ticket, we explained he was a World Champion from Sweden who had left his formal clothes at home and could only raise some clean jeans, and a tee-shirt.

David Fahey (publican and chief organizer) said that would be fine. A bus was provided from Narrandera, and as soon as we got off Wayne Durnan (we fly on Wayne's field, that's where he met Per) greeted Per, bought him a drink, and then whisked him off to sit in the front row. We, in our splendour sat in the second back row, but still had a good view. It was fun. The singing, acting and orchestra were really good; there were two intervals with finger food included in the price of the ticket and drinks (well it was in a pub). We all enjoyed the show, Per said he had not been to an opera before but had a great night.

The performers came on to the bus before we left and thanked us for coming. We have to apologise to

Vasily who learnt violin, and said he would have loved to have come, but did not find out about it until the next day. We thought we had told everyone – sorry.

The next night it was on to the bus again for the presentation dinner. And what a dinner it was, oysters, prawns, fish, lamb, beautiful roasted vegetables..... followed by desserts and just the right setting for the finish of the AFFS and SCC competitions. David Fahey please do not leave now we have discovered you. The flying field has its ups and downs according to the weather, but these are compensated by the Morundah Pub.

Thanks to Di Hanna for doing the organization of the dinner.



Victor Stamov hard at work outside Mike McKeever's trailer. Both Brian Van Nest and Mike's trailers hold an arsenal of trade tools guaranteed to fix any problem.

I saw a poor old lady fall over today on the ice!! At least I presume she was poor - she only had \$1.20 in her purse.

I was at an ATM yesterday when a little old lady asked if I could check her balance , so I pushed her over.

My girlfriend thinks that I'm a stalker. Well , she's not exactly my girlfriend yet.



AFFS COMMITTEE CONTACTS

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



AustralianFreeFlightSocietyInc.

A Special Interest Group of the Model Aircraft Association of Australia

AGM Minutes 27th April 2013, Narrandera Ex Servicemans Club.

Members Present: T Bond, M Campbell, J Christie, C Collyer, C Crowley, A Fathers, G Maynard, P Mitchell, V Morgan, G Odgers, G Pope, P Rossiter, D Slattery, T Stowe, R Summersby, P Wright.

The meeting opened at 7.11 pm with President Paul Rossiter in the chair.

- 1) Minutes of the previous meeting as published in FFDU were accepted.
Moved G Pope, seconded T Bond, carried.
- 2) Business arising from the minutes was picked up under agenda items
7 (AFFS Constitution) and 8 (Competition Rules). There was no other business arising.
- 3) Presidents report. Paul Rossiter referred the meeting to his report as published in the agenda, and thanked Malcolm Campbell for his production of FFDU. He also thanked the new executive committee for their work. The report was accepted.
Moved M Campbell, seconded T Bond, carried.

4) Treasurers Report. As tabled

4)

AUSTRALIAN FREE FLIGHT SOCIETY INC.
Financial Statement for year 2012

Assets and liabilities as at Dec 31, 2012

CURRENT ASSETS	
Community Solutions Cheque a/c	1092.33
Business Cash Reserve a/c	1020.92
Cash on hand	94.75
Merchandise	0.00
NON-CURRENT ASSETS	
Property	Nil
Equipment	290.62
TOTAL ASSETS	2498.62
CURRENT LIABILITIES	
	0
NON-CURRENT LIABILITIES	
	0
TOTAL LIABILITIES	0
NET ASSETS	2498.62

Income and expenditure January 1, 2012 to December 31, 2012

INCOME	
Subscriptions	1660.00
Competition entries	1290.00
Dinner fees	1360.00
From NSWFFS - SCC share of costs 2010, 2011	485.00
Interest	24.38
TOTAL INCOME	4819.38
EXPENDITURE	
Newsletter, Free Flight Down Under	722.65
Bank fees	9.91
NSW Dep Fair Trading	49.00
NSWFFS. Overseas flyers subsidy	440.00
Costs for 2011 competition	
Trophies	372.00
Lillipilly	750.00
Gary Odgers	108.73
Stationary etc	1360.00
Soroptimists (for dinner)	220.00
Dinner venue (Narrandera Race Club)	528.00
Leeton Hire	32.65
Miscellaneous	
TOTAL EXPENDITURE	4592.94
OPERATING Profit	226.44

The report was accepted.

Moved A Fathers, seconded P Mitchell, carried.

5) Field status. The practice of informing the Dept of Defence and CASA was raised in light of “no response” in 2011. It was agreed after some discussion that a letter should be sent pointing out previous approval and seeking ongoing permission to hold the AFFS and SCC events. Secretary to advise. The meeting was advised that the search for a suitable National Free Flight site was ongoing, and that although several sites had been investigated none were deemed appropriate.

6) AFFS Champs.

Motion: That, where possible, in future AFFS contests F1A, F1B, and F1C be held on separate days.

Moved Terry Bond, seconded R Summersby carried.

7) AFFS Special Resolution.

Motion: That the following amendments to the Rules of the AFFS Incorporated Association (deletions shown as strike-through and additions shown underlined) be adopted:

Part 3 – The Committee

SECTION 14.

(1) Subject in the case of the first members of the committee to section 21 of the *Act*, The committee is to consist of:

(a) the office-bearers of the association, ~~and~~.

(b) ~~3 ordinary members, each of whom is to be elected at the annual general meeting of the association under rule 15.~~

(2) The office-bearers of the association are to be:

(a) the president

(b) the vice-president

(c) the treasurer, and

(d) the secretary.

(3) Each member of the committee is, subject to these rules, to hold office until the conclusion of the annual general meeting following the date of the member s election, but is eligible for re-election.

(4) In the event of a casual vacancy occurring in the membership of the committee, the committee may appoint a member of the association too fill the vacancy and the member so appointed is to hold office, subject to these rules, until the conclusion of the annual general meeting next following the date of appointment.

SECTION 15.

(1) ~~Nominations of candidates for election as office bearers of the association or as ordinary members of the committee:~~

SECTION 20.

(1) The committee must meet at least ~~3 times~~ once in each period of 12 months at such place and time as the committee may determine.

(2) Additional meetings of the committee may be convened by the president or by any member of the committee.

(3) Oral or written notice of a meeting of the committee must be given by the secretary to each member of the committee at least 48 hours (or such period as may be unanimously agreed on by the members of the committee) before the time appointed for the holding of the meeting.

(4) Notice of a meeting given under clause (3) must specify the general nature of the business to be transacted at the meeting and no business other than that business is to be transacted at the meeting except business which the committee members present at the meeting unanimously agree to ~~treat as urgent business~~ consider.

(5) The president is to preside as the chairperson at a management committee meeting. If the president is not present within 10 minutes after the time fixed for a management committee meeting, the members may choose one of their number to preside as chairperson at the meeting.

Moved T Stowe seconded V Morgan, carried.

Secretary to notify the Dept Fair Trading of these changes.

8) Competition rules.

Graham Maynard outlined the rule changes as submitted to the MAAA and as published in the agenda and FFDU.

These will be voted on at the MAAA annual Council Conference in May 2013.

9) Team Trials

Motion 1

i) That for all newly scheduled Australian contests to qualify as a Team Trial event, seek FFTSC concurrence to put to MAAA, that any F1 events should be scheduled over the same weekend or in the same contest period as specified in the contest program..

Moved T Bond, seconded R Summersby, carried.

Motion 2

That, in selection of representative(s) on an Australian Free Flight Team, the AFFS will continue to support the FFTSC in running the multiple trial selection process in the current format, with clarifications : (i) In the event of a tie for any of the team positions, the next best score from another approved local (Nationals, State Championships, Approved special team trials) or overseas (World Cup) competition will be used to determine the outcome. (ii) The result from only one overseas event may be counted, either in the three qualifying scores or in any subsequent tie-breaking process.

Moved P Mitchell, seconded R Summersby, carried.

Motion 3 Lapsed.

10) Trans Tasman.

Graham Maynard gave an overview of discussions with NZ re the Trans Tasman and their intention to hold the competition in 2014.

(iii) That the process for selection onto the Trans-Tasman team(comprising 3 members) be in the same format as used for the World Championship team selection with the following modification: The scores be used to place all fliers (F1A, F1B and F1C) in a ranked order, including the same tie-breaking process where there are any ties. The team of three fliers is then selected from this list in rank order, with the proviso that only two fliers may be selected from any one class (F1A, F1B and F1C). For example, if F1B fliers fill the top three or more positions in rank order, only the top two will be selected and the next team position will go to the next non-F1B flier.

Moved: Tahn Stowe Seconded: Vin Morgan, carried

11) Sponsorship. Members were encouraged to propose avenues for future sponsorship.

- 12)** A one off memorial trophy was proposed for Arthur Cooper and approved.
Secretary to organize for presentation at the AFFS Champs in 2014.
- 13)** As the only nominations received for the executive positions were for the incumbents, a returning officer was not required.
- 14)** The existing Executive Committee comprising P Rossiter President, Roy Summersby Vice President, Vin Morgan Treasurer, Tahn Stowe Secretary and Phil Mitchell Public Officer was returned, carried .

The meeting was declared closed at 8.15 pm

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 SUMMERSBY 43410072
<roydi132@optusnet.com.au>

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

FROM THE FREE FLIGHT TECHNICAL COMMITTEE



Graham Maynard

By the time you get to read this the MAAA Rules Committee and the MAAA Council will have met and the decisions on the rule changes made and the members of the FFTC confirmed. As far as I am aware all FFTC members have stood for re-election including myself.

It is with some disappointment that I learned, second hand, after the proposed rules' amendments were submitted for consideration, that one flyer had numerous suggestion for rule changes but had neglected to submit them to the FFTC for consideration. We must wait now for three years before we can consider the changes, no matter how good they are.

There has recently been a CIAM meeting in Switzerland where a

number of amendments were made to Free Flight rules. Many related to the electric class F1Q. Other changes relate to administrative matters associated with contests. One change of interest is a change in the attempt rule for F1A class bringing it into line with the attempt rule for other FAI classes. Details of the changes can be found on the FAI website.

Our team for the World Championships is in preparation for the August event and most of the team if not all will be using the NSW State Championships in June as preparation for August. Albert Fathers from Queensland will be the team manager, ably assisted by Karen Bond as assistant team manager. We wish the team, which includes our esteemed editor, well and may they have a successful adventure.

Following the success of an Australian team's last foray into the F1D (indoor) world championships a couple of years ago, it is proposed to send a team to the next F1D World Championships to be held in Romania in Oct 2014. VFFS has a proposal to hold a team selection event this year submitted to the MAAA Executive for

consideration. The selection event will be held at the Manningham D.I.S.C. Springvale Drive, Donvale, on the 24th Nov 2013, from 12.30 to 16.00Hrs.

Further information can be obtained from Vin Morgan or the VFFS Executive.

Finally a reminder that the selection period for Team Trial events for the 2015 World Championships (Mongolia or Italy) commences on the 1st December this year. To comply with MOP 24, selection events must have six months notice of date and location. The team selection process is unchanged from what has become the practice of recent times and includes the Nationals, AFFS and SCS events, State Championships, special selection events held in WA and QLD and allow the inclusion of one overseas open event. The order of merit for team places will be assessed as previously using a count-back where necessary.

Graham Maynard
Chair FFTC

PROPOSED PROGRAM FOR SCC AND AFFS 2014

Day	1	2	3	4	5	6	7	8
	SCC	SCC	AFFS	AFFS	AFFS	AFFS	AFFS	
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
Date	25-Apr	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	1-May	2-May
	F1B	F1A	F1G	(% Open)	F1B	F1A	Scramble	Depart
	OP	F1C	F1J	(C/Vintage)	OP	F1C	P-30	
		OR		C/HLG	F1H	OR	OzD	

This program is the best that I can come up with trying to please as many flyers as possible.

- All events start at 8.00 am, flyoffs the next morning.
- Days three and four are short days finishing at 1.00 pm and 1.30 pm respectively (*rest days*)
- Day four, %Open and Combined Vintage 8.00 am - 12.30 pm.
HLG/TLG/CLG Combined 10.00 am -12.30 pm
- Because we cannot have a P-30 flyoff the morning after the competition and because don't want to have an unlimited flyoff in midday thermal conditions we use the first P-30 flight as flyoff insurance. The flight is of unlimited duration – timed to the ground. If a flyoff is required the full flight 1 time will be used to determine places.
- This program gives some rest between the big classes. Day seven has to finish early for organisers to finalise arrangements and move equipment back to storage before the dinner.

Roy Summersby



As usual these events were held at Guy Kelly's Meckering farm. Weather conditions could hardly have been better with mild temperatures and light winds. The field was one we have used in the past, and is great from the point of view of size and vehicle access for retrieving. The only downside was the almost complete absence of grass cover resulting in dirty cars and a major cleanup job for motors suffering vertical arrivals into the dirt, as I can confirm from experience.

SLOW OPEN POWER

Slow open power is flown to the British rules i.e. plain bearing motors no larger than 3.5cc and fixed flying surfaces. As far as I know we are the only State in Australia flying this event.

Phil Letchford was any easy winner with three maximums followed by Noel McMillan 22 seconds behind. Both were flying Dave Clarkson (UK) slow open power designs, Phil's powered by a very powerful K&B Sportster glow and Noel's by a PAW 0.19 diesel. Phil had the trim of his model spot on and it looked as though it could go on recording maxes indefinitely.

Greg McClure was third flying an OS 15 powered Dream Weaver and did



Noel McMillan returns after another max

very well considering that his motor was considerably down on power. Ian Dixon struggled with a baulky Silver Swallow (fancy that) in his Dixielander and failed to perform up to his usual standard. My performance was disgraceful. After an easy max on the first flight I failed to notice a crack in the carbon fuselage of my model before the second flight which ended in a vertical return to earth under power, hence my knowledge of the effects of ground conditions on motors! Adrian Dyson was having trouble with the diesel in his T34 and retired early to concentrate on flying sport models.

OPEN RUBBER

Again the event was won with a full house score, this time by Paul Rossiter flying one of his F1Bs (Wakefield) with his usual expertise.

I repeated my performance in power with an easy max on the first flight but failed to notice that in the process of dethermalising the tail had slipped off it's seat causing the model to be grossly over elevated for subsequent flights. On the second flight the model wallowed around in a totally stalled condition until the power ran out. To

add insult to injury I repeated the performance on the third flight after incorrectly diagnosing the problem. George Car and Greg McClure were third and fourth, Greg flying an ex Mike Beilby open rubber model.

*Report by Rod McDonald
Photos courtesy of Kathy Rossiter*



George Car gets ready to play with his Stomper



Rod McDonald, OR model and faithful old Jess



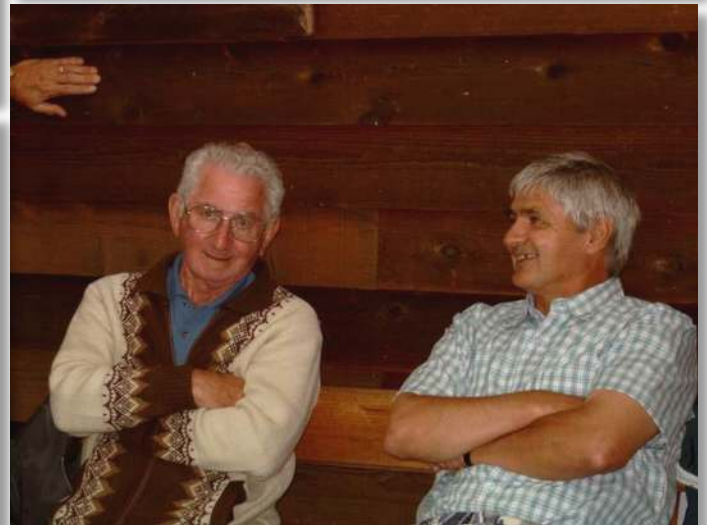
Paul Rossiter announces the results

Slow Open Power Results

P Letchford	540
N McMillan	518
G McClure	457
I Dixon	199
R McDonald	180
A Dyson	56

Open Rubber Results

P Rossiter	540
R McDonald	340
G Car	193
G McClure	170



I first met Arthur Cooper in 1940 when we were both in the Blacktown Squadron of the flourishing Australian Air League. Yes, the AAL is still about but not with the thousands of membership it had then with a paid "Commodore".

Making and flying free flight (and later of control-line) models was a passion/obsession for many of us and Arthur became an expert at what was then regarded (and still is amongst the few) the ultimate class, the Wakefield rubber-powered class – now the international FAI class, the F1B.

As well as being a top modeller, Arthur was incredibly athletic and, encouraged by his parents, more especially his mother Jessie, he took up road and track cycling competing in numerous Sydney – Goulburn events. To maintain his fitness he used to ride the 30 miles from his home in Kent Street Blacktown to De Havilland's at Mascot, and back again at night, often in the teeth of the inevitable westerly gale. That wind often helped on his morning ride to work. One memorable occasion he was pulled over by the police patrol car for going through the traffic lights at Burwood at 55 mile per hour! That's miles, not kilometres. The legal speed limit then being 30 mile per hour, Arthur afterwards complained that he hadn't doubled it. One of his joys was to see how many cars he could pass on the descent to Hawkesbury River and how many of them couldn't catch on the climb back out.

To further his road and track racing he got a Saturday morning job with the local bike shop where he could build a wheel from the hub, perhaps 40 spokes and rim in just under 20 minutes.

Arthur became a highly skilled machinist, with that extra something – a feel for the machine and the metal it was working on. On one occasion he was "feeling his way" with a brand new machine when the boss said "*Twice the speed and twice the feed*". Arthur switched off the machine, dialled in twice the speed and twice the feed, and defied the boss to switch the machine back on.

In the meantime, he had met and married Barbara Fahey from Wellington, NSW, not NZ. Between them over many years they ran Scout and Guide groups. Arthur had a good ear and a good voice and in the 1970s laid down four tracks for Russ Hammond's "*Hammonds and Doonsiders*" on vinyl, since re-released on compact disc.

It was a cruel fate that left Arthur paralysed in both legs. This "Vale" concludes with a Scout and Guides symbol ☉. If you don't know what it means find a Scout or a Guide and they'll tell you.

Vale, Coop

Ivor F (VH-1)

..... Please turn the page



ED: Members of the Australian Free Flight Society pass on their condolences to Arthur's wife Barbara, son Tom and daughter Anne.

Ivor also penned this story. "Anne complained she was a deprived child because Tom had a pump-up wheel scooter but she didn't. Coop got a battered one from Vinny's and refurbished it. Anne occasionally rode it up and down the hall."

ED: My apologies to Ivor F, who supplied this kind tribute in January, just before a very busy period in my life. I temporarily misplaced Ivor's hand-written letter, so it missed the March edition of FFDU.

LEFT: Coop's square Wakefield, in front of his trophy cupboard cabinet

VALE Ron Bird

a tribute from Howard Gostelow

Ron Bird was a very good Power and Rubber Free Flight man plus many other things. I first met Ron in 1953 when I joined West Preston Model Aero Club. (WPMAC) He often cleaned up from his first Nationals at Toowoomba in 1953/54. He made the Wakefield team for the World Champs in those days.

I remember him well at the Victorian Traralgon 1956/57 Nationals winning power events. We have in the past few days found the original large 29/35 power model, now vintage of course, that michael.glaister@gmail.com is drawing up, so contact him when you want a plan. I intend to build one.

Ron later on ran some very good Free Flight competitions all over Victoria that we all enjoyed.

Ron was a good snow skier, and we often went for a "fang" down the slopes of Hotham together, his favourite ski venue. Ron had the first snowmobile in Australia. He built it himself. It's still at his home but rather dusty.

Ron also loved water skiing, something all the modellers seemed to do often.

Ron was a very good competition race/rally driver. He did round Australia trails in the '50s and '60s as a works driver for SKODA. At one stage he was leading his class,

but near home the crankshaft broke putting him out. He also set records for SKODA by driving around Sandown Park race circuit in Melbourne for 12 and 24 hours, all in the one 24 hour period. These records still stand.

I can remember him in the '60s going to Adelaide to pick up an Alfa TI and coming back in less than 6 hours.

Later on he had a beautiful Guilia Super Alfa, that we together often travelled at over 100 miles per hour going to a model meet somewhere in Australia. I had no fear driving with Ron, as he had a good feel for a car and knew what he was doing.

Ron has left a loving family, his wife Margaret of many years, daughter Sarah, and son Jonathon as well as three beautiful grand children. He was until his passing President of the VFFS (Victorian Free Flight Society).

You will be missed Ron.

Rest in peace old buddy of mine.

Howard Gostelow

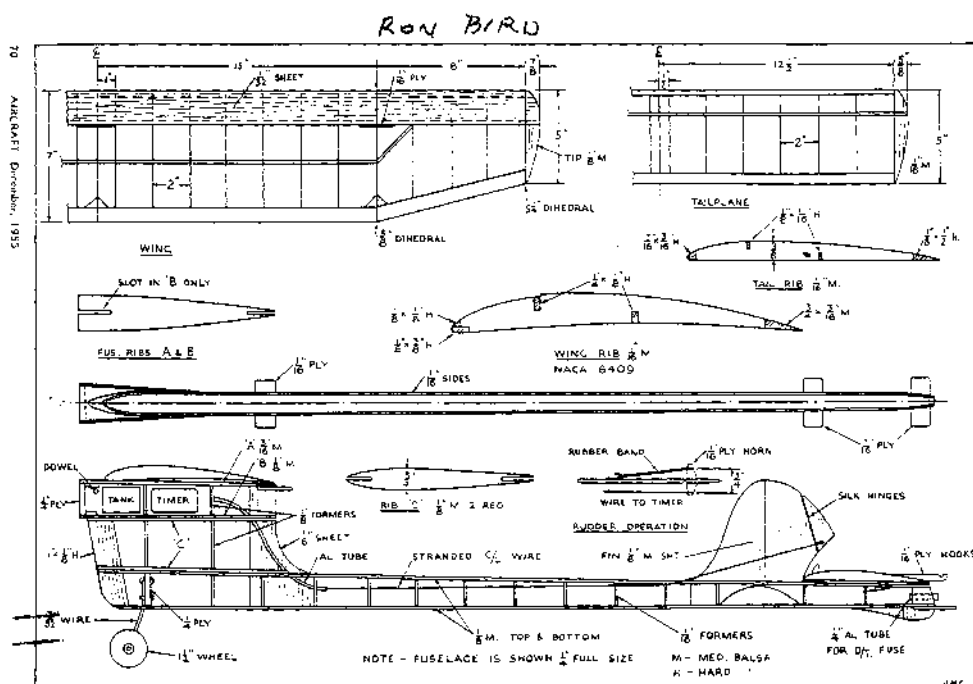
ED: Members of the Australian Free Flight Society pass on their condolences to Ron's wife Margaret, daughter Sarah and son Jonathon.





GEORGE CAR SAID:

Very sad to hear that Ron Bird has passed away - I very much appreciated him as gentle, helpful and knowledgeable free-flyter - always willing to have a chat, discuss models/techniques - but also I never heard him say an unkind word about anyone - a rare trait. He tackled those jobs that it's hard to get volunteers for - organizing venues, acting as CD, turning up early to organize, being the last to leave ensuring gates are closed, etc. I met him in association with the FF events held at Springhurst, at which he many times camped on the field in his caravan, and very quickly appreciated his company. Only much later, when looking at various Nats results from the past did I notice how high achieving a competitor he was - he never mentioned his successes. I find I have only the one photo of him - I notice that while CD for an event at Springhurst, he had fallen asleep in his chair.....



A STORY ABOUT PER FINDAHL

by Lee Hines

Yes, as I mentioned prior, Per is such a good person, father, and he flies superbly. He works hard on his fitness, as you know. LEE

In '04 after my trip to NZ & OZ, I went to Rinkaby for Swedish & Danish run WCups. After some rain delays and moves, only Alan Jack and Per were left standing for final FO near 8 or 9PM...still lots of light, BTW.

At the hooter Alan towed up and downwind a ways, whist Per seemingly fiddled at the line setting up before he towed. Per then towed up and went north into next paddock. Alan launched, but his air was flat giving him around 180sec.

Per went to a small rise where he waited for the sun spot to arrive & warm the knoll [all in his delayed tow plan, IMO!]. When sun spot got there I could see the glider rise with the lift, so he launched quite high [est 70m] in nice thermal, wrapped up his towline, then ran back to launch line where he grabbed his receiver and [almost without losing stride] ran after his glider, nearly catching it when it DTed at 7minutes!

That was more impressive to me than his flying to win 2001 WC @ Lost Hills, because his last FO flight was



Per Findahl at MaxMen 2012

against Martin Van Dyke, who did not have a FO glider with enuf performance to challenge Per at 7AM time window.

Final fact note: Martin's last flight was misrecorded as closer to Per's flight than true time. In fact nearly 30 sec too much. Pierre & Zink [they followed on their motorcycles] and I [at fly line] got close scores of avg 270sec, whist Per did land ~300sec, with about 5 sec lost OOS over ridge to the SE. Misscoring happens all too frequently, even at the World Champs...I have other stories I could share, but not now...

At least I was afforded the high honor of drinking wine from the Swedish Cup with Per, the first Swede to ever win it, after their 50 years of trying to do so!!!

ED: I sent Lee's email to Per.

His reply underlines what Lee has said of his nature:

"They were really nice words from Lee, I'm touched... So kind... I remember this flyoff, it was such a small bubble, and the model flew so well, it was great !"

RDT Armband



Tune Belt Neoprene iPod mini Sport Armband - AB4 by Tune Belt

Recently I read a request in SEN about where to purchase an armband to house the RDT transmitters that most F1A flyers are using. The answer referred to bicycle LED flashing units armbands but after a fair amount of searching on the web I found armbands designed to house Ipods more suitable. Most armbands are designed for smart phones but the Tune belt range had a range of sizes to accommodate Ipods of past and present models. The one I chose was an AB4 available through Amazon UK which fitted the Ken Bauer RDT transmitter beautifully that most people are using. The Tune belt website limited sales to USA and Canada and the Australian distributor only had a limited range that didn't include the size I wanted. The armbands are particularly beneficial if you fly glider as the aerial tucks up under your shirt sleeve and the DT button is easily activated through the plastic cover. I cut a small rectangular hole through the side of the material housing to make it easier to turn the unit on via the small slide switch using a brand new balsa knife blade to cut rather than tear the fabric. Although the armbands are most suited to gliders they are a great way to store the RDT transmitter regardless of the type of model you fly. I have the armband on my left arm being right handed and can instantly tap the transmitter button with my right hand when I want to abort the flight.

John Lewis

BI-GONE

Built by Brian Allcock
(aged 92) ED

I used to subscribe to M.A.N. and when I saw the photo and plan of "BI-GONE" in the May 1955 issue, I thought "This is a biplane model I must build". Well 58 years later my BI-GONE made it's first flights at Richmond in March this year.

Its flights exceeded my expectations and all that was needed was a noticeable increase in right thrust to open up the left power circle, I used about 3° down thrust.

The original plan was a 27" Cox 020 job. I have some Cox 049's waiting to be used but no spare 020s, so the plan was enlarged to 36". Like some builders, I alter plans a little and I increased the span to 38" and the chord from about 6" to 7.25" on the top wing, lower wing was not changed. I like a bit of wing area increase if it seems a good idea for the model. In a sport model it does not seem to have much if any effect on the powered flight but it does give a nicer glide.

The fuselage was a bit tricky because of the many curves. Even with medium straight grained wood there is a limit you can go before cracking occurs even when wetting the wood. My solution is my grooving tool (an original idea, I think). A scalpel blade with 1 or 2 mm ground off the tip; it is clamped between to pieces of wood, say 1/4 to 1/2 or so with the tip poking

out about 1/32, or a bit less, for 1/16 wood. Guided by a ruler, I pull this tool parallel to the grain at about 1/8 spacing through the sheet of balsa using the back of the blade NOT the cutting edge. This gives a rough squarish groove, not a slit which would occur if the cutting edge was used. It is quit amazing how much these grooves increase the amount of curve a sheet will take.

Even doing this, the fuselage did give me a few more grey hairs before it was assembled and straight.

I gave the fuselage three coats of balsa sealer (the usual baby powder and thinned dope) then three plus coats of Cabot's cabothane clear (pressure pack) which is a clear polyurethane varnish. It gives a very smooth finish.

To spray, I mounted the fuselage like a pig on a spit, between two uprights using a bit of 18 gauge wire pushed into the tail end and a 1/4 dowel glued to a piece of 1/8 ply which was attached to the firewall using an engine mount hole. After each coat, I



Roy S unashamedly admits Brian is his idol. He says, "Here is a man who, at age 92, drives to Richmond to fly, builds, flies and retrieves his models, and attends Vets Gathering each year."

would slowly turn the dowel for about 10 minutes until the paint dried a little. This reduces the risk of runs.

The curved tail was made by wetting it, then placing it on an old sheet wing with a similar curve. When dry the curve held quite well.

The wings were covered with "Easy coat" a German film from model engines that I found on the bargain shelf at a model shop. It handles like typical film but it shrinks beautifully, wrinkles just vanish.

After all the hard work, seeing BI-GONE flying so nicely, I was a very happy model plane builder.



The **Malmstrom Mass Launch** went off really well, wonderful weather in Perth, 9 flyers and 10 models (even though one arrived after the launch took place!) and there were models also launched in Wagga and in Wales (UK).

Great success in Perth, mainly as the weather just couldn't have been better! After a very long hot dry summer, we had a pearler of a day!

Snap of the winner on left, Gary - his model was exquisite - and also longest flight winner (despite the windless conditions, his model did drift into neighbouring paddock.....)

Thanks to our judge and prize-presenter, Ange.



George Car

Snippets

From George Car

I realise I am most likely just teaching grandmother to suck eggs, however..... are you feeling a bit overwhelmed with the deluge of model magazine availability – as I am? There are the discs of all the Flying Models issues, and the same source for other American magazines of mid last century, the New Clarion and Sticks and Tissue newsletters, all very interesting reading. For instance you may find looking through the huge amount of material on the Model Aviation website very time consuming. (<https://library.modelaviation.com/ma/>)

Just how they can put all their mags, scanned – the whole lot, including the current issue – and still sell hard copies

beats me, but all the issues, each page scanned as an image (jpg) are there for free to download. So, you look at each issue in turn, on line, then look at each page to save just the pages on FF to be read later. There is a lot of material on RC jets etc that you may find not to your reading fancy (well, I don't anyway). Well, the magazine has put a search tool on the page, so if you type in "Louis Joyner" (the FF columnist) you get a listing of all his articles on FF – sure cuts down a lot of effort looking at the other stuff. You will, of course, miss a lot of other FF material amongst the issues, but you can do other searches. For example, I rather like the reports of the Flying Aces meetings at Geneseo, so a search for "geneseo" gives only those articles.

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May/2013



April/2013



March/2013



February/2013



January/2013



December/2012



November/2012



October/2012



September/2012



August/2012



July/2012



June/2012



May/2012



April/2012



March/2012



February/2012



Basic Keyword Search

SEARCH

Use The Advanced Search

Jump To A Year

1975

jump to year

After 100 years lying on the sea bed, Irish divers were amazed to find that the Titanic's swimming pool was still full.

On other matters..... Adrian's Australian FF plans collection: has now been moved to the following address: <http://affp.droidfarmer.org/plans.php> I do know that the plans are looked at occasionally, as I do get occasional queries from modellers around the world wanting further information on a design or another, and some of the plans have been tidied up and rendered as full size pdf ready for printing, and available on the Outerzone web site. Finally, if you're perhaps thinking of getting a new diesel, David Owen's price list is on Ron Chernich's Model Engine News web site: <http://www.modelengineneeds.org/oea>

The Grim Reaper came for me last night , and I beat him off with a vacuum cleaner. Talk about Dyson with death.

I start a new job in Seoul next week. I thought it was a good Korea move.

Australian Team Trials - Progressive Score

Name	Class	Kiwi	Pan Am	Max Men	Vic St Ch	SCC	AFFS	Aus Nats	WA Trial	QLD St Ch	WA St Ch	NSW St Ch	Qld Trial	SA St Ch	Sum of best three
Ctrl r		Feb 9	Feb 13	Feb 15, 16	Mar 9-11	Mar 26, 27	Mar 27-31	Jan 3-8	Aug 17, 18	Apr 20, 21 May	Jun 1-3	Jun 8-10	Sep 19, 20		
Terry Bond	F1B			1254	1260	1019	1260	628							3774
Vin Morgan	F1B	x1214	1248	x1212	244	1260	1260	900							3768
Bryan Oliver	F1B				1239	1184	1209	900							3632
Richard Blackam	F1B				1169	1246	1208	900							3623
Leigh Morgan	F1B				1248	1150	1198	247							3596
Roy Summersby	F1C	1260	x1260		690	1178	1124								3562
Terry Bond	F1C	x1244	x979	1260	890	1178	1120								3558
Vin Morgan	F1A				1198	1157	1194								3549
Tahn Stowe	F1A				1212	1125	877	205							3214
Malcolm Campbell	F1A	1260	x1260	928		960	924								3148
Paul Rossiter	F1B					1205	1167								2372
Gary Pope	F1B					1085	1187								2272
Graham Maynard	F1B					1138	1098								2236
Phil Mitchell	F1A					1149	1083								2232
Colin Crowley	F1C					720	1191								1911
Albert Fathers	F1A					882	274			457					1613
Craig Hemsworth	F1B				1220										1220
Percy Wright	F1B						1212								1212
Percy Wright	F1C					966									966
Martin Williams	F1A						790								790
William Jones	F1B									540					540
Ted Burfein	F1B									540					540
Ben Lewis	F1B									540					540
John Lewis	F1B									540					540
Albert Fathers	F1B						28			476					504
Ben Lewis	F1A									478					478
William Jones	F1A									472					472
George Baynes	F1B									448					448
John Lewis	F1A									409					409
Ron Munden	F1B									226					226
Gary Pope	F1C					186									186
Mike Thomas	F1A							124							124
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											

The selection process for the team for next years Trans Tasman Challenge is well underway. This is to remind competitors that the team will be made up of three flyers only to match the New Zealand Team in size. The team will include at least two disciplines but may be made up of three. It does not matter if the composition is different from the NZ team for the contest. At the AFFS AGM the selection of the team was discussed and the outcome was that a composite order of merit would be established combining F1A F1B and F1C selection contest scores.

At present the first five places on the score sheet are held by F1B flyers and the sixth place by an F1C flyer. If the team was to be selected now, it would consist of the top two F1B flyers and the top F1C flyer. Of course this can change as more contests are held. If the first three places on the order of merit were to be filled by an F1A flyer, an F1B flyer and an F1C flyer they would make up the team.

At this stage the contest is far from over and places are up for grabs.

TOOLS AND HOW TO USE THEM



SKIL SAW:

A portable cutting tool used to make boards too short .



BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs .



WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh shit' .



DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it .



Channel Locks:

Used to round off bolt heads . Sometimes used in the creation of blood-blisters .



HACKSAW:

One of a family of cutting tools built on the Ouija board principle . . . It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes .

VICE-GRIPS:

Generally used after pliers to completely round off bolt heads . If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand .



PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads .



TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity . Very effective for digit removal !!



STRAIGHT SCREWDRIVER:

A tool for opening paint cans . Sometimes used to convert common slotted screws into non-removable screws and butchering your palms .



UTILITY KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door . Works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts . Especially useful for slicing work clothes, but only while in use .

These can also be used to initiate a trip to the emergency room so a doctor can sew up the damage .



HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit .

SON OF A BITCH TOOL:

Any handy tool that you grab and throw across the garage while yelling 'Son of a bitch' at the top of your lungs . It is also, most often, the next tool that you will need .

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.

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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) Southern Cross and AFFS Champs	MARYBOROUGH COOMINYA 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 (5 rounds) 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 (5 rounds) 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</i> General flying day.
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</i> State Champs for F1L, and F1D also F1M and LRS
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</i> Reduced scale Wakefield and Sandfly Formula for Arthur Smith Trophy.
	22-23	Werribee Wanderers fly-in, Springhurst
July		
Aug	18	<i>indoor DISC</i> State Champs for Bostonian, also Hangar Rat.
Sept		
Oct	20	<i>indoor DISC</i> State Champs for Peanut Scale; also Open Scale and CLG
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</i> General flying day

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.