

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 45 NUMBER 3

SPRING 2013

**SCALE
RALLY**

**2013 WORLD F/F
CHAMPIONSHIPS**



**OUR NEW WORLD
CHAMPION!**

**NSW STATE
CHAMPIONSHIPS**

FLYING IN WA

TEAM TRIALS CHATTER



FRONT COVER:

Roy Summersby's early morning launch into history. His flight claimed Australia's first Free Flight World Championship since 1958. 70 people watched this flight at 7.15 am. The support was fantastic.

Free Flight Down Under Spring 2013

Volume 45, Number 3

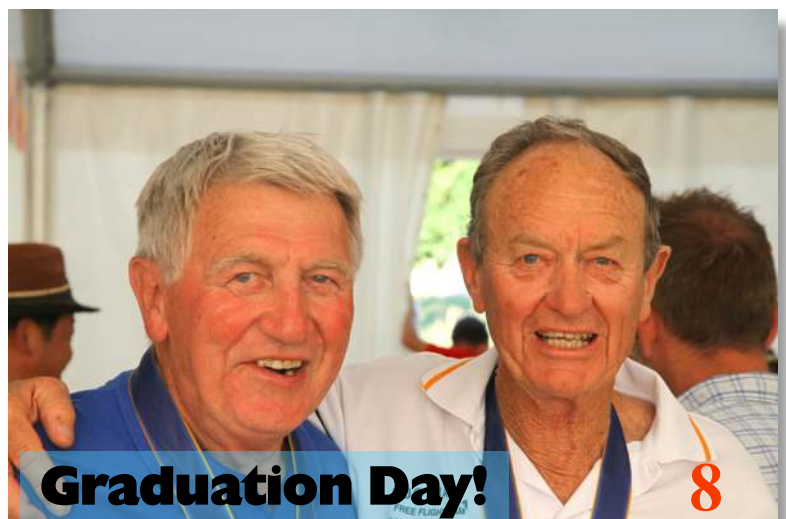
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of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

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F/F Events Calendars

If you've finished your 2014 events calendar, please email me a copy for the December edition of Free Flight Down Under



PRESIDENT'S REPORT



Well, what a World Championships that was! Roy Summersby is World Champion in F1C, a very rare honour indeed, and I cannot think of anyone who would deserve it more. He has done the hard yards over many years of endeavour as well as helping many others along the way. Heartiest congratulations to Roy. Also, a number of members of the Australian team also made the fly off rounds: Terry Bond in both F1B and F1C and Phil Mitchell in F1A. Surely this indicates that, while we might be

struggling for numbers in some disciplines, the quality is certainly there. So I congratulate Albert Fathers (Team Manager) and the whole team for again representing Australia at the world level, this time with rare distinction.

One further brief comment on the Championships: it is interesting to note the performance now being attained by models in the various classes. While one cannot really draw any definitive conclusions from just one event (due to the vagaries of weather, location, etc.), 54% of the fliers maxed out in F1A (35% in 2009, 23% in 2011), 29% maxed out in F1B (12% in 2009, 31% in 2011) and 69% maxed out in F1C (25% in 2009, 32% in 2011). Is the jump in performance in F1A and F1C real? I suspect that it is and can be related to technological improvements. As such it should be measurable in factors such as climb height, glide sink rate, behaviour in turbulence etc. and it should also be possible to relate it to technological developments such as geared motors, folders/flappers/ LDA etc. However, can the simpler technology models (e.g. direct drive, fixed wing F1C) still compete on equal terms with their more "advanced" counterparts? Is F1B really the odd

one out (maybe LDA hasn't yet had time to have an impact if it does indeed offer any competitive advantage)?

At the moment any such evidence is generally only anecdotal and it would be fascinating (but possibly difficult?) to get some more systematic data, though the more competitive fliers might not see that as necessarily good thing! And if the improvement is real, will it lead to rule changes aimed at further restricting performance? All very interesting stuff for the FAI flyer and a pointer to possible performance gains to be had in the other classes.

Finally, there is under consideration a proposal to hold an Asian and Oceanic Championship in 2014, possibly in conjunction with the AFFS/SCC meeting. While the logistics are somewhat daunting, it would give a great opportunity to watch some more internationally competitive fliers in Australia and also give team members a further opportunity to participate in international competition.

Paul Rossiter
2 May 2013



**67TH NATS SPRINGHURST F4A TEAM TRIAL
FOR TRANS TASMAN CHALLENGE &
THE DAVID HOPE-CROSS TROPHY.**

FREE FLIGHT SCALE AT THE NATS (3RD JAN) WILL BE A "ONE OFF"
TEAM TRIAL TO SELECT THE AUSTRALIAN TEAM TO COMPETE
AGAINST NEW ZEALAND AT THE TRANS TASMAN CHALLENGE.
THIS EVENT WILL BE HELD 5TH AND 6TH JULY 2014 IN
CONJUNCTION WITH THE RICHMOND SCALE RALLY.



FROM THE EDITOR:

It doesn't seem so long since I put the last FFDU together, and then I think what has been happening to make time fly. A quick trip down to Narrandera for the NSW State Champs and then club events and practice for the big one, the World Championships in France, took up the time. So apart from equipment preparation, there's been holiday planning (we extended it to a 5 week holiday) and a little bit of work to pay the bills.

Moncontour was a real eye opener. For one who hasn't been to a World Champs, this was a real buzz. Big fields, state of the art models, top flyers, huge entry lists and French food and wine. It was great! My report tries to capture this. And to be there to see Roy Summersby become F1C World Champion was icing on the cake! Fancy, the first Aussie World Champion since Bond Baker in 1958.

On a sadder note, we have lost a few fine local flyers and two international ones that I know of at this time. One taken in his prime was undoubtedly Victor Stamov. He flew well in France, placing 3rd in F1A and died during an F1A competition in Bosnia. He was doing what he loved most and will be sorely missed.



Cheers, Malcolm Campbell



Bambi for Muswellbrook 2014

from Adrian Bryant

Remember the model, the plan or the adverts for Aero-Flyte? After many discussions, we have chosen Aero-Flyte's "Bambi" as the Australian model for 2014.

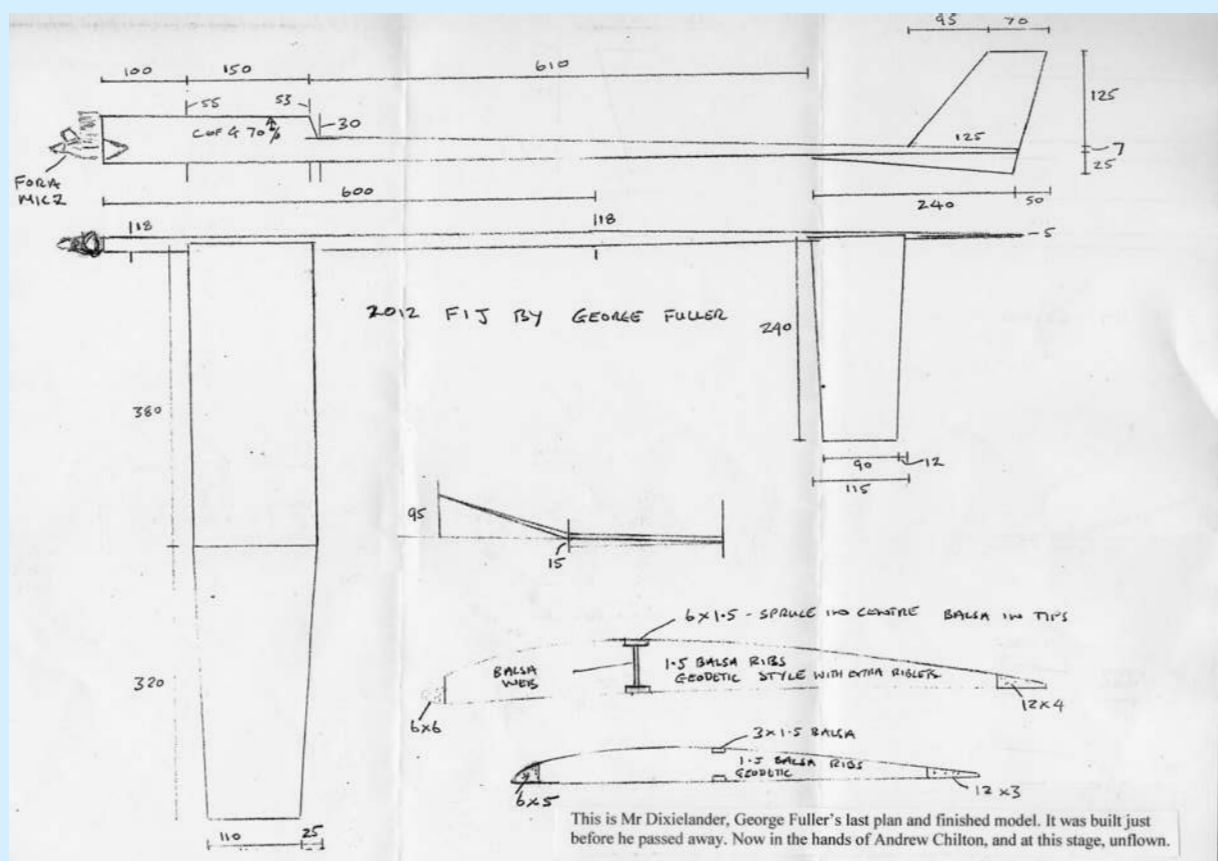
Bambi is a 24" simple rubber model, well suited for the small flying field. NO PROP CARVING. The plan shows a 8" plastic prop.

Keith Murray has the plan. kmur3388@bigpond.net, and it is also available for downloading from <http://www.outerzone.co.uk>

Peter Lloyd has props and rubber – search for Pelaero. Details of the event itself, dates etc, will be issued in due course.

SEE YOU THERE FOR A GREAT FUN WEEKEND!

George Fuller's final design



As supplied by Roy Summersby

NSW State Championships – F1A, B and C

report by Malcolm Campbell

Roy Summersby reported some water on the field on Thursday and care would be needed when driving on the paddock road. It was still too windy Friday morning so many of us went to the bakery for coffee and decadent treats. Albert, Graham and I went out Friday afternoon and it was still gusting to 5 m/sec so we returned to the motel for the World Champs team meeting and then a group BBQ.

F1B

Saturday arrived and what a change! No wind, no rain and a dryer paddock, and blue skies. Fantastic! Round 1 saw unexpected leaders, with Terry Bond suffering trim problems – something “had shifted” he said, and the model developed a nasty stall, and



Uncharacteristically, Terry Bond struck trouble in F1B

this wasn't fully rectified in round 2. Graham Maynard had a great model but incorrect rubber bands failed to pull up the VIT and the model descended into the ground, bending the prop hangers, causing him to miss the round. Albert Fathers had a good launch but the rubber wasn't his best – a poor choice for the 4 min first round. The rubber problem also saw him sub max round 2, so he reached



Graham Maynard looked promising with his new model



New rubber and Albert Fathers almost got there



Leigh Morgan flew exceptionally well all day to place first

for the good stuff and things changed for the better.

Terry Bond also retired his misbehaving model and went on to max the remaining rounds. Graham Maynard launched flat in his next round but maxed all the same. He joined the Blackam/Oliver boot camp where he picked up some good ideas for future events and also put them to good use in the remaining rounds. Richard and Bryan did not compete but used both days for World Champs preparation.

Meanwhile Leigh Morgan was putting up good flights at the end of the line, ably assisted by Vin who resisted the urge to pull out an F1A until later in the rounds. One of Leigh's flights nearly went through my camera when the DPR held longer than her launch and the model went left and “knife-edged” towards me – her model has remarkable recovery built in and she went on to max.

By Round 7 it was still quite close. Albert had a superb flight to easily max Percy Wright only needed to max for second place but a dreadful launch saw his model skim the ground before slowly climbing to reasonable height. His 176 second flight fell 2 seconds short, meaning Albert took second place. Leigh waited to late in the round. She had to max. She failed to gain good height but her model's excellent glide and the resulting max gave her the win.

The Sunday competitors took advantage of the good weather with Phil, Vin, Albert and Malcolm putting in some practice for tomorrow's F1A



Some models got pretty high

That's the way you do it! Phil Mitchell on his way to another F1A State title.



event. Roy exercised his 3 brand new Babenko folders resplendent with their white, pink and red tips. Roy says this is for identification, but we found it hard to agree as the tips are quite small and stubby when they unfold at 600 feet! Gary Pope kept us all on our toes with two erratic launches giving him some repairs before France.

A large group attended the lively and lengthy BBQ at the motel – some headaches and designated drivers the next day.

F1A

Tahn Stowe arrived late the previous day so only practised before the event commenced. He looked pretty cool in his yellow tagged football boots. The day was cooler and devoid of much breeze, although it was breezier at 50 metres, something that caused the round 1 max to be reset to 180 seconds.

Vin Morgan's personal trainer had him at his peak and he put in many good flights, although he did considerable damage to his first well-

trimmed model when it hit near the base of Terry's strong mylar pole. He then had a fall when towing up and the flyaway model hit Malcolm's leg, causing a stab wound. Nonetheless he towed well and placed his model in good air for each flight. Phil Mitchell flew his LDA short in all rounds getting excellent 90 metre launches to also max out. Between rounds, the Mitchell's distributed pieces of a sweet and massive fruit cake, probably trying to weigh down the opposition.

Albert Fathers started with his mechanical L'il AL but a jammed bunt line in his round 1 launch caused the model to go inverted and record a 35 second flight. The problem was resolved but an overbunt in round 2 caused another poor flight. He switched to his electronic long model and at last started to get good scores until a tow in caused suspected timer damage and he recorded a couple of flights where the timer DT'ed the model very early. Her then retired to enjoy the day as a spectator.

Malcolm Campbell had finished trimming his new long model the day before and elected to fly it in all rounds while the winds stayed light, maxing the first four rounds. He stuck firm to his tactic of up and off because he was still not confident his foot problems were sufficiently healed (and he hadn't circled the new model at all). So there were occasional long waits for air (Albert had a chair) – and he missed that in R5, dropping over a minute. His



Vin Morgan was up there all day, chasing Phil, and nearly got there. Great fly-offs.

R6 flight over compensated DT'ing from great height over the flight line. It was brilliantly fielded by Vin Morgan with a stunning left handed catch, 2 metres directly above his open model box!

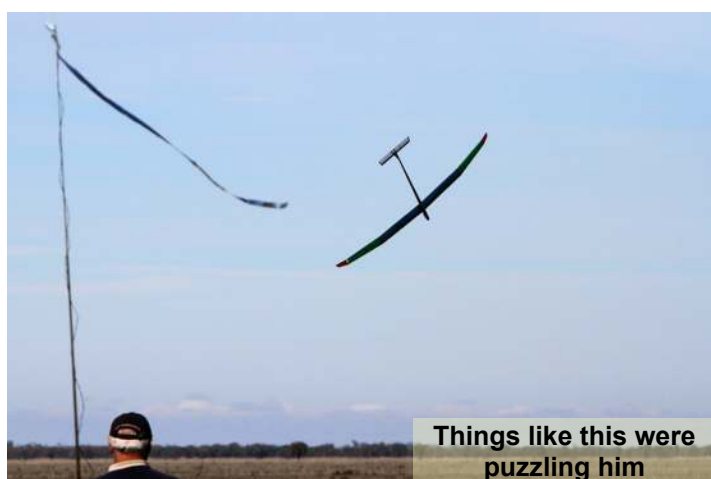
So only Vin and Phil maxed out and they commenced their 5 minute flyoff soon after the end of R7. Vin launched first and Phil trotted over to join the party. Both models got good height and easily clocked 5 minutes in lovely afternoon air. Both circled west of the cars in the 7 minute flight, with Vin launching first. Phil towed a bit longer, recording a pretty classy 96 metre launch. Vin's glide was flat, slow and steady while Phil's LDA model that had been trimmed pretty close to the stall occasionally dropped into a stall before recovering each time. This nearly robbed him of first place but his additional launch height proved good insurance. Vin was unlucky not to record a longer flight when his timers lost his model low on the horizon below tree height, although he was not close to Phil's top score of 6 min 32 sec.

F1C

The excitement event – because Roy put up some fantastic flights with his



Ladies launched for 4 of the 5 F1A entrants



new models, but a number of models were harmed during the running of the event. Gary suffered launch problems with his models going left and also some hairy flights with a hesitating engine run, and tuning problems from a suspect weak bladder. Anyway, he has some repairs prior to France and is to developing a safer launch style. Roy had an uncharacteristic big crash, totalling a wing on one of his new

models. He believes the stab bumped his head on the way up. And then another new model experienced tip damage when it DT'ed across a fence. Only "pink tips" survived unscathed. "White tips" and "red tips" were both damaged. Terry Bond had no problems until he sub maxed giving the win to Roy.

The day ended with a smaller group attending the BBQ in the Country Roads motel, with some electing to go to the RSL and others the Chinese restaurant.

The Queenslanders retired early and hit the road at 4.20 am, with an achieved objective of home that night. Actually we drove most of the trip in rain showers.

F1B

		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1	Leigh Morgan	220	180	149	180	180	180	180	1269
2	Albert Fathers	195	135	180	180	180	180	180	1230
3	Percy Wright	210	139	180	176	173	164	176	1218
4	Terry Bond	138	166	180	180	180	180	180	1204
5	Graham Maynard	0	180	180	180	173	180	143	1036

F1A

		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total	FO 1	FO 2	Total
1	Phil Mitchell	180	180	180	180	180	180	180	1260	300	393	1560
2	Vin Morgan	180	180	180	180	180	180	180	1260	300	356	1560
3	Malcolm Campbell	180	180	180	180	118	180	180	1198			1198
4	Tahn Stowe	180	166	180	180	180	116	180	1182			1182
5	Albert Fathers	23	90	180	0	0	0	0	293			293

F1C

		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1	Roy Summersby	180	180	180	180	180	180	180	1260
2	Terry Bond	180	180	180	180	180	132	180	1212
3	Gary Pope	0	0	0	0	0	0	0	0



FREE FLIGHT WORLD CHAMPIONSHIPS

Moncontour France – August 2013

report by Malcolm Campbell

Obviously the World Champs were going to be a big affair for me. I'd experienced preparation for big events from my few visits to Lost Hills, but Moncontour was something else. More than twice as many people in each event than at Lost Hills, with a competition that was rigorously controlled and meticulously organised. Just like a mini Olympic Games. Of course, the competition was far more serious than at Lost Hills, and I was flying against the very best in the world.

It was a real buzz to be there and we were blessed with good weather for most events. Having to walk 450 metres when moving from the last pole back to the first made me realise that I would never fly in a bigger event.

William Jones a few weeks before we departed.

My girlfriend Kathy Burford has been launching for me for quite some time now and it is very comforting to be able to rely on such assistance. She also ensures I follow my checklist religiously.

Unfortunately I didn't get in as much practice this year thanks to ill fitting shoes and long walks during my USA holiday in February – plantar fasciitis is quite unpleasant when you get it bad. So my strategy for the World Champs would be straight tow, circling if I had to. Anyway, I thought it was a good idea for a team plan, giving the more experienced Phil and Vin more time to circle, and me going up third.

that the ever changing menu and 3 course meals made it hard to say no, so we didn't. Luckily the exercise on the field burnt off excess calories! Chef Loic had a great boulangerie nearby so the croissants and bread at breakfast time was to die for. Many flyers from across the world dropped in for a meal while we were there. The place has a great reputation.

That afternoon we drove to the base camp for the world champs – the Active Park at Moncontour (renamed "The Free Flight Village"), where most of the Australian team were staying, along with hundreds of international flyers. We felt like we were missing out, being 20 minutes away in Oiron, but the superb food at the hotel made up for it.



Flight lines were so l-o-n-g. This is half the 5 min F1A fly-off line!

F1B and F1C World Cup events - Moncontour

Two days later, we were on the main Moncontour field watching the F1B and F1C world cup events and F1H event. The field was good and so was the weather. Everyone was in high spirits. We didn't stay long so I cannot report on the flying apart from the fact that Albert Fathers, the only Aussie competitor, withdrew from F1B after 3 rounds. I believe the line was moved twice to reduce models drifting into

So back to the beginning – I'd hung on to my second place on the team for most of the qualifying period and acquired three new models from Vasily Beschasney to replace the aging but still effective Lee Hines models I'd flown the previous two years. Taking Per Findahl's advice, I carefully prepared my models and support equipment, ensuring self sufficiency and reliability. The flight box that Des Slattery and I built was going on its most important trip. A recent improvement to this box was a set of removable wheels, expertly built by

I thought it was an even better idea when I saw the traffic.

So back to the beginning again. Kathy and I flew out of Brisbane on 23 July, then took the TGV from Paris to Nantes to pick up our hire car. After spending a few days in the beautiful Loire Valley (and of course the Le Mans motor museum), we drove to Oiron to book into the charming Hotel Le Relais Du Chateau. Phil and Noels arrived later in the day from Switzerland and we spent 12 days in their company. The hotel was OK for the price and the food superb. My only complaint was



Albert Fathers was the only F1B flyer

crops. The land was very flat with a mixture of wheat, corn, sunflower crops, with the sunflower and corn being 1.8m high. This was to be John Cooper's downfall in the World Champs.

F1A World Cup event - Moncontour

Crop harvesting had us move to another field for F1A the next day. The first two rounds were in strengthening winds and I was unlucky not to max R1, as my model was still high enough in the air when it flew behind a low rise, and I had a short timekeeper! Others were to experience a similar fate during the day as we rotated on the poles.



Malcolm Campbell sets up for his first ever European contest

The winds got up as the day wore on and so did the damage. The rounds were initially 90 minutes and then the organisers wisely reduced the max to 150 secs for rounds 2 and 3, to prevent models going into the crops. Farmers were unhappy, a trend that was to continue throughout the week. I can't say I blame them. Rains were late and

the season late, so harvesting was late; and we were here early. Something had to give, and it had to be us.

There was considerable carnage on the day, with many broken models. Mike McKeever's model exploded with a loud bang and so did Jim Parker's. Albert's model was destroyed following a bad launch that left him nowhere to go. Many flyers elected to withdraw mid comp, saving their models for the World Champs. Per Findahl put on a dazzling display of model control in strong winds gusting between 9 – 12 metres. How he got it away I don't know but he finally got a launch away, but the model couldn't

handle the buffeting. He was down early, retiring to concentrate on son Oskar's flying. Oskar, incidentally, did extremely well in both F1A and F1B. A decision was made by the organisers to

shorten the event to 6 rounds, allowing daylight for fly-offs and trophy presentation.

Phil and I kept going, although my model wasn't trimmed well for launching in wind (too much zoom). R5 for Phil was a big one. Great launch, big thermal - and slow DT.

Something over 7 minutes and it landed beyond a distant village. Noel's accurate line and a little GPS help had Phil back in time for R6, still clean. I was away first in the final round while Phil recovered and the wait was worth it, it was my best flight of the day. Phil's GPS had me back in no time after quite a long flight. Must buy one of those things! So Phil went next and release problems resulted in an attempt. He went up again (it was going to be an up and off) with just 5 minutes remaining and just didn't find the air, leaving the fly-off to Oskar Findahl and Anton Gorsky, the latter winning by a healthy 51 seconds.

I met Per and Oskar on my final retrieve and they told me the Mongolians had put 4 models into a heavily wooded area that was impenetrable. I never heard if they successfully retrieved any of these planes.

Poitou

So on to Poitou. I decided to enter late and the weather looked perfect. F1B and F1C flew the first day and only one round was flown. Winds were light and variable but there was an unharvested melon paddock nearby, and models were landing in it. The farmers were unhappy, threatening to walk on any models that landed on their paddock. The organisers, with no

MONCONTOUR

106 entries

World Cup results

F1A

GORSKY Anton	RUS	210	150	150	180	180	180	1050	539	1589	1
FINDHAL Oskar	SWE	210	150	150	180	180	180	1050	488	1538	2
MAKAROV Sergey	RUS	210	128	150	180	180	180			1028	3
MITCHELL Phil	AUS	210	150	150	180	180	82			952	9
CAMPBELL Malcolm	AUS	199	83	128	63	114	180			767	33

World Cup results

F1B

84 entries

SEIFERT Philipp	GER	240	180	180	180	180	180	171	1311	1
BROBERG Hakan	SWE	240	163	180	180	180	180	180	1303	2
RIGAULT Mickael	FRA	240	180	180	180	180	171	169	1300	3
FATHERS Albert	AUS	177	104	148					429	36

World Cup results

F1C

22 entries

DROZON Alexandre	RUS	240	180	180	180	180	180	180	1320	270	1590	1
CUTHBERT John	GBR	240	180	180	180	180	180	180	1320	10	1330	2
JACK Alan	GBR	240	180	180	180	180	148	180			1288	3

fall back field had to cancel the whole event – the first time in the 30 years of this classic French event. This was sad for some who had arrived specifically for the Poitou competition, and there were many.



The Moules and Frites banquet was a real success, although it was all that was left of the Poitou contest



Phil Mitchell ensured his empty shells were laminar

But the Moules et Frites banquet lived up to its name and well over 100 modellers had a very enjoyable afternoon. My first encounter with mussels! I couldn't help feeling sorry for the organisers. The time and effort to organise such an event is enormous and the lost income would have been considerable.

For the first few days, temps were in the order of 32 – 34 degrees and nights were uncomfortable warm. This thankfully changed a few days later.

Troubles continued for the organisers - there wasn't even a practice field available for the World Champs as harvesting was in full swing – fortunately, a temporary field was found for Wednesday and Thursday with the WC field becoming available by Friday. On Thursday, we tried to make the most of it by going to an alternate field at Martaize to have some F1A practice but there was too little room to tow, and it was too windy and stony, so we called it quits.

2.30pm was the team meeting and then a few of us went to the Village lake to watch Phil rekindle his water skiing ability. Vin and I thought about it and instead ate ice creams with the girls. That night Vin and Leigh joined

us for dinner at Oiron.

Earlier on Phil had spoken with Mikhail Kosonozhkin, who was staying at our hotel, and learnt of a suitable practice field near Oiron. So we both rose early on Friday and drove out to the field at first light to be in the air before sunrise. Actually sunrise was at 6.15 am and, as it was still light beyond 10 pm, we were having very late dinners and early rises. There were to be many tired flyers as the week wore on. But back to the practice sessions. They were very productive for both of us and it was surreal flying on flat harvested paddocks, sunflowers in the adjoining

paddock and a magnificent view of the chateau and cathedral, one kilometre away. The distant and regular sound of a farmer's shotgun added to the rural atmosphere. We got back to the hotel by 8am to enjoy a hearty breakfast with Noels and Kathy. Not a bad life.

Saturday was registration day at Moncontour and this went through smoothly and efficiently. There were to be spot checks of 20% of the models during the coming

competitions, which I thought was an excellent idea. It was during registration I discovered one of my RDTs was missing. We went back to our practice field and Phil found it – no mean feat.

The Opening Ceremony

Sunday was the big Opening Ceremony, with all teams assembling on the local oval, just like the Olympic Games! We marched through the local town in alphabetical order, with local children carrying cards identifying each country. A big crowd watched as the colourful parade made its way past the old limestone buildings to the Free Flight Village, with flags of each country billowing in the light breeze. A large stage and marquee had been set up for the opening ceremony where the local mayor as well as Ian Kaynes and the Moncontour officials gave their speeches. Per Findahl also read the Sportsman's Oath (in English).

Now there was only one more day before the big event.



The Australian shirts were a real standout, and were sought after when the swapping began



A march through the village streets was a unique touch



The Opening Ceremony was excellent



Phil Mitchell had prepared well for the event

F1A World Championships – Moncontour (116 flew)

F1A was first, on the Tuesday with 116 entries. Weather was good but tricky in places. Vin and I were to drop rounds, me because I changed models too late and Vin had unlatch troubles. Phil held in with a full house. The event was run with a 2 hour lunch break after R4 and, although this proved way too long, it added to the social aspect of a world event. Brit John Cooper was unlucky. He failed to make the 5 minute fly-off, after his model landed on top of the 1.8m sunflowers in R3, stopping the clock at 179 seconds. In defence of the sunflowers, I did see him towing between the crops looking for lift at one stage.

And later in the day the weather became glorious. 62, more than half the field, maxed out – something of a record I believe. And in that group were 9 complete teams! The 5 minute fly-off was unbelievable, mainly because of the length of the flight line. Poles were only 3 metres apart, guaranteeing some lively towing and

avoidance techniques. And the weather was still excellent, with drift towards the large marquees. There was much shouting and lines drifting down all over the place. Creating more records, 55 made the 5 minutes and then 24 the 7 minutes. Phil placed 43rd after missing the 7 minutes and Vin and I placed well down, with plausible excuses. Richard Blackam was exceptionally good help on the day, running as a helper for all 3 Aussie flyers. With so much traffic it took a lot of pressure off all of us.

A winner was finally decided around 9pm, in the 9 minute fly-off. The air



Final checks for Vin Morgan



Both Albert and Richard put in the hard yards for the F1A flyers

was neutral and only a light drift prevailed. Croatian Robert Lesko had the winning time, 24 seconds ahead of Roumanian Szilard Sijjarto and Victor

F1A WORLD CHAMPIONSHIPS RESULTS

CRO	LESKO Robert	210	180	180	180	180	180	180	300	420	445	2455	1
ROU	SZIJJARTO Szilard	210	180	180	180	180	180	180	300	420	421	2431	2
UKR	STAMOV Victor	210	180	180	180	180	180	180	300	420	380	2390	3
AUS	MITCHELL Phil	210	180	180	180	180	180	180	300	223		1813	43
AUS	CAMPBELL Mal	210	180	168	108	180	180	180				1206	89
AUS	MORGAN Vin	210	180	133	180	180	138	137				1158	101

Team Places

- 1 Argentina
- 2 Italy
- 3 Israel
- 27 Australia



I thought Peter Allnutt's 28th place at age 80 was outstanding



Terry Bond focusses on the air



And launches into the fly-offs, the only flyer to be in both B and C fly-offs

Stamov and further 41 seconds behind in what, tragically, would be his last World Championships. As all 3 Argentineans were in the final, they easily claimed the team prize. A special mention should be made of Canadian/British (residing in California) Peter Allnutt who placed 28th, an extraordinary achievement for someone in his 81st year!

F1B World Championships - Moncontour (103 flew)

As a competitor, it is hard to take note of going on to write about. As a

retriever, it is somewhat harder, so I apologize for the brevity of my reporting. In the AUS team, Terry was a standout, flying very well to max out. Richard was unfortunate. He had his models flying very well during testing, but perhaps too close



The Australian F1B team in final stages of preparation



Richard Blackam early in round 1

to the stall, because that is what caused his demise in the first two rounds. The same misfortune befell Bryan Oliver. At this level of competition, anything less than a max spells disaster. We all knew that so it was a wrench to drop a round.

In the US camp, Walt Ghio was really unlucky. He arrived into CDG Paris with no model box. This was not found so he flew home to get another set of models. By the time he arrived

back, he had two model boxes as the first one was found in his absence! He then goes on to be 4 secs short of a full house. But this performance combined with that of the rest of the US team gave USA first place as a team.

Windier than F1A day and with more difficult air, both the F1B flyers and retrieval teams had to work harder. And it was cold in the early rounds. Phil was backstop, pedalling his bike through the stubble with Vin manning the half-way house, riding the models back to the flight line on the second bike.

I did a lot of foot retrieves, so I thoroughly appreciated the chance to use Vin's bike for a while. Bikes are hazardous. Seems Phil found a grass covered ditch about the same diameter as the front wheel – a nice surprise. And rumour has it Vin snatched a little snooze between retrieves on his, although Phil fortunately caught him, minimising the grazes.

F1B WORLD CHAMPIONSHIPS RESULTS

RUS	BULATOV Albert	240	180	180	180	180	180	180	180	300	385	2005	1
TUR	YURTSEVEN İsmet	240	180	180	180	180	180	180	180	300	291	1911	2
Jnr F1B W/C	PACELLI Brian	240	180	180	180	180	180	180	180	300	274	1894	3
AUS	BOND Terry	240	180	180	180	180	180	180	180	230		1550	21
AUS	OLIVER Bryan	236	180	180	162	180	180	180				1298	41
AUS	BLACKAM Richard	190	114	180	180	180	147	180				1171	91

Team Places

1	USA
2	Poland
3	Russia
19	Australia

30 made it to the 5 minute fly-off but conditions were miserable with minimal periods of lift. I saw top contenders Terry Bond and Roger Morrell drop. Alex Andriukov had the "hard luck" story, landing either in a tall tree or being clocked off going behind the trees. Either way, he was 10 seconds short of the max. Only 9 fronted for the 7 minute fly-off, and this had been moved upwind as models were landing in the village. Canadian Tony Matthews had a talented support team for this flight, but not even the big red balloon could help him get more than 8th place. Young Russian Albert Bulatov dominated, finishing 94 seconds ahead of Turk Ismet Yurtseven and extremely promising US and World Junior Champion Brian Pacelli just 17 seconds behind in third place. Albert was flying a flapper.

It was encouraging to see very young flyers in 1st and 3rd places!

F1C World Championships - Moncontour (73 flew)

This was to be an event that no Australian present would forget. And this was a day where maxes came easy for most models. And there were crashes. Some say far less than previous World Championships but I was wary and stayed vigilant while shooting the action. There were gentle patches of lift with little drift so the current strain of well-flown F1Cs were going to have a field day.

Gary Pope dropped the first round significantly and then something happened. He maxed the next six! After a year of carnage, he had



Dianne makes sure Roy looks his best on the most important day of his flying career

changed his launch style – just like that, and everything was good. Terry Bond flew so well. He was the only one on the field to make both the F1B and F1C fly-offs. Roy arrived in France with 4 well trimmed models, three being 2013 models. Being the laconic Roy it was hard to tell if he was focused, but he was – putting up 7 near perfect flights. Well, six were perfect and one was almost perfect.

49 out of 73 maxed all 7 rounds, signalling some big fly-offs. But back to Round 1. Models were drifting



And Roy ensures his launches were "spot on" all day



Terry Bond put in an exceptional performance



retrieve it and I couldn't see it anywhere. After some time I found it in an area that a big model couldn't possibly have landed in without considerable damage. But this was Terry's model and Terry

it was both spectacular and frightening to see one or two models launch and then almost the whole field follow. The noise was incredible, impossible to record engine runs, and I'm sure many were watching for wayward models. Keeping the model in sight with so many similar models slowly drifting across the flight line was a timer's worst nightmare.

Roy was helped all day by Phil Mitchell and of course the lovely Di. Later Terry Bond would assist. Henning Nguyen should have been in the 7 minute fly-off but he'd cut his finger badly and needed attention. As he told me at Poitou he had come to France to fly well but also to have fun. And that he did.

over and landing in and beyond the tall sunflower field and flyers were taking the shortest route to retrieve them. The farmers objected and the flight line was moved well away but unfortunately in a paddock still muddy from recent rain. Retrieves were unpleasant but crashes in this area were somewhat absorbed by the mushy soil.

Don Chesson from USA put one in just behind the flight line although the damage didn't seem severe. Not so with a model that had what seemed like a 20 second engine run. It went arcing across the field like the projectile it was, continuing to accelerate as it unloaded, heading straight for the large marquee tent used for the lunches. From where I was watching, it looked like it had gone through the roof. Then people spilled out of the tent, running to behind it where they found it had hit, of all people, the Moncontour secretary's car, I suspect with some real damage!

I watched Terry Bond's model DT in this area, behind the tent and near farming sheds. I walked down to

tends to be lucky. So the flight line was moved again because models continued to land in the car park, and an adjacent corn field.

After a leisurely French lunch, we all moved to flight line 3. This was no mean feat moving all the gear required for an F1C across 1 klm of newly harvested fields. We were now safely away from anything we shouldn't hit. But a few models continued to hit the ground – no RDT to soften the blow. Others self-destructed mid flight. Entertaining but expensive.

Both Roy Summersby and Terry Bond made perfect flights all day with a pressure moment for Roy in the seventh round, when he burst a fuel line. But calmly left the line, replaced it and returned to max out. It was a great performance by Terry to reach both the F1B and F1C Fly-offs. I believe he was the only person to achieve this.

So the maxes continued and 49 out of 73 made it to the 5 minute fly-off, and there were 7 teams fully maxed out – amazing. The air was good and

So 43 were still there for the 7 minute, then 26 for the 9 minute, maybe a world record? By later that evening only two were left for the 7am 12 minute fly-off. The Teacher and his Student would face off the next morning at 7am. Summersby versus Verbitsky.

Friday 9th F1C 12 minute Fly-Off

The morning was cold and overcast with the start delayed to 7.15 because of poor visibility. Roy was again helped by Phil and Terry. Roy had two models assembled, ran them both up and his primary model twice. Verbitsky turned up later, assembled models at the back of a van, did not run them up and walked to the line, where he shook hands with Roy. Soon after the start Roy decided to go. His engine was tuned to perfection and the launch and bunt could not have been better. About a minute later





A bit of tension, Terry tries to make light of it.



Roy does look nervous, doesn't he?



Who goes first?



Well I'm not



Roy decides and launches first - perfectly!



And Eugeny follows - and so does a nervous few minutes

Verbitsky started and launched but his engine wasn't crisp, it didn't lean out and he did not get the height of Roy. It was in the bag.

A few minutes later, and after 55 years, an Australian had become a Free Flight World Champion. Roy was ecstatic and perhaps a little teary. And Eugeny, being the sportsman he is, smiled and gave Roy a big hug. The 70 spectators were enthralled by what had just taken place. Roy and Eugeny are both over 70, very good at what they do and have both been at it a very long time.

As Eugeny said to Roy many years ago at an AFFS Champs, *"It is not necessary to beat the Master."* **This time he did!**



The wait is over - Roy wins! Two great friends embrace. Tears all round.

F1C WORLD CHAMPIONSHIPS RESULTS

AUS	SUMMERSBY Roy	240	180	180	180	180	180	180	300	420	540	447	3027	1
F1C W/C	VERBITSKY Eugene	240	180	180	180	180	180	180	300	420	540	321	2901	2
RUS	REKHIN Nikolay	240	180	180	180	180	180	180	300	420	529		2569	3
AUS	BOND Terry	240	180	180	180	180	180	180	300	333			1953	38
AUS	POPE Gary	137	180	180	180	180	180	180					1217	58

Team Places

- 1 Israel
- 2 Czechoslovakia
- 3 USA
- 11 Australia

And through a determined effort in all three disciplines, the US team clinched the **Challenge France trophy**, for the first time.

Closing ceremony

The prize giving took place in the Free Flight village on the stage which had been setup for the Michael Jones concert later in the evening. The highlight for us was the new F1C world

champion Roy Summersby receiving his gold medal.

After the prize giving, the official speeches and closing ceremony, we moved to the large dining tent where the celebration dinner was served with much swapping of shirts and toasting our new world champions. The dinner was followed by the Michael Jones concert which was free to the locals. And the final act was a fireworks display to end what was a very well

organized international event. This was an unforgettable World Championships with great weather, huge entry lists not seen for many years, big fly-offs almost to twilight and fantastic opening and closing ceremonies.

And, when we got home, we all needed about a week to recover from visiting Free Flight Heaven!

Mongolia has a tough act to follow.



World Champion F1A

1 Robert Lesko 2 Szilard Szijjarto 3 Victor Stamov



World Champion F1B

1 Albert Bulatov 2 Ismet Yurtseven 3 Brian Pacelliv



World Champion F1C

1 Roy Summersby 2 Eugeny Verbitsky 3 Nikolay Rekhin



Roy Summersby has spent many years imagining what this would feel like



WORLD CHAMPIONSHIPS FRANCE 2013

"KWASONTS, MELONS & RULE NUMBER ONE"

as seen by Phil Mitchell

First, the kwasonts

The Oz Team members arrived in Moncontour at various times and generally settled into the regulation *kwasonts* for breakfast by the time of the first World Cup competition held near the village.



Noels & I didn't really see much of the flying on B & C day but it became evident early the crops were going to be an issue! Most of the Oz B & C flyers had chosen not to enter the this comp, saving themselves for the World Champs.

But no one enjoyed the sunflowers



F1A World Cup day was reasonably calm for the first few rounds, then the wind came up for a very uncomfortable days flying at/near and over the FAI limit. Albert Fathers, Mal Campbell and myself were flying. By the end of Round 5, the good news was that there were only 3 flyers

maxing out!!! Myself, Oscar Findahl and Anton Gorsky from Russia. Well, a long story short I finished 9th after a very long retrieve from round 5. The comp was shortened to 6 rounds. Anton Gorsky won in a two man flyoff the next morning.

Second, the melons

Much better weather was forecast for the second scheduled contest, Poitou 2013 (on a different to the



Seems Phil's regular visits to the local twins gave him the inspiration to target the magic 100 metres



Moncontour/WC site). However, the contest ended on F1B day after Round 3 due to farmers concerns for the impact of retrieval on their melon crops. Basically the crop season in France was 2 weeks late and the flying comps early, hence the conflict. F1A & C were cancelled.....Narrandera looks better & better!!!

Now, Rule No. 1

All three days of the World Champs we enjoyed perfect weather conditions!!! The first 4 Rounds on F1A day were basically a case of tow up, clear the traffic, steer the model into the launch window and hammer the launch. After lunch, flying was a little more difficult but I made it through to the flyoff.....along with 64 others. Unfortunately Vin & Mal had both dropped rounds during the day. I drew pole 28 for the 5 min FO, so I sprinted up wind to clear traffic, settle in and find lift. A 90m launch into good air lead the field into a huge thermal. Around 40 flyers lined up for the 7min FO at around 8.00 pm. I drew pole 28 again!! So, upwind was really the only option, unfortunately no air this time. Robert Lesko won with a flapper in the 9 min round.

Can't really comment much on F1B day as I was on retrieval duty. Terry Bond was the only Oz team member to max out. Well done 007!

F1C was a near perfect day for Roy, the only hiccup was an overrun in round 6 or 7. This was more due to timekeeper's perception rather than actual engine run. Roy's switch to electronic timers was paying off. I timed him all day in a range between 4.7 & 4.8 sec. The overrun by the time keepers was 5.2! Roy backed off the time for the second attempt by 0.1 and the time keepers got an engine run at 4.1 sec, I got 4.7.....so perception continues to be an issue in engine run timing. Nevertheless, Roys launches were excellent all day through to the 9 mins FO which only he and Verbitsky

made. Terry Bond maxed out too.....used a couple of "get out of jail free cards" with 2 flights timed to the ground at 3:01 & 3:03..... a max is a max!! Gary Pope did an F1C PB maxing 6 out of the 7 rounds. He was just a little unlucky in the first round with a dicey engine run. The F1Ceasy boys from Richmond had done good but the best was yet to come!!

In the early morning shoot out with Eugene Verbitsky "the Master", we decided that Roy should fly first. Roy made a perfect launch "straight up the gun barrel" and perfect bunt/transition to glide. Verbitsky launched within two minutes after Roy, however it was clear from this point that Roy would win. After Verbitsky was timed down by the timekeepers with Roy still flying I

yelled "Aussie,Aussie,Aussie,Roy,Roy Roy" !!

After a somewhat nervous time following Official Processing Roy was declared Free Flight World Champion 2013!! However, he had broken Verbitsky's "Rule No One" "one must not beat the Master". Eugene was humble in defeat and pleased to see Roy as F1C World Champion.

Thanks must go to Albert Fathers for his excellent effort as Team Manager in somewhat trying circumstances and to Noelene who timed/sighted every team round flight to the ground. A big thank you to the the NSWFF Committee for their continued financial support of the NSW members who made team selection.

Phil Mitchell



Albert Fathers enjoying the social aspect of the World Champs



Phil and Noels entertained a few at their Oiron Hotel. Seen here with the Bachmanns and Kathy Burford.



F1C Report

January to 9th August 2013

by The Man himself, Roy Summersby

As I write this some four weeks after the competition, I still can't believe that I won what must have been the biggest F1C comp in a long time. Seventy three starters, from thirty two countries. Before leaving Australia I felt confident, I had the machines, the rest was up to me, could I get the best out of them? The four models I

intended to use all had a new designed wing. Early in the year Artyem Babenko sent me this new wing to try. Unpacking it, I was surprised to find a full carbon wing using a double fold; this wing would fit on my existing straight drive models. I test flew this set up in February at Lost Hills and was very impressed. Unfortunately the wing showed a design fault, it wasn't strong enough at the main hinge point. This fault could be solved easily on existing wings and be built in on new wings.

After Lost Hills Artyem suggested changing my models to electronic timers as he was now happy with them. I might add he has been using them for two years making sure they were reliable. The visit by Slava at Easter convinced me to send my front fuselage sections to Ukraine for the modifications. By June at the NSW state champs, I had three models ready to go, all set up with the new wing design and with electronic

timing. All were unflown, but I had set them up the same as the one I had flown in Lost Hills using Slava's method, a digital level.

The day before F1C at the NSW state champs, I had all three models going well and also getting to like the electronic timers more and more; I was happy. F1C day was a bit of a set back, one flight the stab hit my jumper on launch, resulting in a broken wing and in round six I managed to DT on the fence - result, another broken wing. Things weren't looking good with only six weeks to go before leaving for France. I put a little pressure on Artyem and he came to the rescue with two sets of wings in time for me to put numbers on and set them up, but no time left to fly them. This was going to happen in France. About this time I managed to break a bone in my left foot and I knew this would be a problem in France on their stony ploughed fields. It was, and still is giving me pain.

One of Roy's new babies





Roy's arsenal for France. They were to prove very effective weapons.

I left for France with five models, four of which were the same, straight drive with the new style folding carbon wings and electronic timers. The other, my faithful, No 6, four blade geared engine long span model. This I intended to use as a back up model if things went bad and if I decided to in fly the lead up comp. Practice days were not perfect for me due to wind and a sore foot. Walking on the stony ground was hurting my foot and the carbon wings equally. Holes were appearing from not only the stones but from wheat stubble as well. By the end of the practice days all four carbon models were climbing and gliding equally well, I could not tell which was the better. I set two of them up with a larger glide circle which I would use in calm conditions. Number 6 model didn't even get assembled I was very happy with the carbon wing models.

F1A and B days gave me a chance to observe the flying conditions while on retrieving duties. My confidence was high, my models were good, and my biggest problem was going to be keeping myself focused for the full day ahead.

Round 1: We were on the end of the line and close to the sun flowers. There was a slight breeze and I selected No 10 model which was set up with a smaller glide circle and team manager, Albert, seemed to like it best. Four minute max no problem.

Round 2: Due to models going into the sun flowers the flight line was moved resulting in a 30 minute delay. The breeze was dropping and another max was on the board.

Round 3: Same conditions as round 2, easy max but model didn't bunt. On inspection a line was catching up somewhere inside the fuselage.

Round 4: I changed to model No 5, same glide pattern as 10, once again no problems.

Now in France they like their lunch break, two hours of it plus an extra 30 minutes while the flight line was changed yet again, as some models were drifting over the car park and farm sheds.

Round 5: I think it was this round I had a fuel line split, quick change and another max.

Round 6: I start to fall apart; a left launch resulted in an over run as the timers could not tell when the engine stopped. There were a lot of models climbing at this time. I DT'ed the model and retrieved it quickly. Because of my over run Terry went to the line flew and maxed. Gary went to the line to fly. By this time I had reset the model and was ready. Gary was kind enough to step aside and let me fly before him, giving me a little extra time, thank you Gary. I had another max on the board. Gary then came back to the line, flew and made an

easy max so my mistake luckily didn't cost the team.

Round 7: The breeze was dropping so I changed to model No 3. Not sure what the team manager thought, in fact he wouldn't know as all the models look the same when the wings are folded. The slap around the face and a good talking to by Di must have done the trick as all my launches from here on were perfect, dead straight up.

Round 7 complete, maxed out, now wait for the first fly off. During the break I flew No 2, which was to be my back up model behind No 3 which I was very happy with. Both these models were set up with the larger glide circle.

Fly-Off 1: 7.00pm, 10 minute window, 5.00 minute max. No problems the air was still buoyant.

Fly-Off 2: 7.45pm, 10 minute window, 7.00 minute max. Once again all went well, good launch along with good air. Terry dropped this round caused by a bad launch. Once he had packed his gear away he became my personal assistant making sure I was prepared and ready for what would be a very important round.

Fly-Off 3: 9.00pm, 10 minute window, 9.00 minute max. This was going to be a lot more difficult. How far was I game to raise the stab? I settled for just ¼ turn. I have seen others push the limit and stall all the way down. I had drawn pole 1 and was not sure whether this was good or bad, being away from the main group of flyers, there were still 26 left in the competition. Along side me was Reinhard Truppe on pole 2 then the master, Eugene Verbitsky on pole 3. I flew just after the main bunch and just before Verbie. Once again, happy to say launch, climb, and transition perfect. The model settled into a nice glide, no stall, and looked to be in helpful air, I was heading for a good flight time. With a group of trees in the way we were worried that the timekeepers would not see the whole flight but I had made the nine minutes before they lost sight of it. Soon after we learned that Verbitsky had also



made the nine. It was confirmed some time later that Verbie and I were the only ones left in the competition and that we would be going for 12 minutes at 7.00 am the next day. It was quite a while later that I realised that the worst I could do was 2nd place, celebrations would have to wait, a clear head was required for the morning.

Fly-Off 4: 7.00am, 10 minute window, 12 minute max. With the help from Terry and Phil I had two models assembled and test run by 6.45. Start time was put back 15 minutes in the hope that the light would be better. 7.15am the round was started. About 5 minutes into the fly off period I invited the master to fly, he declined. My tactician, Phil and I had decided not to fly with him so engine runs would be more accurate, I did not want the panic and pressure of an over run, but still have enough time for the back up model if needed. I started,

made sure the engine was hot and tuned as good as I could get it. The most important fly off launch in my life was about to happen. It was perfect along with the climb and transition. Number 3 had settled into its glide and was looking good, about 45 seconds before the master launched. I could do no more but wait. No 3 was still higher than Verbitsky when he went into his glide. The Brit's were telling me I had done it, but I have seen strange things happen to models before, so I continued to sweat it out. I lost sight of my model after about 3 minutes (I must get that operation done on my eyes as soon as possible). When Verbitsky's timekeepers stopped timing, and mine were still on the job, I knew I had won; Verbitsky (the master) 321sec Roy (the pupil) 447 sec out of sight.

Thanks to the Aussie retrieval team headed by Vin Morgan the model was found 2.5 kms away. This model along

with the other two I had flown in the competition went for processing, weight checked, area measured and engine capacities. All OK, now it was time to celebrate.

To sum up, I would like to thank all the Aussie team and helpers. The retrieval team did a brilliant job getting the models back quickly; with out them this win would not have been possible. A special thanks to Noels for keeping my models in sight, more important making sure that the timekeepers kept watching the right model.

Another special thanks to Dianne for keeping me focused on good launches all day and for her supporting me in my chosen hobby over the many years. Without her all this would not have possible.

PS I still can't believe it.

2013 World Free Flight Championships - Moncontour, France

by Gary Pope

F1A – Tuesday 6 August – Competition got underway at 8 am in fairly warm & benign conditions for 115 flyers. Phil Mitchell, Vin Morgan & Malcolm Campbell each achieved the round 1 max of 210 seconds. In fact, 100 flyers achieved the round 1 max, so most of the field was off to a clean start and hopefully a good day. Conditions remained quite good for most of the day. The drift was fairly mild and there was lift about for those who could chase it & pick it. The most difficult rounds for the day were rounds 3 (17 sub-maxes) and 6 (17 sub-maxes).

Phil managed to keep a clean sheet through the 7 rounds. Malcolm dropped in round 3 (168 sec) and 4 (108 sec), whilst Vin dropped round 3 (133 sec) round 6 (138 sec) and round 7 (137 sec). We had one competitor in the fly-off.

Whilst each round saw about 100 maxes and 10 to 17 sub maxes, those sub maxes were distributed fairly well over the entire field, the result being that 62 out of 115 qualified for the fly-off and 53 flyers missed out. Given the conditions, one might have expected more in the fly-off. Regardless, 62 is a big

Malcolm was new and keen



number to have in a fly-off with a 10 minute window.

The flight line was moved a fair distance to the west. When the line was set it was quite long and quite cramped with only a few metres separating each model. The weather remained excellent. When the hooter sounded chaos was on offer but most did a very good job of placing themselves and their models in order to make space and chase air. In fact, the models, the flying and the air were so good that 54 of the 62 who flew maxed out in the 5 minute round. Phil Mitchell caught a very good piece of air and his model had very good height when it D/Ted. Things were looking good for the 7 minute round. However conditions were a bit harder when the hooter went. Phil searched far & wide for a nice piece of lift but it was not to be and he was down in 223 seconds. Of the 54 who flew, 30 dropped and 24 moved to the 9 minute fly-off. At the end of the day Lesko from Croatia was the new Champion by 24 seconds from Szijarto and a further 41 seconds from Victor Stamov - RIP.

F1B – Wednesday 7 August – The weather was bit cooler and the drift a bit brisker for the F1B flyers. Judging by the results, lift was much scarcer and a lot harder to pick than was the case on F1A day. No fewer than 36 of the 102 contestants failed to achieve the 4 minute max required in round 1. For the Australians Terry Bond managed the 4 minutes. Much to the astonishment of the writer, both Richard Blackam (190 sec) and Bryan Oliver (236 sec) did not get the

round 1 max. After watching both flyers achieve wonderful flights in practice the previous 2 evenings and watching Richard then have 3 excellent practice flights immediately before round 1 on this very day, I was expecting that they would easily max round 1 and waltz through the subsequent 6 rounds. To witness both of them miss round 1 left me speechless (well, a l m o s t speechless). During the remaining rounds

2 to 5 inclusive, over 80 flyers maxed in each round. However, after lunch the doldrums set in. Round 6 would be the bete noire for 38 flyers as thermals all but disappeared for almost an hour. Normal conditions returned for round 7 when 87 out of 102 maxed.

While this was going on, Terry Bond maintained a clean score card with 7 fairly convincing max's. Indeed, Terry was in very good form and picking the lift very well, getting very good height with every flight. In contrast Bryan had one more drop immediately before lunch (162 sec) whilst Richard

dropped in round 2 (114 sec) and round 6 (147). As I write this brief tome I still find it hard to believe that I saw Richard's model stall down in rounds 1 and 2. The models performance was superb the previous 3 outings. Same for Bryan - his models



Bryan Oliver flew well and was unlucky to drop.



Something's caught the interest of the Aussies

performed excellently on their previous outings at this very field.

There were 30 starters for the 5 minute fly-off in weather that was getting grimmer and far less encouraging. The flight line was unchanged. After observing the 10 minutes it seemed to me that one end of the line (north ?) experience good air whilst the majority of the line had very ordinary air indeed. Nine flyers made the 5 minutes whilst 21 dropped in this round. Sadly Terry did not advance to the next round. It seems he could not do much about 10 minutes of poor air at his pole.

At the conclusion of the 7 minute fly-off Bulsatov (Russia) emerged victorious at 385 seconds which was 94 seconds clear of Yurtseven (Turkey) and a further 17 seconds clear of the well performed junior from the USA, Brian Pacelli.

F1C – Thursday 8 August – The weather was much nicer than for F1B day. While there was some cloud about and the occasional sprinkle of rain, the weather conditions did not



Karen and Terry watched the progress of the team



Terry achieved fly-offs in both C and B. Amazing.



Gary surprised us all with his flying on the day

present much of a challenge to the flyers. In round one 60 of the 73 flyers achieved the 4 minute max. For those that didn't get a max the issue was mostly operator error via wayward launches or poor tuning. Roy easily maxed with a flawless launch, transition and glide. His model had some serious mumbo and its acceleration throughout the climb was a sight to behold. Terry was in a similar boat with a flawless launch, transition & glide. However yours truly muffed the tune of the FORA powered Slava machine, with the engine going lean not long after launch. While the launch was good and the climb near vertical, the momentary stalling of the engine meant a loss of speed & height which guaranteed a poor transition at a modest height, leading in turn to flight of only 137 seconds.

(Oh dear, all that effort to get here.....3 models destroyed whilst here....and I was out of the running after the first flight. Only one thing to do now, keep at it !)

transitions and good glides in air that was astutely picked.

Of the 73 flyers who started the day, 50 flyers or 68% of the field qualified for the fly-off. Roy and Terry were amongst them. I had hoped to be there, but that was not to be. I had to console myself with a PB of 6 max's in a World Champs contest.

The first fly-off was a sight & sound to behold. In what seemed a very short space of time (say about 30 seconds), almost 50 F1C's fired up and leapt into the sky, tearing upwards at an amazing velocity. Just as quickly, silence fell and those 50 tearaway beasts suddenly turned away from their vertical trajectory into a huge gaggle of graceful gulls, meandering slowly and horizontally through the blue sunlight sky as if they were giant birds looking for prey on terra firma. The noise and spectacle is without precedent in my lifetime.

The conditions, the skill of the flyers and the models were so good that only 7 failed to make the 5 minute

During the day the line had to be moved twice as first crops and then cars came under threat from the odd wayward F1C. However the weather conditions remain quite workable and there was lift about. In rounds 2 through 7, the Australians (yours truly included !) were in fine form with each posting what appeared to be no risk max's based on good engine tune, good vertical launches, good

max and 43 proceeded to the 7 minute max round. Sadly Terry was one who exited at this stage, the victim of an out of character errant launch. A good launch in these conditions would have seen him through to the next round.

Again the alarmingly noisy spectacle was repeated, this time with 43 angry beasts. Of those, 16 failed to get the 7 minutes but still 27 were left. Onto the 9 minute round they went. Again the noisy spectacle broke the silence of the evening. When the dust had settled only 2 were left. Old stagers Verbitsky and Summersby were all that was left for the final fly-off which was to be held at 7 am the following morning.

F1C Fly-off – Friday 9 August. The Australian contingent arrived relatively early. Roy & Terry set up camp & Roy busied himself with preparing two identical Babenko Folders. This he duly did & he fired up both models & ground tested them. Roy was all business, a picture of focus and an example of almost metronomic activity....always doing something, but never rushed or hurried.

Both flyers were ready when the hooter sounded. Roy fired up first & soon brought his model to a perfect tune. His launch was perfect and the model accelerated with verve, achieving a very good height followed by a perfect bunt and wing extension. He was looking good. Fairly soon Verbitsky fired up and launched. His launch was good but the engine seemed a tad rich compared to yesterday and was a bit clacky. The engine did not clean up on the climb & the height achieved seemed not so great. But he was in the air and anything was possible. As time passed it was clear Roy had won his and Australia's first F1C World Championship. Congratulation Roy, Well Done !!

Roy was credited with 447 seconds whereas Verbitsky achieved 321 seconds. Roys model was duly retrieved at a great distance from the



Behind every talented man is a good woman!

launch point and roughly twice the distance noted for Verbitsky's model. The model was presented for Technical Inspection which it duly passed & it was official....**Roy Summersby (Australia) 2013 F1C World Champion !!**

All things considered this was a fine Contest. The organisation was good, the fields were good, the weather was good and the flying was good. The food was excellent as was the people and the hospitality.

Next stop, Mongolia !

F1A on Final Approach at Poitiers

Dear friends, this is a very nice free flight story:

During the French championship in Moncontour, just after the WC, the F1A of Francois Moreau did not DT. It was possible to hear the beacon during more than one hour.

Francois tried to find again the signal with his car but without success.

One hour later, he receives a phone call: "*Control tower of Poitiers International Airport, can you explain us why your model is flying in the airport?*"

The distance between the field and the airport is about 60 kms and the F1A has landed at 200m of the control



Michael Jones in Concert ended the World Champs

This was F1C day. Notice I have a bodyguard watching my back!



I received some very encouraging feedback from the photos taken in France. It did take up a lot of my spare time, but your response was great. Thank you! Here are a couple I'd like to share:

It's a wonderful late summer morning here and you have added to it with your collection of photographs from France! Somehow, you managed to fly and take an enormous number of pictures. All the team shirts and brightly colored models made every frame a delight. It seems odd that

there are so many people in the photos that I have never actually met in person and yet many seemed so familiar in your photos. Well done!

May I add a personal note? Like all of us in the free flight game, I am getting up in years and have felt a tendency to lean toward retiring from the hobby soon. (My government designates people my age as "elderly"!) The heat of summer has been difficult and the long retrieves have been hard work given that we must retrieve on foot on our local flying ground. Model losses in 2011/2012 made things even more difficult to remain competitive. However, seeing your bright, happy photographs makes me realize what a great void I would have without the models....or more importantly, the people I fly with! I would wager that this is not an influence of your photo work that you might expect? Keep up the good work!

Thanks again, Karl Hube, Texas

Outstanding photos Malcolm. You are doing the FF community a great service. I well realise the time and skill you have put into this and all previous

sets of photos and please rest assured that we all are very grateful. Paul Lagan NZ

Good morning Malcolm,

I've been sitting here for the past hour or so looking at your wonderful shots. Thank you VERY much.

Many of the faces I know and have met over the years. Brings back a lot of good memories, in particular Lagan, Koster and Verbitsky etc. How good yet so sad to see Stamov looking so well at the time. So very very good to see Roy get it since first trying in 1985 at Livno.

A beautiful shot of Verbitsky hugging our Roy. Very beautiful.

I must say it again, how smart and classy our Australian team looked in their T shirts. Whoever chose them did a great job indeed. Congratulations to them.

Cheers, Howard Gostelow

Competition photos:

<http://www.flickr.com/photos/motor-racing-photography/sets/72157635354191127/>

(246 photos)

Ceremonies and Banquets:

<http://www.flickr.com/photos/motor-racing-photography/sets/72157635362523182/>

193 photos)



Generally 2013 hasn't been a good year for free flight in WA with a number of postponements due to weather and poor attendances when the events were held. We have managed to complete the planned events for the year with the exception of the FAI team trials and one club open rubber event. With three of our previous FAI competitors, Neil Murray, Col Crowley and Chris Behr out of the picture we are having some difficulty in putting a field together in any class.

Sunday July 21st

Three events, Fuller, Nostalgia and F1Q Electric were scheduled to be held on this Sunday to which we added the Escargot Trophy for Slow Open Power which was postponed earlier in the year because of bad weather. As it turned out the weather on the 21st wasn't all that great either, being pretty cold and windy. Even so we decided that we couldn't keep on postponing and in order to keep flights within the field boundaries and out of surrounding crops and trees reduced maximums to two minutes and revised engine runs in proportion. The conditions obviously deterred a number of people resulting in fewer than expected competitors. In addition the conditions meant that models were often damaged on landing and retrieval times could be lengthy so that numbers in some events suffered as the day wore on.

Fuller

This event is for models designed by George Fuller and most people fly "Dixielanders" as was the case here. In the end only two competitors completed flights.

Results:

Rod McDonald	296
Ian Dixon	194

Escargot

Three out of the four who eventually flew used Dixielanders, whilst I flew my usual OS 20 powered Maverick. Both Ian Dixon and I maxed out but given the conditions and the fact that Ian had broken the fuselage on his model, we decided to call it a draw and forget about a fly-off.

Results:

Ian Dixon	360
Rod McDonald	360
Phil Letchford	336
Paul Rossiter	326

F1Q

Three of us braved the conditions in F1Q, all flying 1/2A Mavericks powered by 160watt motors and 3 cell 450mah lipos. I managed to hit massive lift on my first flight which ignored the fact that the model had dethermalised and kept taking it up. I eventually managed to get a signal on the tracker and found the model about 3 km away. While I was doing this Paul had maxed out and I arrived back with just enough time to fly my last two flights. Phil was having trimming problems with his model and did not perform up to expectations. As with Escargot there was no enthusiasm for a flyoff in this event and Paul and I decided to call it a draw.

Results:

Paul Rossiter	360
Rod McDonald	360
Phil Letchford	289

Only Phil Letchford and Noel McMillan flew in Nostalgia and they only completed one flight each so the event was abandoned.

Sunday August 18th

The weekend 17/18 August was originally scheduled for FAI team trials



Ilan Dixon retrieving his Dixielander



Phil Letchford launching in F1Q



Phil Letchford with nicely decorated open power model

but for various reasons there were insufficient potential competitors in any class to warrant staging an event. Given that the weather forecast looked good it was decided to substitute Open Power, which had been postponed earlier in the year, for the previously scheduled Sunday comp. As things turned out we barely made the minimum entry in this event, normally one of our more popular competitions.



Greg McLure Dream Weaver



Rod McDonald's open power Model

Three competitors braved the ideal weather conditions and managed to get all flights in without difficulty. The fairly close proximity of bumper crops following good rains made retrieving a bit more arduous than usual but not really much of a problem. Phil Letchford was unlucky to hit one of Meckering's special downdrafts to

miss a max on his third flight and Greg McLure was having problems with a lack of urge from the OS15 in his Dream Weaver. Phil was flying a Clarkson based design powered by a very powerful reworked K&B Sportster. My model was an OS25 powered O/D which for a change

behaved itself after the competition started.

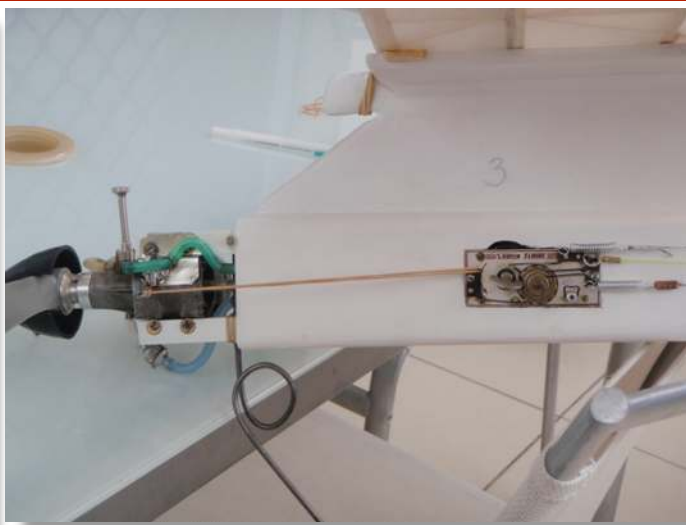
Results:

Rod McDonald	540
Phil Letchford	513
Greg McLure	353

Rod McDonald

Howard POWER

a few piccies from Woletsog



Big T 40 Open Power Freeflighter. Why Big T? Because it's based on Dave Clarkson's Thunderer, but a little larger with a Torpedo 40 on the nose and fin on the rear.

700 square inches, 30% tailplane, weighs 33 ounces. Series 70 K&B 40 power on crankcase pressure into a metal tank with flood off for shut down.

Auto rudder, VIT, flood off and DT actuated by a Seelig timer.

ED: Nice model Howard! So who else have some work in progress? Send in your stories. It can be inspiring to see what work is on the building board.

As the sport has an ageing population it is inevitable that we record the passing of our friends. Sadly, we have four such announcements this month.

Vale Mike Beilby



WA Free Flight lost a stalwart with the passing of Mike Beilby on July 31st. Mike suffered for many years from severe lung disease which increasingly restricted his breathing until several years ago the effects became so severe that he was no longer physically capable of participating in free flight as a competitor. Even so, on many occasions Mike still drove the 130 km to and from Meckering to sit on the sidelines as a spectator, often watching models he had given away competing in the hands of their new owners.

Mike was a lifelong aeromodeller and competed with success in control line as well as well as virtually every free

flight class. He was a very keen competitor and most of our State and club trophies have Mike's name engraved on them, in most cases many times. Nor did Mike restrict himself to aeromodelling, he was also at one time a leading light in WA model yachting and also built and raced several full size wooden yachts during his career. In addition he was for many years a volunteer guide at the Fremantle Maritime Museum, home of Australia II.

It was typical of Mike's generosity that when he could no longer fly himself he simply gave away all of his modelling gear including models, motors and field equipment on a first come first served basis.

Mike was responsible for starting the Slow Open Power class in WA based on the UK BMFA rules. This event is unique to WA in Australia and is now flown several times a year in State and club competitions and is, in fact, our most popular free flight event.

Mike started "Windsock" in the 1960's and was its inaugural editor, a post he held for many years and more recently he was for many years reporter for free flight activities.

Mike is survived by his wife Margo and his two sons Craig and Garry. He will be sorely missed by them and his many friends.

Rod McDonald

Vale Neil McLeod



Neil McLeod (right) with Len Surtees

Very sad to hear that Neil McLeod passed away recently. I first met him at the Albury Nats held in the early 2000s, and soon got to appreciate his quiet ways - albeit with a sharp, impish sense of humour! A very keen observer of human foibles, he was quick to call them as such. I did catch up with him at each of the Albury Nats held

that decade, to my great delight, and in between we kept up an email correspondence during which I began to appreciate his extensive library of aeromodelling resources- he very quickly came up with the 3-view, color photos and even a

plan for the scale rubber job I wanted to build - and in the envelope of information he sent, he included several sheets of Tyvek - with a note about how to use it.

Indeed, while I edited FFDU, Neil would often respond to items published by sending more background material, especially of the technical kind - he seemed to know just where to find that information in his collection of magazines and books. I wasn't surprised to later learn that he had been a schoolteacher/librarian! Neil shunned the limelight and was a very private person, so I was not surprised to find that I have only the one picture of him, taken at the HLG event one Nats, while he was no doubt observing carefully the techniques from the master HLG flyer, Len Surtees! Neil, though very reserved, was nevertheless a passionate promoter of model plane flying - I must apologise, Neil, that I never did build the "Pussycat" indoor rubber job that you were promoting so strongly at that Nats.....rest in peace.

Vale Art Lonergan



Art (2nd from left), with Des Slattery, Keith Murray and Dave Hegarty

Art passed away on 2nd August after a long contest with an awesome competitor, emphysema.

When I last spoke to Art he was on oxygen and cheerfully told me he wouldn't see Christmas.

Art was a dedicated competitor in the golden years of Australian Free Flight.

A friend said the other night Art was lucky he was able to compete with and against the great modellers of that period. True... But... He also was one of the greats.

PIG HEADED. Australia won the Wakefield in the USA in 1954. The S.M.A.E. denied Australia its right to run the 1955 Wakefield. Disgusted with that decision, Art retired from flying.

Art returned to flying a few years later, and I think, a better competitor for the layoff. The last time I saw Art was at a Veteran's gathering at Muswellbrook in 1996. Superstick, one of his early designs, was the Australian model chosen for that year.

For a great read, get hold of the *Aeromodelling Digest* 1997, and read Art's life story. It's a history of Australian modelling from the 40s to the 60s.

All of Art's ten plans are listed on the Aus FF plans website (<http://affp.droidfarmer.org/plans.php>), includes several HLG designs (Art was Australian Champ in the '50s), the Bushwacker sailplane, Muscleman Wakefield, the Superstick and also the modified Superstick (with enclosed fuselage).

Adrian Bryant

Vale Victor Stamov

1955 - 2013 aged 57 years



Free flight will be the poorer for his passing. He has been a leading light in the sport of F1A for so many years. It was so good to see him on the podium in what turned out to be his final World Championship event. Victor Stamov will be sadly missed.

Tributes have poured in from across the world honouring this great sportsman, designer and builder.

These photos were all taken in France, in early August of this year. Victor passed away on the flying field in Bosnia on 24 August during R6 of an F1A competition.



Richmond Scale Rally July 2013

report by Tahn Stowe
photos by John Goodwin

A week out "Willy Weather" predicted that Saturday July 6th would be fine, sunny and have a wind speed of about 2-3 metres per second. With Stan Mauger, Ricky Bould and Don Spray from New Zealand, Fred and Lillian Roberts and Gary Odgers from Victoria, Stan and Barbara Hinds from Canberra, Robert Craine and Rosemary from Lake Macquarie plus all the local contestants present the first part of the forecast was correct however the wind speed was much stronger.

Hot soup and bread rolls prepared by Di Hannah and Roy Summersby helped to warm the winter chill and the static judges were glad of the poly-tarp behind their chairs that formed a make-shift wind break.

Many chose not to fly, the exception being Stan Hinds, who gave flight judges Peter Scott and Walter Bolliger something to do whilst static judges Jim Christie and Geoff Potter scrutinized the models and documentation protected from the icy breeze.

By mutual agreement, and a promised "perfect day" forecast, the scale flying was left to Sunday, although this didn't stop Gary Odgers from flying his Madcap and Black Magic models.

The sumptuous dinner at the Hawkesbury Race Club Motel was attended by almost 30, with guests of honour Pauline and Charlie Saliba. As owners of the turf farm on which we fly, the NSWFFS is appreciative of their continuing generosity and as a token of this President, Terry Bond presented Pauline with a large bouquet of flowers.

Sunday morning dawned cold and clear with a slight northerly breeze and the day's events kicked off with the postponed 66th Nats one hour Power Scramble. This was well attended with nine flyers including eventual winner Phil Mitchell, taking time out from practicing (F1A) for the World Free Flight Champs in France. Also taking time out from practice for (F1C) at the same Champs was CD Gary Pope, who had the participants

son's squadron were seen at great height whilst simultaneously Roy's FE8 (electric) was performing 30 metre (dead straight) take off runs and slow stable flight.

After a couple of failed attempts eventual F4A winner Stan Mauger (NZ) persuaded his delightful Auster C4 (Antarctic) to ROG thus giving him a commanding margin over the others. While all this was taking place Robert Craine managed to send his

Chrislea Super Ace due North and lodge in the top of a tall tree on the bank of the Hawkesbury river, earning him the "Spectacular Arrival" Award.

Tahn Stowe's Hawker Hurricane proved problematic during taxiing trials and failed to qualify even after

perform the traditional "Le Mans" start and made sure all watches were stopped at the one hour mark.

There were of course the usual "shoulda, woulda, coulda" stories and included Aaron Booth with a broken wing, Matt Hannaford with broken bearers and Tahn Stowe with a broken fin mount. (See results for full scores).

Once all this spectacle was over, scale aviation was on display with many fine flights in the near dead calm over the lush green turf. Various members of Peter Jack-

a hefty hand launch. Not so Gary Odgers's Sopwith Dove which flew most realistically and apart from no ROG scored highly with day 2 flight judges Reg Towel and Walter Bolliger.

Similarly Fred Roberts had his Avro 504K flying well, as did Ricky Bould with his venerable Auster AOP 9 and



GARY ODGERS Magnificent Sopwith Dove



ROY SUMMERSBY Brandenburg 29



RICKY BOULD Auster AOP9



DON SPRAY Heinkel HE46



GARY ODGERS Sopwith Dove



STAN HINDS Auster AOP IV



PHIL WARREN Westland P12 Wendover



ROY SUMMERSBY FW152H



ROY SUMMERSBY BE2C



GARY ODGERS Gloster Gannett

newcomer to Richmond, Don Spray with his Heinkel He 46.

Meanwhile all over the field all manner of models were being flown including Andy Lockett of Oily Hand Day fame flying a Cox 049 powered fully aerobatic profile Saber CL model, Phil Mitchell with an electronic LDA bunt F1A glider, Peter Norrie with his OD high thrust line profile sport model, and John Goodwin (accompanying photographs) with a "Flying Washboard".

The Reg Jude memorial Rubber Scale trophy was finally wrested from Phil Warren (flying a newly completed Westland Wendover) by Roy Summersby's FW 152H, followed closely

by Fred Roberts with his diminutive DH Moth Minor.

Nats medals, certificates and books (donated by Peter Jackson and Tahn Stowe) were presented to the winners. (Nats medals and goodie bags no presented will follow by snail mail)

NSWFFS registrar and life member Barry Lee had brought out the BBQ and a hearty lunch was topped off with Lamingtons supplied by Lynn Towel and fruitcake supplied by Noeline Mitchell.

Visitors over the 2 days included Dave Simons, Max Alexander, Steven Murray, Kevin Davis, Lloyd Willis, An-

drew Diduszko and Robert and Michael Cranfield amongst many more.

If you missed it you should be kicking yourself as it was described by some, as a "magical" weekend. Still, there is always next year, so put it in your iPhone, iPad or Android whatsitsname.

But make sure you plan to be in Richmond the first weekend in July 5-6th 2014

66TH NATS F4A

1	Stan Mauger	Auster C4 Antarctic	1475.5
2	Gary Odgers	Sopwith Dove	1350.5
3	Fred Roberts	Avro 504k	1281.0
4	Stan Hinds	Auster AOP IV	1274.2
5	Roy Summersby	Brandenburg 29	1171.5
6	Ricky Bould	Auster AOP 9	1151.5
7	Don Spray	Heinkel HE 46	1115.0
DNQ	Tahn Stowe	Hawker Hurricane	
DNQ	Bob Craine	Chrislea Super Ace	

REG JUDE MEMORIAL RUBBER TROPHY

1	Roy Summersby	FW 152H	1150.5
2	Fred Roberts	DH94 Moth Minor	1137.0
3	Phil Warren	Westland P12 Wendover	1100.2

PEOPLE'S CHOICE

Roy Summersby's FE8

SPECTACULAR ARRIVAL

Bob Craine's Chrislea Super Ace

NEXT TIME

Don Spray's Heinkel HE 46

JUDGES

Jim Christie, Geoff Potter, Reg Towell, Walter Bolliger and Peter Scott



Wal Bolliger's Ballerina

66TH NATIONALS SCRAMBLE

1	Phil Mitchell	2581
2	Tahn Stowe	2482
3	Graham Burgess	2371
4	Ray Woods	2279
5	Walter Bolliger	1770
6	Gary Odgers	1684
7	Matthew Hannaford	1148
8	Bob Craine	500
9	Aaron Booth	436

FREE FLIGHTER'S LAMENT

by anonymous?

Another year has passed
And we're all a little older.
Last summer felt hotter
And winter seems much colder.

There was a time not long ago
When life was quite a blast.
Now I fully understand
About 'Living in the Past'

We used to go to weddings,
Free Flight comps and lunches.
Now we go to funeral homes
And after-funeral brunches.
We used to have hangovers,
From parties that were gay.
Now we suffer body aches
And wile the night away.

We used to go out dining,
And couldn't get our fill.
Now we ask for doggie bags,
Come home and take a pill.

We used to often travel
To flying fields near and far.
Now we get sore asses
From riding in the car.

We used to go to Narrandera
And drink a little booze.
Now we stay home at night
And watch the evening news.

That, my friend is how life is,
And now my tale is told.
So, enjoy each day and live it
up...
Before you're too damned old!



CLOCKWORK TIMERS

a report by George Car

No, Its not a Tomy

but it'll do... clockwork toys that can be made into timers

Wandering about the toy section - that's what having grandkids does to you - I noticed small wind-up toys on sale again. I bought one (\$2) to check it out - and it is

good, having a waggler (the last one I bought a decade ago didn't - the output was driven directly without an escapement). Better yet, the waggler is wide enough for even me to be able to heat up the end of a pin and insert without welding the whole lot together.....

Not quite the same quality of the original Tomy toys (so Jon Fletcher needn't tool up to make his timers

again!), nevertheless these are serviceable. These have output wheels, which is just great if (like me) you like to leave one on as a stop mechanism while you wind the timer up (as per photo).

They weigh 4 grams, so very close to the original Tomy I still have, however I haven't been able to slow it down beyond 3 1/2 minutes (no matter how long I make the arms). Not sure why, one imagines that it slows down with added mass on the waggler in an additive fashion - but it just hasn't worked such on the two timers I have made so far. Still, 3 minutes is good enough for my use.

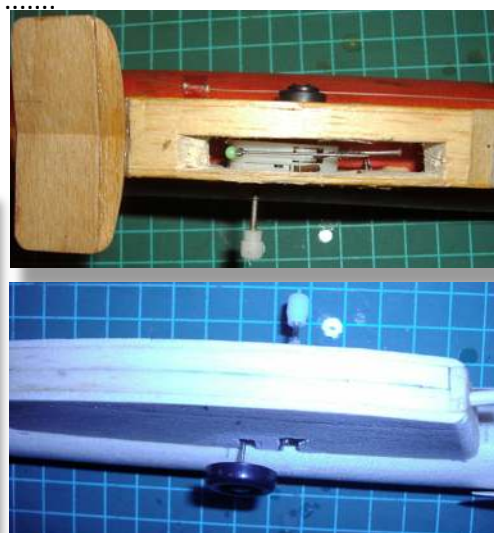
Of course, with the silly putty, button and RCDT timers, there may not be much call for these - but I like fiddling about with them. \$10 has now bought me enough for many years yet



Good value at \$2, pretty too



The innards exposed and doctored



And fitted to my models. Top one is my 80s Wake, with Tomy timer.

Great Dutch vintage plans site

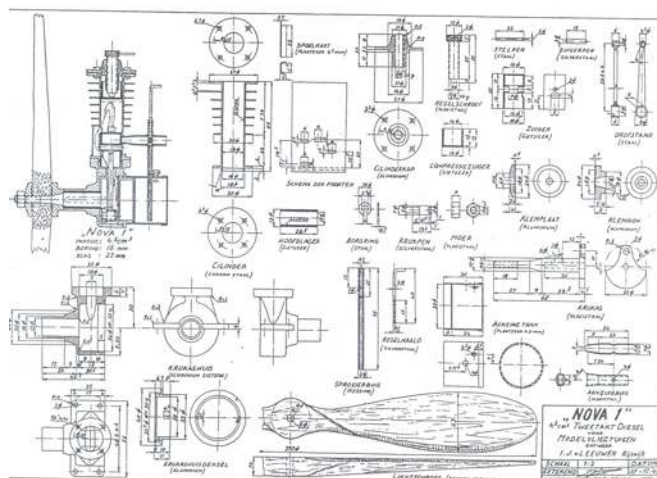
For those not yet aware, there is a wonderful Flickr site that has dozens of vintage Dutch plans on it, plus dozens on photos - all well worth the look.

It seems like Joost Bakker (the chap who designed the Buggaboo, a retro 'vintage' plan in Aeromodeller published in the 90s, and which has proven hugely popular among the sport FF builders and flyers) has uploaded many images of various sports FF models, mostly with a vintage flavour about them.

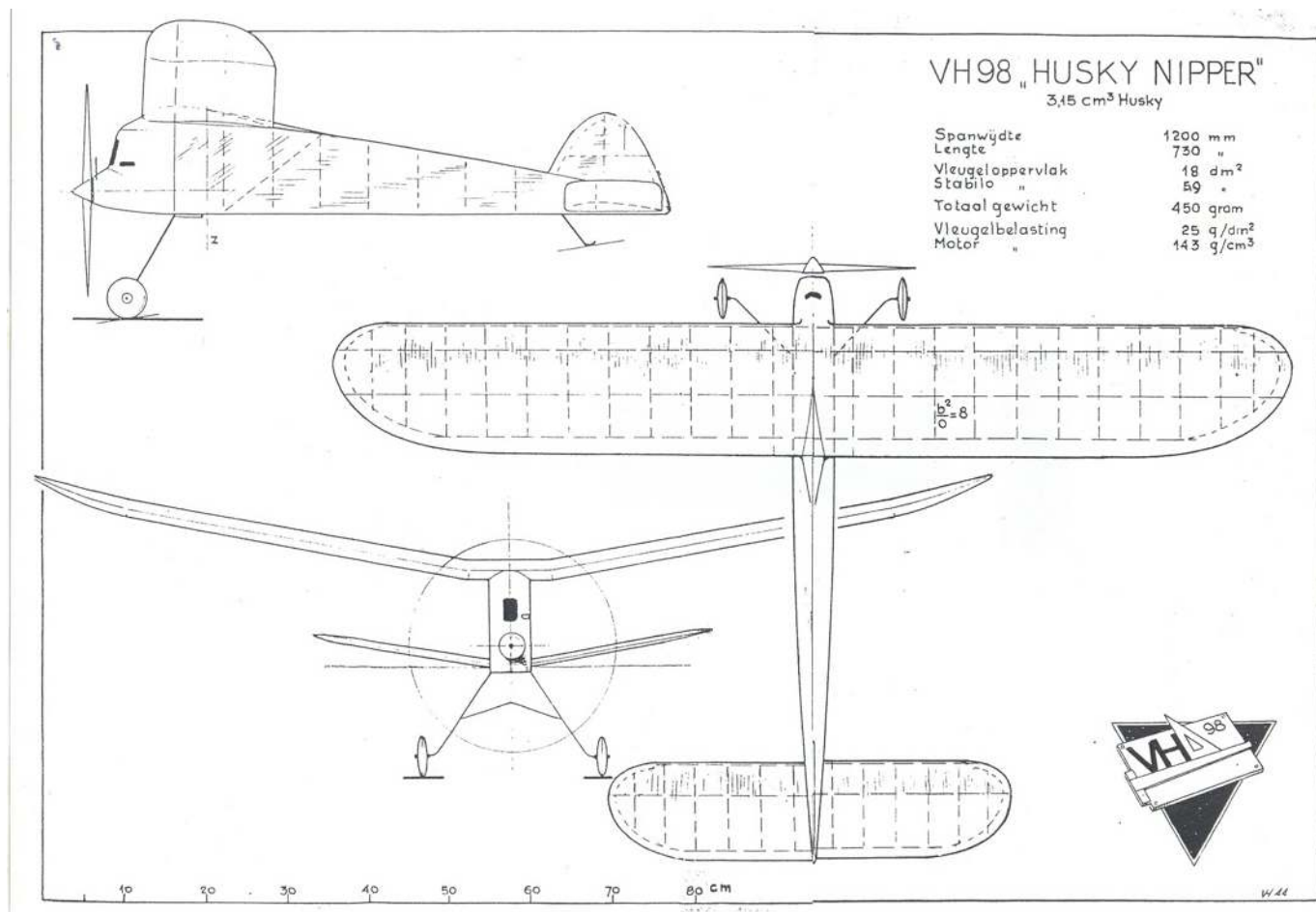
He has also uploaded dozens of scans of Dutch plans from the 40s and early 50s, of FF gliders, rubber, control line models including sensible stunters, and even a plan for a 4.5cc Diesel engine - from 1943! (which also looks very sensible, given the era). From a brief look at the plans, it seems the Dutch designers were forward thinking, and included such well known modellers as Just van Hattum.

Some of the plans have been rendered full size pdf, available on Outerzone. All the other plans are indeed good quality scans, available in several resolutions, and could be photocopied to usable sizes.

<http://www.flickr.com/photos/79818573@N04/sets/72157632899126730/>



Just van Hattum's Husky Nipper appears on the next page



Snippit: Cabbage Moth

FFDU visited Jaimie Herder in WA a couple of years ago, displaying his creative model plane designs, fine model building, and his collaboration with Ron Neve in designing a variety of small rubber sports jobs – many aimed at the beginner (Adrian's Plans collection, now hosted on <http://affp.droidfarmer.org/plans.php> has 9 plans by Herder/Neve).

We visited Jaimie again just recently – this is what's new: his Cabbage Moth design. Sending the plan to long-time friend, Tom Crompton (of model plane engine making fame) in the UK, Tom introduced the design to his FF indoor group (Clayton Green Indoor fliers <http://www.creativesweb.co.uk/Clayton/index.html>), who have taken the design on for a one-design competition. Tom says they had so much fun with the model this year that they will run the competition again next year.

Plan:

<http://www.creativesweb.co.uk/Clayton/plans4.html>

And images of Tom's model and the group are at:

<http://www.creativesweb.co.uk/Clayton/gallery5.html>

Jaimie's plan, typically annotated by himself (you'd never guess he was a draughtsman in his working life, would you?) is on two sheets as jpg files, and can be printed full size (*the wing panel is 6 inches, giving a wingspan of 13 inches with the centre panel*). Thanks to Tom Crompton for putting it on the web!

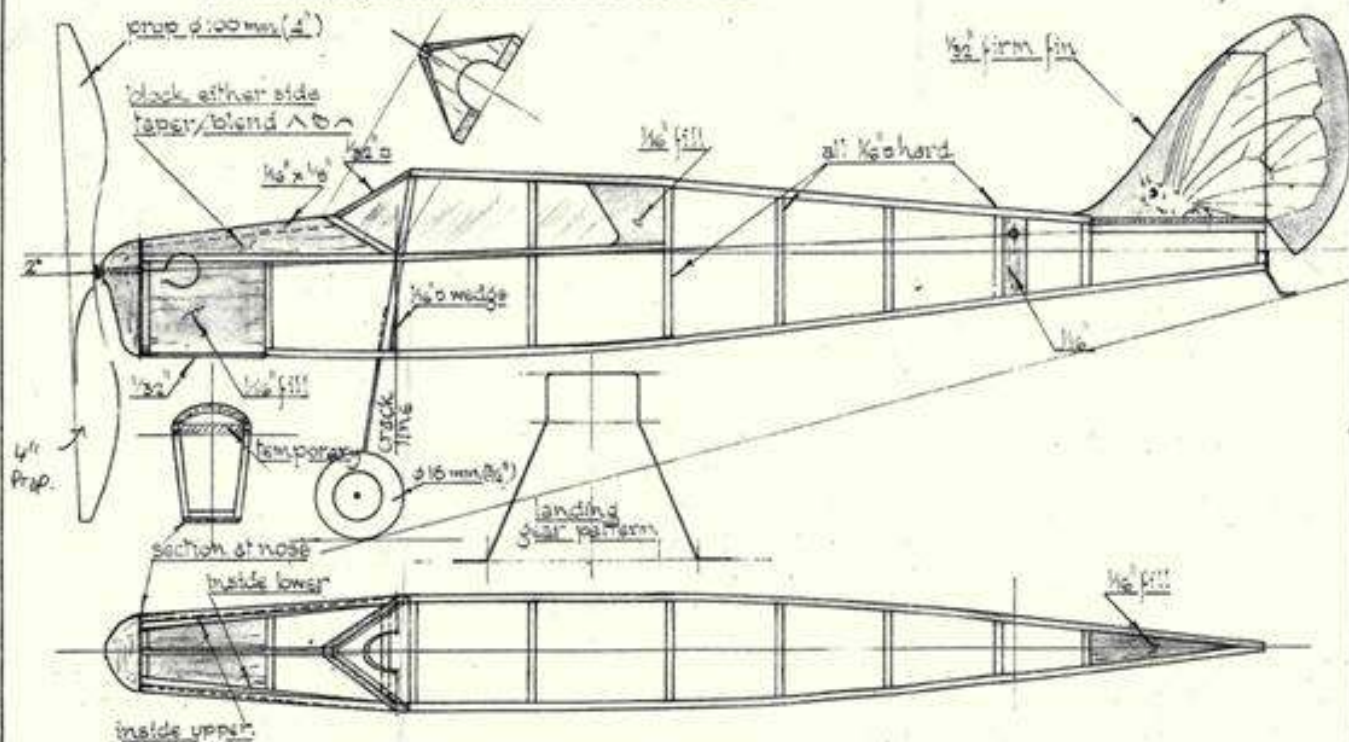


Eight models flown in a one-design contest as a first-off is a very good participation rate! Winner with his certificate. There are in fact 3 Cromptons in the picture – and none is related. (The name must be as common as 'Smith' is in other parts.....).

Tom's model has the "Moth" cartoon as Jaimie drew on the plan (see below). Plan appears on next page.



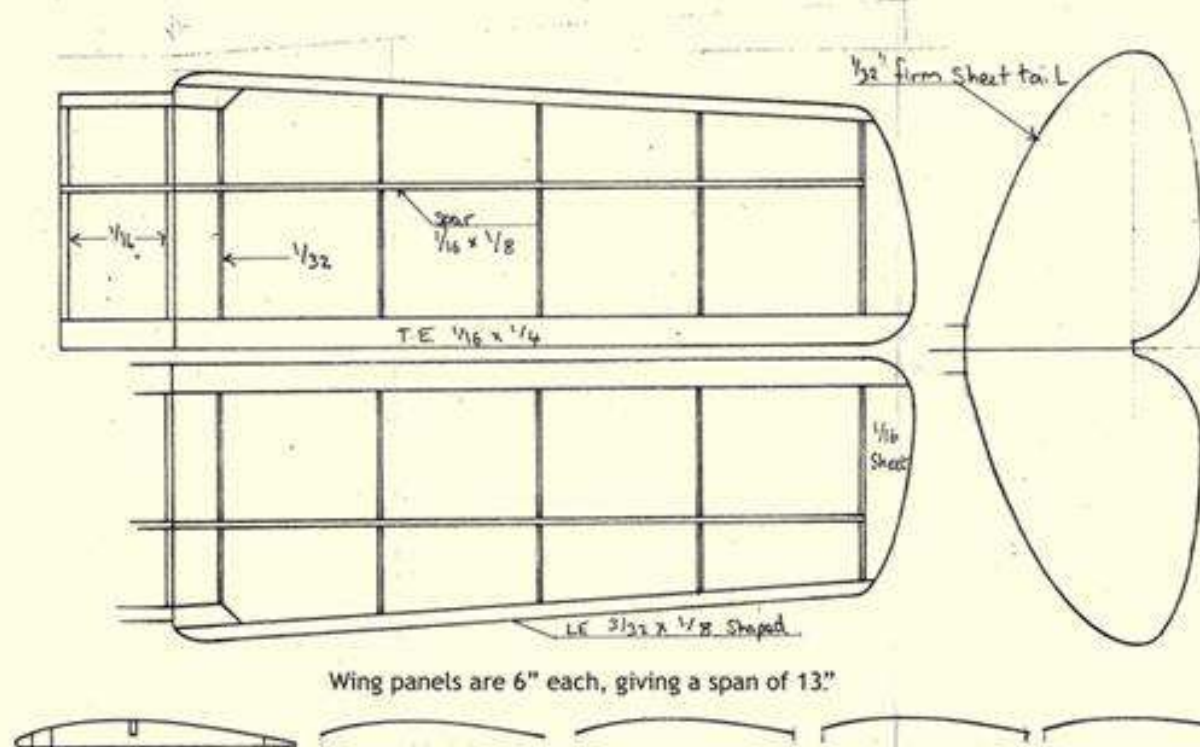
For Clayton Green comps, we will stipulate a 4" Peck type (or similar commercial prop) unthinned, only balancing allowed and full 4" dia.



CABBAGE MOTH

Sheet 1 of 2

14-00000



Wing panels are 6" each, giving a span of 13."

22nd Annual Worldwide Postal Competition 2013/2014, to Include the KK Senator Postal

as advised by Howard Gostelow

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013** and **June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of

same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: caleyannhand@yahoo.com

**GOOD FLYING - GOOD LUCK - and ... above all ...
HAVE FUN!**

Caley Hand

EVENTS:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Rubber. Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

Freewheel Rubber - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

KK 'Senator' - A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Small Bungee Launched Glider - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) - For any glider larger than 12"/30.5cms. Rules as above.

Embryo - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

NOTE: The following are for those who are new to the hobby with less than 3 years experience

Novice Basic Stick Fuselage - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

Novice Basic Built-up Fuselage - rubber powered, wingspan up to 18 inches (examples are the Pussycat and Big Pussycat) Maxes are the same as the Basic Stick Fuselage

Novice P-30 - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

Scale - This year we have one builds for three categories of scale.

- Low-wing scale build is the P-40, any version
- High-wing scale build is the Pilatus Porter, any version
- Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be reflown. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

NOTE: Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.

21st. WORLDWIDE POSTAL COMPETITION 2012/13

I am pleased to bring to you the results of the 21st WorldWide Postal Competition, and to thank each and every one of you for your continued support and statements of encouragement which have encouraged me to carry the Postal forward for so many years – far more years than originally expected.

There have been a number of changes through these years, not least the spread of electronic communications; such were not readily available in the early years and all contacts were by what we now call 'snail mail' - event notices, scores and not least much printing/envelope addressing and necessary expense in mailing reports and results around the world. To this end an entry fee was in place to assist in covering costs, though this was countered by small trophies

being made available to event winners, etc. As emails came into more common use I was pleased to be able to discard such fees and awards in favour of the Postal becoming a simple medium to bring modellers together worldwide to find an added incentive when flying their models locally – particularly those remote from others who flew alone with little mutual contact.

Interests flourish and wane over a period which has been reflected in various events – and, indeed, smaller 'stand alone' Postals - being featured, modified and in some instances finally discarded. I have had the great pleasure of being in touch with so many enthusiastic modellers through all these years ... some of whom have in due course turned to other types of modelling as interests or physical abilities dictated, some have dropped out of the hobby ... and sadly others have left us permanently.

Throughout all, I have constantly received comments on how the Postal has brought added interest to individual flying activities and thanks for same, which has warmed me – but I feel the time has come for me to bring this endeavour to a personal close with my own thanks and appreciation to all of you, past and present, whose direct and indirect contact and company I have enjoyed.

However, it may be that all is not lost. I have been approached by a keen modeller whom I have known for some years who expresses an interest in maintaining a similar Postal into the future. It may not have the same title, the format may differ but the intent is unchanged and I hope you will all transfer your support to Caley Ann Hand, contact and encourage her, make any suggestions that you feel might enhance the appeal of the Postal and carry on flying together. I look forward to continue flying with you under her guidance and finally ..

thank you again for joining me through these past years. It's been a pleasure!

Jim Moseley 19 Banner Crescent,
Ajax, Ontario L1S 3S8, Canada
jjmoseley@look.ca

"Hi, fellow free fliers, I'm **Caley Hand**. While in Geneseo, N.Y. for this years' FAC Non-Nats, I found that Jim will be closing the World Wide Postal he has so graciously conducted for our community for some 21 years. It saddened me that this would be the end of something that has brought fun into competition, and new people into our hobby. I asked if he would mind if I tried my hand at taking the Postal over to keep it alive for all of those who have enjoyed participating in it. I would very much like to do so, though my experience in our hobby is not all that long.

Let me tell you a little about myself. I grew up in Oceanside, California. I would sneak down to Mission Park and watch the guys fly their control line aircraft, and even saw a few flying free

flight types, including what looked like airplanes burning up, which were actually Jetex. This hooked me on flying, but unfortunately, it was something females were not encouraged to participate in. I waited until I was 53 before my courage brought me into Model Aeronautics, first in RC flying, then in around 2005 I tried free flight. I began by finding an online group, Small Flying Arts, where Jim and others basically adopted me, and encouraged me to continue. With their wonderful help and encouragement, I continue to enjoy our hobby.

I've received so much from so many people, and I have felt one thing, and that is trying to pay forward for all that others have done for me. I adopted, along with others, Marcelo Pricoli's JV44 Free Flight School down in Uruguay, and continue to provide materials to keep it going. I've also tried to provide local activities to both seniors and youth by teaching them how to build and fly basic rubber powered airplanes.

Now I would like to continue by taking over Jim's Worldwide Postal. I am hoping that there is still interest in it, and that those who still want to participate will do one more thing to keep our hobby going. That is to try to encourage youngsters to try participating. The postal has always had experienced flyers, but I am hoping there will be young 'newbies'. I would like to open a few basic categories for those just starting. My view of 'newbies' are those who have only been in it for less than two years. I think new kids need to know they can be winners without having to compete directly against those with years of experience. Anyway, this is just a thought, a proposal.

If there is still enthusiasm in Jim's Worldwide Postal. I would also like those of you who are interested to suggest any other categories to include, or directions to maybe take. Please email me at caleyannhand@yahoo.com, or write me at Caley A Hand, 6639 Datura Avenue, Twentynine Palms, California 92277 USA

Catapult / Handlaunch Glider (12")

1.	Pete Brecker	G	60	60	60	60	60	60	360	KrazyKatze 'W'	8"
2.	Pete Brecker	G	60	60	60	60	59	60	359	WildKatze I I	11.75"
3.	Pete Brecker	G	60	60	60	60	60	55	355	KarbonKatze	8"
4.	Graham Lovejoy	NZ	55	60	53	51	48	45	312	Lunchbox #8	
5.	Graham Lovejoy	NZ	55	47	42	60	48	49	301	Lunchbox #11	
6.	Jim Moseley	C	10	21	8	29	14	50	132	Worcraft Wonder	12"

Catapult / Handlaunch Glider (+12")

1.	Graham Lovejoy	NZ	60	60	60	60	60	60	360	Scalded Cat	
2.	Pete Brecker	G	60	58	59	60	60	60	357	Whatsis	
3.	Graham Lovejoy	NZ	55	47	50	46	60	35	293	RPG #4	
4.	Graham Percival	UK	40	49	32	32	24	37	204	B.Cox #1	
5.	Les Sayer	C	13	36	28	9	34	14	134	DanMan	

Tip-launch Glider

No entries

P30 Rubber

1.	Bernard Guest	C	120	120	120	150	180	120	810	Pirate
2.	Paul Squires	NZ	120	120	120	146			506	Polecat #10
3 =	Les Sayer	C	120	120	120				360	Majestyk
3 =	Ole Torgersen	N	120	120	120				360	?
5 =	Svein Olstad	N	106	120	120				346	?
5 =	Jim Moseley	C	106	120	120				346	Saturno
7	Graham Lovejoy	NZ	86	99	62				247	?
8	Vegar Neren	N	95	67	83				245	?



Simon Dixon, for Mia (13) and Eve (9) All flights were made on 25.05.13 and 26.05.13 at the British free flight nationals. Much better weather this year than the last 3 years, Mia's model flew very well and she is now very confident flying it. Her younger sister Eve had 2 crashes I am afraid but it was her first contest

20" Rubber

1.	Joshua Finn	USA	60	60	60	90	120	150	540	Phantom Flash
2.	Hope Finn	USA	60	60	60	90	120	131	521	Phantom Flash
3.	Jim Moseley	C	60	60	60				180	Blue Ridge Special
4.	Ole Torgersen	N	56	60	60				176	Trim II
5.	Graham Lovejoy	NZ	49	53	60				162	Merbaby
6.	George Car	A	34	27	38				99	Sari

25" Rubber

1.	Bill Piatek	USA	60	60	60	90 (245!)	61	331	Prince Hal
2.	Pete Brecker	G	60	60	60	90		270	Estrella Negra
3.	Curzio Santoni	I	45	48	51			144	Condor

30" Vintage/OT Rubber

1.	Ole Torgersen	N	90	90	85			265	Toto
2.	Graham Lovejoy	NZ	80	90	90			260	Ajax
3.	Ole Torgersen	N	90	90	OOS -			180	Cabin

42" Vintage/OT Rubber

1.	Ole Torgersen	N	120	120	120			360	EEO-7
2.	Les Sayer	C	97	107	120			324	Miss Canada

Cloud Tramp - * indicates discarded longest/shortest flights.

1.	Gary Hinze	USA	51*	77	146	147	189*	370
2.	Pete Brecker	G	95	122*	65*	77	121	293
3.	Ole Torgersen	N	91*	66	78	84	64*	228
4 =	Jim Moseley	C	50*	74	80*	70	79	223
4 =	Sam Burke	C	82	84*	77	62*	64	223
6.	Bud Matthews	USA	111*	68	93	51	2*	212
7 =	Leon Cameron	UK	62*	66	71	73	71	208
7 =	Hildur Lundhaug (Ms)	N	75	69	64	77*	63*	208
9.	Richard Barlow	C	63*	72	58	74	89*	204
10.	Baptiste Pereira	P	47*	87	53	56	51	160
11.	Les Sayer	C	56	88*	38*	51	44	151
12.	Ron Boots	USA	53	50	56*	29*	40	143
13.	Don Smith	USA	46	47	28*	40	95*	133
14.	Don Martin	USA	40	33	24*	59	59*	132
15.	Bob Morris	USA	18	50*	49	40	11*	107
16.	Bobby Langelious	USA	32	42*	18	22*	22	72

Unlimited Rubber

1.	Jim Moseley	C	120	120	120	166		526	Ellipsis 150
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KK Senator

1.	Craig Limber	C	120	120	120	180	240	239	1019	
2.	Jim Moseley	C	120	120	120				360	Senator 3
3.	Mia Dixon (13)	UK	120	120	119				359 *	
4.	Les Sayer	C	114	120	120				354	
5.	Jeff Newton	UK	60	70	75				205	
6.	Giuseppe Moschini	I	120	lost					120	
7.	Eve Dixon (9)	UK	10	5					15	

* For Mia Dixon, a \$20.00 award, kindly donated by Tom Juell

Freewheel Rubber

1.	Bernard Guest	C	90	90`	90	120	150	540	Senator
2.	Jim Moseley	C	90	90	90	120		390	Wren
3.	Jim Moseley	C	90	90	90			270	Senator 2
4.	Les Sayer	C	63	90	66			216	Senator

Towline Glider

1.	Ole Torgersen	N	90	26	90	206	?
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Small Towline Glider

2.	Graham Percuval	UK	60	57	60	177	Dab
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A – Australia C- Canada G- Germany I – Italy P - Portugal N – Norway NZ - New Zealand
UK- United Kingdom USA- United States of America



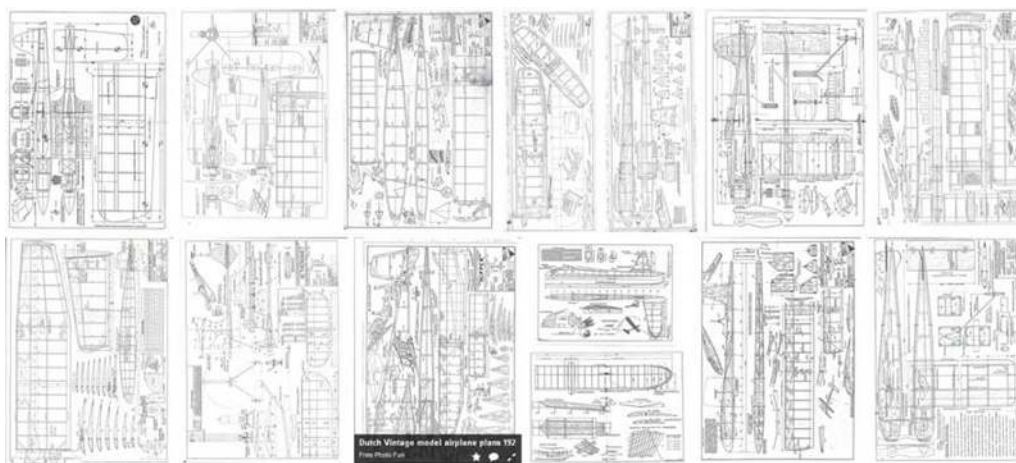
Mike Myers and his compatriots at the grassy knoll, CA

VINTAGE PLANS GALORE

Remember when the late Col Somers (alas, much-missed) compiled a CD of designs suitable for vintage FF events from Model Aircraft, Aeromodeller and other mags? Well you may have been astounded by the wealth of designs now available, full-size and cleaned up for printing from Outerzone. (<http://www.outerzone.co.uk/>). A recent offering on Outerzone was the Just Van Hattum design for a 1cc powered pylon model from 1948, and it referred to a 'flickr' page. Well, there just has to be heaps and heaps of suitable vintage designs out there now – so no excuse, let's see a variety of models at vintage meets now.....well worth exploring!

Here is the link from Outerzone, and some of the plans on that page alone.....

<http://www.flickr.com/photos/79818573@N04/sets/72157632899126730/page7/>



Terry seems to be enjoying the W/Chs Banquet



Thermal sniffers

Australian Team Trials - Final Scores

Name	Aus Nats	Kiwi	Pan Am	Max Men	Vic St Ch	SCC	AFFS	QLD St Ch	WA St Ch	NSW St Ch	Monco ntour W/Cup	WA Trial	Qld Trial	Sum of best three
	Jan 3-8	Feb 9	Feb 13	Feb 15, 16	Mar 9-11	Mar 26, 27	Mar 27-31	Apr 20, 21 May 25	Jun 1-3	Jun 8-10	July 29, 30	Not flown	Sep 19, 20	
F1A														
Vin Morgan					1198	1157	1194			1260				3652
Tahn Stowe	205				1212	1125	877			1182				3519
Phil Mitchell						1149	1083			1260	952			3492
Malcolm Campbell		1260	x1260	928		960	924			1198	767		962	3420
Albert Fathers						882	274	457			170		291	1630
Martin Williams							790							790
Ben Lewis								478						478
William Jones								472						472
John Lewis								409						409
Kathy Burford													265	265
Mike Thomas	124													124
F1B														0
Terry Bond	628			1254	1260	1019	1260							3774
Vin Morgan	900	x1214	1248	x1212	244	1260	1260							3768
Leigh Morgan	247				1248	1150	1198			1260				3706
Bryan Oliver	900				1239	1184	1209							3632
Richard Blackam	900				1169	1246	1208							3623
Graham Maynard						1138	1098						147	2383
Paul Rossiter						1205	1167							2372
Gary Pope						1085	1187							2272
Albert Fathers							28	476			492		335	1303
Craig Hemsworth					1220									1220
Percy Wright							1212							1212
William Jones								540					540	1080
Ted Burfein								540						540
Ben Lewis								540						540
John Lewis								540						540
George Baynes								448						448
Des Slattery													382	382
Albert Fathers													335	335
Ron Munden								226						226
F1C														0
Roy Summersby		1260	x1260		690	1178	1124			1260				3698
Terry Bond		x1244	x979	1260	890	1178	1120			1212				3650
Colin Crowley						720	1191							1911
Percy Wright						966								966
Gary Pope						186								186
x	Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.													
		OS	OS	OS							OS			

Appearing above are final 2013 Team Trials scores.

One of the more useful aspects of our system is that it is automatic. We do not have to do anything in the way of organizing a trial event. You just fly the comps and you automatically end up with a Trials score. Since the Trials includes all our best events even if one of these is not good (such as this year's Nationals in the wind and 44 degree heat) there are others at different times and different locations.

In the regular schedule 2013 would have been for selection of Team Members for the 2014 Trans Tasman. However the loss of the Omarama field means NZ will not be able to host the TT next year. In fact, the very small numbers of NZ flyers still interested makes the future of the TT very doubtful.

But we might need a team for an event in 2014 after all. There are moves, not yet detailed, to hold an Asian/Oceania Championships next year at Narrandera. More details elsewhere in this FFDU and stay tuned for developments.

FREE FLIGHT MEGA EVENTS CALENDAR 2013

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

Australian Free Flight Society Inc.

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

Brisbane Free Flight Society

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

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

We are always in need of CDs! Volunteers welcome!



2013 CALENDAR



NSWFFS Contest & Fixture Calendar 2013

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

Victorian Calendar for 2013

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

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

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

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

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

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

Jan	3 - 8	Nationals at Narrandera
Feb	17	<i>indoor DISC</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.