

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 45 NUMBER 4

SUMMER 2013

2013 F/F NATIONALS



SHAW CUP
THE HEAT IS ON

SHEDS AND CAVES

SCREEN
#24

FLYING PENCILS



FRONT COVER:

Victorian Fred Roberts launches his Avro 504K at the Nationals. Fred did not place because he was unable to record a qualifying flight. The photo is so inspiring I simply had to use it. It has soul.

Free Flight Down Under Summer 2013

Volume 45, Number 4

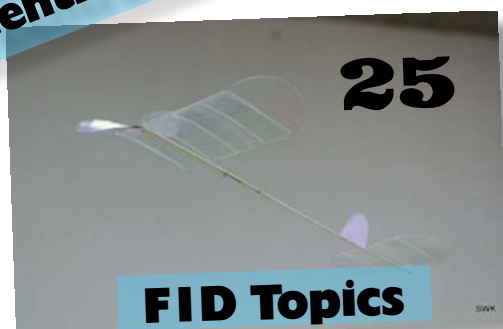
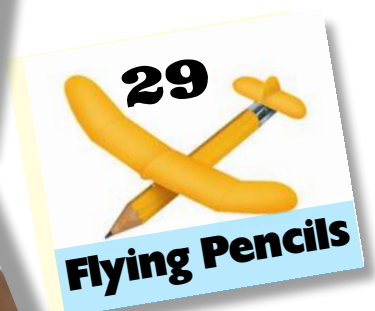
This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 1 Rex Street, Aspley 4034 Australia
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred.

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PRESIDENT'S REPORT



Hello everyone once again.

Since the last report, much of the time of the Executive Committee has been taken up with team trial matters (again!), consideration of a possible Asian-Pacific Championships in Australia (which did

not turn out to be very feasible), a possible NZ World Cup event to precede the SCC-AFFS events (still under consideration), and possibly archiving past issues of Free Flight Down Under on the MAAA website .

On the team trial front, at the behest of Richard Blackam we have tried to produce a clear set of guidelines for the next selection round for the World Championships to be held in Mongolia in 2015, and these are given elsewhere in this issue. Hopefully they will help avoid any confusion in future selection processes.

By now you should have all received the entry forms for the 2014 Southern Cross Cup and AFFS Championships and it would help the organisers very much if you could get your entries in early so that we can see who is doing what and also start to organise CD's, the dinner etc.

In a similar vein, if there are any matters that you would like to see discussed at the next AFFS AGM, now

would be a good time to start kicking them around with your fellow club members and the Executive Committee so that we can make sure that they are in a form to receive proper consideration and resolution at the meeting.

Finally, and on a sadder note, it seems we are losing more of our fellow free flight modellers on an increasingly regular basis. Just this year in WA we saw the passing of Mike Beilby and Roy Farren, both of whom were great free flight stalwarts, and I am aware that other states have similarly lost free flight modellers. And of course more and more of our international colleagues are answering a higher calling, the most recent being Victor Stamov at a much too early age. The remainder of us need to work at staying healthy as long as possible!

All for now,

Paul Rossiter



BIGGER THAN BIG SALE F1C Models

I am over stocked. "Live In Lover" says to thin them out. Some models, but not all, have to go.

Babenko. Long wing folder. Fora gear engine 4 blade prop, **\$1,550**
RC DT servo fitted. Ex condition, 4th at Maxmen 2012

Babenko. Long wing folder. V. E. gear engine with 3 blade **\$1,400**
Verbie prop, he thinks they are the best and he should know.
RC DT servo fitted.

Babenko. Long wing folder. V. E. gear engine 4 blade prop. **\$1,650**
Under fin and vee stab. Top model, has tubulator on wing and
RC DT servo fitted. Has had very slight damage on fuselage
after DT on car. Otherwise excellent, it has been repaired and
flown since. Model comes with a spare new vee stab.
I keep this model for fly off's, super glide.

Note:

All models have Babenko mechanical timers.

All engines run between 31,000 and 32,000 rpm

For more details and photos contact Roy Summersby
roydi132@optusnet.com.au

FROM THE EDITOR:

Here's another big edition that has yet again kept me away from my model bench. I read other aeromodelling magazines and it amazes me the breadth of their contributors. Each time I produce FFDU I think this will be my last because they don't happen overnight. It's a big task to do it right, as editors before me can attest.

Recently, I asked several people to contribute reports on the Nationals, and got nothing. Luckily I made notes each night and sat up late typing it up on my return home. I'm getting bored with my writing style and would dearly like some regular help. Of course I can always rely on Roy and George for their welcome input but I keep saying "*Free Flight Down Under*" could be so much better if you could help.

Imagine FFDU with just reports of AFFS matters and the occasional competition report. I'm sure you wouldn't be rushing to read it. *Is that what people want or, if not, what would they suggest to make the Editor's job less arduous?* Wouldn't it be great if someone recorded the stages of building a new model or repairing/enhancing an old one, with photos and a progress report? Roy has done it a few times and I thought it was great. It's not too hard to do, and you might like the involvement.

I've tried hard to improve the presentation and I need you, our experienced modellers, to improve the content. At the back of FFDU I've prepared a survey form requesting ideas from our readers. I look forward to hearing your ideas.

Cheers, Malcolm Campbell



Thank You

I would like to thank all the Free Flight Flyers that attended my celebration dinner in Albury. Your good wishes and support meant a great deal to me.

I must say I was surprised by the numbers of both free flight and control line flyers. And I must admit that I was humbled by the whole evening.

Roy Summersby



Roy's finest hour
The shirt will be a fond memory

Australian Free Flight Society Inc.

President Paul Rossiter

Vice President Roy Summersby

Secretary Tahn Stowe

Treasurer Vin Morgan

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roydi132@optusnet.com.au

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(02) 4341 0072

(02) 9664 6198

(03) 9387 2531

Narrandera 2014 Program

Kotuku Cup



A New Zealand Open International World Cup Event



Wednesday, April 23	F1B	7 x 1 hour rounds	0800 – 1500
	1 st round max 210 s		
	F1H	5 x 1 hour rounds	0800 – 1300
	F1J	5 x 1 hour rounds	0800 – 1300
Thursday, April 24	Fly offs from Wednesday competitions		0730
	F1A	7 x 1 hour rounds	0800 – 1500
	1 st round max 210 s		
	F1C	7 x 1 hour rounds	0800 – 1500
	1 st round max 210 s		
	FIG	5 x 1 hour rounds	0800 – 1300
Friday, April 25	Flyoffs from Thursday competitions		0730



Southern Cross Cup



Friday, April 25	F1B	7 x 1 hour rounds	0800 - 1500
	Open Power	3 flights	0800 - 1300
Saturday, April 26	Fly-offs for Friday competitions		0730 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1300
Sunday, April 27	Fly offs from Saturday competitions		0730 - 0800



Australian Free Flight Society Championships



Sunday, April 27	F1G	5 x 1 hour rounds	0800 - 1300
	F1J	5 x 1 hour rounds	0800 - 1300
	*****AFFS AGM For time and venue see CDs notice board		
Monday, April 28	Fly offs from Sunday competitions		0730
	Combined % Open		0800 - 1300
	Combined Vintage		0800 - 1300
	Combined HLG, CLG, DLG		0900 - 1300
Tuesday, April 29	Fly offs from Monday competitions		0730
	F1B	7 x 1 hour rounds	0800 - 1500
	F1H	5 x 1 hour rounds	0800 - 1300
	Open Power	3 flights	0800 - 1300
Wednesday, April 30	Fly offs from Tuesday competitions		0730
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1300
Thursday, May 1	Fly offs from Wednesday competitions		0730
	Scramble		0800 - 0900
	P-30	3 flights	0800 - 1300
	Oz Diesel	5 flights	0800 - 1300
	Evening. Presentation Dinner for SCC& AFFS		7 for 7:30

Additional Information

1. WORLD CUP EVENTS - are flown from a flight line in seven one hour rounds. Please assist by volunteering to time keep.
2. Flyoffs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C, G, H, and J will be 10 minutes. For other events unlimited (conditions permitting).
3. P-30 and OzD are flown on the last day and therefore cannot have flyoffs the next morning. You may make a longer 1st round flight (up to 10 minutes) as flyoff insurance in case more than one flyer maxes out. If you want your 1st flight to be considered as a flyoff it must be launched before 0900.
4. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited flyoff the next day.
5. Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
6. Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)
7. P-30 is 3 flights to a 120 sec. max. No rounds. One unlimited flyoff.
8. COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
9. VINTAGE Glider, Rubber and Power will be flown as a combined event. You may enter more than one class. Champ of champ points will include all entries. Note the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009
10. HLG/CLG/DLG are combined, not separate events. All flights from the box marked by 4 cones.
11. Oz Diesel (1.5cc plain bearing diesel, no VIT, AR etc., see FFDU2002/3), 10 sec motor run, 5 x 2 min flights. One unlimited fly-off.
12. Radio Dethermalization (RDT) is allowed in all events.
13. PLACEGETTERS models, lines etc. may be processed. There will be spot checks and check timekeeping on the field.
14. All Competitors must be in possession of a current MAAA/FAI licence.
15. AFFS Annual General Meeting. See notice at CDs table for venue and time. Please forward agenda items, nominations etc. to the secretary, Tahn Stowe by April 1.
16. The Presentation Dinner will be on the evening of Thursday May 1. Location will most likely be the Morundah Pub (bus from Narrandera). Cost will be about \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
17. Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land (Field 1) and for Field 2, although motorized retrieval has been allowed in the past, we have had problems with the dust raised by cars obscuring models and blanketing the flight line.
18. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
19. Sunrise at Narrandera on April 25 is at 06:43. Sunset 17:32.

AFFS World Champ wine

Dear fellow drinkers, err flyers,

The AFFS has procured a number of bottles of specially labelled, Free Flight World Championship wine. The wine is a quality Coonawarra Cabernet-Merlot to help celebrate the quality of Roy Summersby's World Championship win. You can join this celebration for:

\$20 per bottle
or \$110 per carton of 6
or \$200 per case of 12

The wine is currently in the hands of Tahn Stowe who will bring ordered bottles (and a few extra) to upcoming FF events: the Australian Nationals – December 28 to January 5 at Springhurst, The Victorian State Championships March 8 to 10 at Springhurst and the Kotuku Cup/Southern Cross Cup/AFFS Champs at Narrandera April 25 to May 1 and, if there is any left (the quantity is limited) to the NSW State Champs at Narrandera June 7 to 9.

You can order your bottles and arrange collection by contacting Tahn Stowe on 02 9664 6198

stowes@ozemail.com.au

or Vin Morgan at
vinmorgan2@gmail.com

Payment can be made on collection or you can make a deposit to the AFFS account:

Name: Australian Free Flight Society

BSB 033 174

Account No. 331732

If you do this you need to let Tahn or Vin know.





KOTUKU CUP



23rd-24th April 2014 NARRANDERA, AUSTRALIA
WORLD CUP - OPEN INVITATIONAL F1A, B, C, also F1G, H, J

ENTRY FORM

Entry Fees : F1A, F1B, F1C \$40 (Australian) once for any number
F1G, F1H, F1J \$20 (Australian) once for any number
There are no entry fees for Juniors

Entry Fees to be paid in \$Australian cash at Registration or sent to the address below. Late payment may incur an additional fee of \$10 Australian.

Send Form to: Robert Wallace
956 Riverslea Road South, Hastings 4122, New Zealand.
Or email to: ffonzrjw@xnet.co.nz ph +6468 784 993home +6427 434 4027cell
Please send Entry Form by 20th March 2014.

Registration will be: on the field from 1200 -1400 hrs and from
18.30 - 20.30hrs at the Midtown Motor Inn, 110 Larmer Street, Narrandera
on Tuesday 22nd April 2014.

Please indicate if you can assist with timekeeping. Yes /No.

Name:

FAI Number:

Address:

.....

.....

Telephone: **Email:** **Mobile:**

Event:

F1A ☐ F1B ☐ F1C ☐ \$40 \$.....

F1G ☐ F1H ☐ F1J ☐ \$20 \$.....

Total amount to Pay \$ (AUS) \$.....



ENTRY FORM



37th Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

April 27 – May 1, 2014

Name: FAI No:

Address: Age (if Junior).....

.....

Phone: E-mail

Events entered

Event	Tick
1. F1A World Cup Event	
2. F1B World Cup Event	
3. F1C World Cup Event	
4. Combined % Open	
5. Open Rubber	
6. Open Power	
7. Scramble (Russ Hammond Perpetual Trophy)	
8. P-30	

Event	Tick
9. F1G (Coupe d'Hiver)	
10. F1H (A1 Glider)	
11. F1J (see note 6 in Program)	
12. Combined HLG, CLG, DLG	
13. Combined Vintage. (entry in more than one class allowed)	
14. Oz Diesel	
Dinner	
AFFS sub for 2014/15	

Fees:	World Cup events F1A, F1B and F1C	\$40
	Any number of other AFFS events	\$30
	Any number of WC and AFFS events	\$60
	Presentation Dinner	\$35/person
	AFFS membership including FFDU for 2013/14	\$30
	Posted paper copy of FFDU	\$10
	There are no fees for juniors	

Fee calculator

Select entry one entry option, membership option, dinner if attending	Fee	
World Cup events only	\$40	
AFFS events only	\$30	
World Cup and AFFS events	\$60	
Dinner	\$35/person	
AFFS membership for 2014/15 (includes electronic FFDU)	\$30	
AFFS membership for 2014/15 with posted paper copy of FFDU	\$40	
Total fee		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 10, 2014.

Send completed entry form with money (cheques payable to Australian Free Flight Society **not** FFDU)

to: Vin Morgan, Treasurer AFFS
644 Canning Street, Carlton North, Vic 3054 Australia

Or by bank transfer to: Name: Australian Free Flight Society
BSB 033 174
Account No. 331732

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner. Forms or entry details can be e-mailed to: vin.morgan@utas.edu.au.



Victorian State Championships 2014

PROGRAM

Saturday March 8

Combined Vintage	3 x 180	0800-1400
F1B	7 rounds	0700-1400
Open Power	3 Flights	0800-1400

Sunday March 9

Flyoffs if required		
Open Rubber (Shaw Cup)	3 x 180	0800-1500
P-30	3 x 120	0800-1300
Oz Diesel	5 x 120	0800-1300

Monday March 10

Flyoffs if required		
F1A	7 rounds	0700-1400
F1C	7 rounds	0700-1400
CLG/HLG		0800-1100

F1A, F1B and F1C are team trial events for the 2015 World Championships.

Entry	The entry fee for any number of events is a \$30 flat fee. You can pay on the field but please let us know if you plan to come.
Trophies	Trophy plaques, provided by VMAA, will be awarded for first, second and third places. In addition there are perpetual trophies for; F1A - The Central Aircraft Trophy first awarded in 1951 F1B – The Victorian Wakefield Trophy Open Rubber – The Shaw Cup, possibly the oldest Australian aeromodelling trophy still awarded. It was first presented in 1929
Location	Events will be held at Fischer's Field, Springhurst. Even in March, be aware of fire risk.

Notes

1. Timekeepers are not provided. Please assist by volunteering to time keep.
2. The first round max for F1A and F1C will be 5 minutes if weather permits (to be used as a flyoff since we cannot have a flyoff the next day)
3. OPEN EVENTS - are 3 flights to a 3 min. max with no rounds and one unlimited flyoff which will be the next morning.
4. P-30 is 3 flights to a 120 sec. max, no rounds. One unlimited flyoff next morning.
5. VINTAGE Glider, Rubber and Power will be flown as a combined event. You may enter more than one class.
6. All VINTAGE classes get bonus points (2 per year pre 1956) as per MAAA rules
7. Oz Diesel – (no VIT, AR etc, see Nats Notes in FFDU2002/3), 10 sec motor run, 5 x 2 min flights
8. All Competitors must be in possession of a current MAAA/FAI licence.
9. RDT is allowed in all events.

Victorian State Championships 2014

ENTRY FORM

Entry

The organizers would be grateful if flyers could let them know if they are coming. Entry information (see below) should be emailed (or posted) to the Werribee Wanderers Treasurer, Peter Greenhill at:

Peter Greenhill, 12 Calanan Grove, Werribee South 3030.

pghill@exemail.com.au

Payment, \$30 for any number of events, can be made on the field or deposited at:

Werribee Wanderers Free Flight Group

BSB 013 915 a/c number 2601 32237

Entry Information:

Name:		EVENTS ENTERED:	
FAI No:		Combined Vintage	☐
Address:		F1B	☐
		Open Power	☐
		Open Rubber (Shaw Cup)	☐
Phone:		P-30	☐
E-mail:		Oz Diesel	☐
No. Of Events:		F1A	☐
		(please also tick the appropriate boxes in next column) F1C	☐
		CLG/HLG	☐

VALE Roy Farren



WA Free Flight has lost another of its stalwarts with the passing of Roy Farren on 4th September 2013 after a very brief illness.

Roy was born in UK on 3-8-1930 and had lifelong interest in all things to do with flight and aeromodelling. In Australia he set up an importing business to make available some aeromodelling materials that were otherwise hard to obtain, he built some early RC gear and manufactured and sold kits for a glider that introduced many to the mysteries of trimming and flying. For many years he ran a schools program based around a small chuck glider in an endeavour to attract more young people into the hobby. His interests embraced a wide range of models including indoor, RC, electric, P30, Coupe and powered free flight. He was Team Manager for the F3E (now

F5B) team competing in Austria and was made a life member of Aeromodellers WA for services to aeromodelling.

He and his wife Bev were regular attendees at the WA free flight events and he was always on the lookout for new and innovative ideas to try out, usually with great success. It was not unusual for him to max out but, ever the gentleman, he would say "At my age I don't do fly-offs!" Their presence on the flying field will be missed by all of us.

Our sincere condolences go to Bev and daughters Anne and Cheryl, and sons Phillip and Michael and their families.

Paul Rossiter
WAFFS

67th FREE FLIGHT NATIONALS

(Springhurst, Victoria)

report and photos by Malcolm Campbell

"Heat-wave conditions across eastern Australia at the time we were all driving towards Springhurst created unpleasant thoughts in our heads, but the weather was in fact quite bearable and the paddocks were in good condition. Early starts were also a great idea to beat the heat."

Writing a Nats report, taking photos and preparing models for Kathy and myself was always going to be a big ask. So please expect inconsistencies and occasional lack of detail on some days. Want more detail? Maybe next time you can write the report - please!

6 am starts meant a 4.30 am wake-up for most (and for us Queenslanders, an adjustment of one hour) but it was a wise move with the heat wave conditions that met us when we first arrived.

SUNDAY DAY ONE: Our first day of flying was postponed as winds were at 6 m/sec and above. Howard suggested coffee at Chiltern and about sixteen flyers enjoyed a very relaxing and social start to the Nats.

MONDAY DAY TWO was **F1A**, **F1C** and **Vintage Power** and winds were very light and variable.

F1A (4 flew)

Vin started well in F1A with a good high launch and an easy max. Malcolm and Tahn soon followed with red dots, and Albert spent valuable time re-trimming his L'il AL putting up three test flights and then finding precious little wind to launch for his timed flight. One tow in, followed by a long tow and launch in the last seconds milked a very deserved max.

R2 had Vin up first again spending a long time to find his

next max. Tahn explored even more ground over 20 minutes before maxing in a small bubble. Malcolm picked his air from the ground to max and Albert's launch robbed him of at least a minute. R3 was a waiting game, one that failed for Vin and Tahn and worked for Albert and Malcolm, with Malcolm taking the lead.



Albert worked hard in the light winds that plagued the early rounds of F1A



The Mulberry Cottage at Chiltern was a great way to spend a windy Sunday

Vin regained the lead in R4 with a strong launch, Malcolm's model pulling right on tow, losing valuable height and time. This proved to be the deciding flight with strong blustery winds bringing big thermals, enabling all flyers to max the final 3 rounds, giving Vin the win by just 3 seconds.



Terry Bond put in a great performance to easily clinch the F1C event

F1C (4 flew)

Roy and Terry both experienced stalling off the top in the first two rounds. Gary remembered his Moncontour skills producing some good launches. Roy suffered in R3 with a short engine run but major problems befell him in a later round. His model struck very turbulent air, recovered and was soon flung on its back. Roy had no choice but to hit the DT button. The rapid change in direction folded the wings at the root, withdrawing that model and himself from the competition.

Terry outperformed all opposition, although he did drop two flights and Gary's flights, to use his own words, had the first 5 seconds worked out and the rest "so so". His day ended when his model spiralled down into a fence. Howard chased a stall all day with his older 3 finned balsa model.

Vintage Power (6 flew)

This was an enjoyable spectacle, with Gary Odgers' and Col Collyer's big models going up on rails. Des Slattery had a few launch problems but kept at it, belying his 80 years. It was great to see the Playboy battle between Howard and Roy. Fox versus K & B, old versus new. Howard's model is well and truly overdue for a



Playboys with their Playboys: Roy Summersby had a Rossi 15 Mk 2 on pipe, and Howard Gostelow a K&B 35 Greenhead. Both sounded magnificent. Howard's is now in the workshop getting new covering.



refurb and possibly lost some lift with many holes collected over years of fun. The most enjoyable flight was Roy's when the motor slipped back to idle and his Playboy cruised the sky for nearly 3 minutes, DT'ing under power before landing. It then built up power again, taxing a metre before leaping back into the air and executing a tight loop, landing perfectly flat before cutting out without damage. Roy and his fan club were suitable impressed!

It was hard to pick the weather from computer reports. I was watching both Willyweather (Springhurst) and Weatherzone (Corowa) and the Corowa weather correlated best to what we were getting at the field. More so, the actual weather was better than either of the forecasts so we were very lucky the whole week. Apart from a hot Wednesday, all days were in the high 20s/low 30s.

TUESDAY DAY 3 had light winds for most of the morning with good thermal activity, ideal for **Open Rubber, Oz Diesel, F1G** and **F1H**. For the early flights the flight line was too close to the trees and it wasn't long before models lodged in them.

F1G (4 flew)

Terry Bond was pretty effective with his carbon model and Jim was staying with him, until R4, when he dropped badly. They had no real competition. Albert's F1G was claimed by a tree in R1 and was too high to retrieve, even with a 6 m pole. He stood on the roof of Des's van to dislodge it, only to have the fuse strike the fence severing the last few centimetres of the boom.



Albert seems to manage a smile no matter what the circumstance. Tailboom damage from a fence here.

F1H (2 flew)

This was poorly represented but that didn't quell Kathy Burford's enthusiasm with 3 maxes and a good total score of 526 secs, ahead of Malcolm Campbell's outclassed Aiglet.

Open Rubber (10 flew)

CD Col Collyer found a tree with his OR model in its first flight, so a line change was planned at the end of R2 of the mini classes. Des Slattery and Albert Fathers started Open Rubber well, with 2 maxes each, before rogue air robbed them of good scores in their final flights. Malcolm Campbell's big balsa tube model was dumped heavily in the glide on two flights - initiating the plan to build a more competitive model for next time. Leigh Morgan misplaced her model on its first flight, and it remained lost for the rest of the week. Many looked for it, prompting conjecture that the tracker may not have been switched on or the battery was suspect. Gary Odgers and Vin Morgan maxed out, Vin flying his F1B "spare parts



The Open Rubber fly-off was great to watch.
From left to right - Gary Odgers 4 m 31 s, Vin Morgan 5 m 19 s and Jim Christie 6 m 2 s

bin". Jim Christie with his classic S & T model completed the trio for a morning fly-off.

Oz Diesel (7 flew)

I was too busy to see much of Oz Diesel although I noticed Roy putting in a lot of flights early in the morning. I also retrieved Harry Sokol's Y-Bar on a few occasions a long way out so I figured he was doing OK (he was). The Dixielander triplets, Fred Roberts, Walter Bolliger and Brian Hammond were unable to keep up, and Howard Gostelow had to make an urgent trip into town to have a rather large bandage applied to his left thumb.



Howard Gostelow seemed to thumb his nose at all adversities.

Those who stayed on enjoyed a powerhouse display by Richard Blackam who put up two F1Bs in relatively windy conditions ahead of Wednesday's F1B event.

WEDNESDAY DAY 4 was cooler, slightly overcast with light winds, and ideally suited for an **Open Rubber fly-off**. Launching from the southern end of the middle paddock, Vin Morgan was first away, in not so helpful air. Gary Odgers followed and it was evident that twists

from an overnight stay in the paddock last year had not been fully removed from the airframe, degrading the climb and subsequent flight time. Jim Christie was last to launch and he enjoyed a long steep climb and good glide to win convincingly from Vin and Gary.

Wednesday was our biggest day of competition, with a healthy number of entrants in each event.

F1B (8 flew)

F1B had light drift across the paddock for R1. Graham Maynard was an early



Richard Blackam was on his game all day, with a convincing win in the fly-off



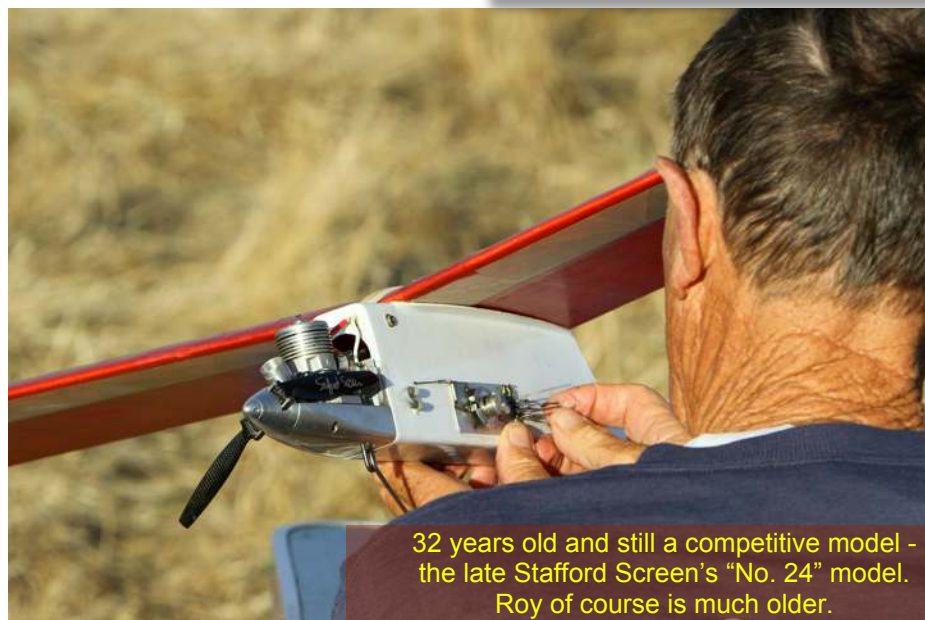
The Morgans both flew very well with Leigh only a minute behind. Vin made the fly-off with Richard.

casualty when his model failed to fit through the fence, trimming off one wing tip. As the wind moved more to the south, models started to overfly trees, prompting the first of two relocations to the north, the final change being in R6. Richard Blackam put on a great display, only matched by Vin Morgan whose beautifully trimmed model had an excellent slow glide. Leigh Morgan was also flying extremely well and was unlucky not to max out too. Terry was not so lucky and fell down the order. Albert Fathers had some good flights and seemed to be enjoying the day

By R6 winds had increased and so had retrieval times and by R7 only Vin and Richard were booked for a morning fly-off. Leigh was genuinely surprised to learn that she had placed third. Matt Hannaford also flew well but managed to put his model in a tree in his last flight.



The historic Last Flight of No.24



32 years old and still a competitive model - the late Stafford Screen's "No. 24" model. Roy of course is much older.

Open Power (9 flew)

This was interesting. Roy Summersby flew the very old ex-Stafford Screen model although the first flight appeared troublesome. Subsequent flights were great with the motor sounding magnificent and very good height achieved. It was hard to believe the model was over 40 years old. Roy now intends to put it on the mantelpiece. Gary and Col once again thrilled their fans with the deep and throaty growl of old time glow motors. Col flew faultlessly with Gary following. Both Brian Hammond and Wally Bolliger had some good flights with their Dixielanders although not in the same class as the "big bangers". Tahn had one dud launch with his F1J although the final



Col Collyer flew on rails and easily won Open Power

flight made up for it when DT trouble produced a 5:23 flight that landed safely amongst the trees. His line troubles in the boom were to reappear in the F1J comp on Thursday.

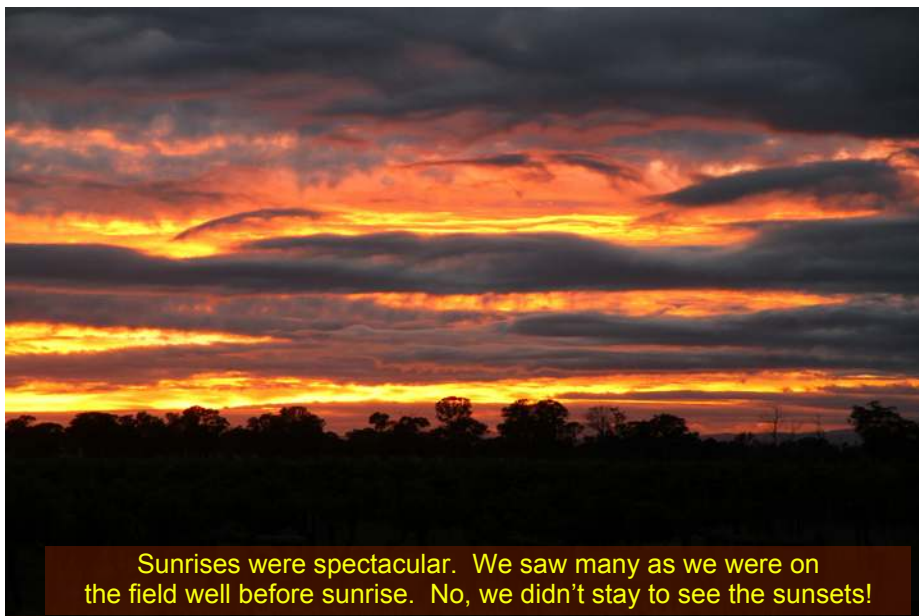
At the end of the day, Wally Bolliger and Mickey Towell trotted out their scramble models for our amusement and readiness for the Friday's madness (Day Scramble).

The **Night Scramble** looked unlikely mid afternoon with winds and light spits of rain, with more promised. Seven flyers waited for darkness in the wind and rain and then, all of a sudden, the winds dropped and the rain too, enabling the light show to begin. The event was shortened when a wind change had models landing amongst the cars. Scores were reasonably close but only Warren Leadbetter and Bruce Hoffman cracked 800 seconds.

THURSDAY DAY 5 was for Vintage Glider, Vintage Rubber, P-30 and F1J, and all classes carried a good number of entries. The weather was cooler with high cloud and light winds. The **F1B fly-off** started proceedings. Vin flew first gaining reasonable height and settled into a great glide. Richard launched later getting good height and, although gliding faster initially, his model settled and he never looked like being beaten, finishing 98 seconds ahead.

Vintage Glider (4 flew)

Kathy Burford took time in getting used to the fragile little Aiglet, improving over her three flights. Albert luckily test flew his Kane as it needed more elevation for a good glide. It eventually put in three very nice flights for second place. Malcolm's Seraph impressed in its test flight revealing a faulty timer after a 5 minute flight from what was supposed to be a 30 sec DT (*cleaned beforehand and worked perfectly at home!*). His second flight claimed the VG distance record, landing amongst the sheep in the third paddock and scoring a back breaking kick from a local resident, breaking the boom. The fall-back model was the little Aiglet that was launched at the top of the 50 m line during a short spell of light air, but failed to find lift. Col Collyer's Mantis looked impressively large from the end of his 100 m towline and the model made good of the air to easily max all flights, the last flight attracting a fair sized crowd who enjoyed its meandering flight around two paddocks. There is nothing better to watch than a 9 foot "balsa cloud" in conditions like this!



Sunrises were spectacular. We saw many as we were on the field well before sunrise. No, we didn't stay to see the sunsets!

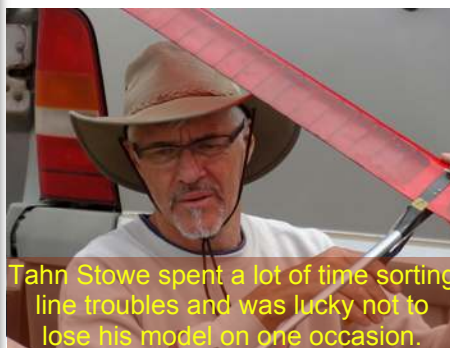


Col Collyer's 9 foot Mantis was more than a match for the opposition, Gary Odgers releasing the model 100 metres away.



I only managed one photo in VR. This one's Col Collyer again.

fly-off on Friday. Brian Hammond, Matt Hannaford and Col Collyer were just off the pace although Fred Roberts KK Contestor appeared outclassed.



Tahn Stowe spent a lot of time sorting line troubles and was lucky not to lose his model on one occasion.

Maynard had a good 5 sec climb and an immediate vertical descent somewhat quicker. Des Slattery's little Limey tried its best but 5 secs for an old 1/2A design was simply not enough altitude to max from. So Gary Pope had a convincing win with five straight maxes (pity I don't have a photo).

P-30 (11 flew)

P-30 had the biggest entry list of the week. Vin Morgan and Terry Bond maxed out and it was surprising that Jim Christie wasn't there as well - he was only 6 secs short. But Mike Glaister was only 2 secs short - ouch! Team Hannaford, resplendent in matching light blue shirts, were the surprise package with Josh Hannaford and Donna Gray both maxing out. Family members Matt, Tim and Sam also put in good scores. So P-30 was the only F/F Nats event with 4 in the fly-off.

FRIDAY DAY 6 was the day for **Scale, Scramble, CLG and HLG**. Some people were going to be busy! The weather was perfect with cloud cover and dead calm - great for Scale and Scramble!

While Graham Maynard was judging Scale, the **P-30 fly-off** commenced with only 3 competitors (Terry sat it out). Vin once again was away first gaining good height with Donna and Josh not far behind. They all circled in the same buoyant air, with Vin appearing to have the initial advantage. But it was a jubilant Donna Gray who clinched the event by just one second from Josh Hannaford with Vin Morgan third.

The **Vintage Rubber fly-off** was an anti-climax, with Albert Fathers launching first and gaining great height, recording 6 minutes and landing just a short 20 metres walk away and just over the fence. Sadly, Howard Gostelow had to forfeit, when the body of his Jekyll and Hyde model collapsed while winding.

Scale (4 or 5 flew)

Scale had an excellent roll-up of five very expertly constructed models, and they all flew well. Static judging followed flying and, while that can be a nail biter for some, most flights were successful and without damage. Gary Odgers put in some great flights with a realistic pattern although only one competitor managed a survivable landing on the tufts of long grass. Gary's model was slightly over-powered so he used a rev counter to control the power. Fred Roberts' Avro 504K looked great but decided to give him

Vintage Rubber (7 flew)

This event always attracts a good number of entries. Albert Fathers and Howard Gostelow were the only ones to make the fly-off. Jim Christie unexpectedly dropped the last flight spoiling what would have been a great

F1J (6 flew)

F1J provided the most surprises. Regular high flyers Roy, Terry and Tahn had some surprisingly low scores; Tahn because of line troubles he eventually fixed, Terry because of a premmie DT and not sure what hobbled Roy. Graham

The P-30 fly-off was a family affair with Vin Morgan being beaten in one of his favourite events.

trouble in flight. It also gave me trouble when I had to drop to the ground quickly while getting realistic photographs. Ribs should be OK again in a few weeks!

Roy Summersby's Brandenburg 29 was built tough and needed to be as it took a few tumbles. Roy also had throttle timer trouble. He eventually fixed it and, with the addition of some left thrust, produced some superb flights, the final one being an unforgettable powered landing in the 1.5 m gap between Graham and Des's cars!

But for realism in flight, Gary Sunderland's DH4 was fantastic. A large model at scale speed, it looked majestic in flight. Howard Gostelow waited until late to fly his large Aeronca, putting in just one low level pass of just over 20 seconds with a superb landing, the only one to land successfully. One flight was enough for the injured Howard!

Time out was taken for all competitors to meet the new farmer, Daniel Fischer, and CD Col presented him with a basket of goodies to express our appreciation for the use of his field for our competitions.

Scramble (5 flew)

The Scramble was run between 8.30 and 9.30 am in perfect scramble weather. After a Le Mans start a half dozen models were floating over the heads of timers and fellow flyers. I managed to get some great photos but had to remain vigilant as little Mills powered models can really sneak up on you. Des spent a lot of the first half hour dodging Wally Bolliger's Ballerina while timing for Mickey Towell. He loves scrambles!

Stiles were set up on the southern fence line and these were soon needed as models drifted into the next paddock. Mickey Towell did very well but lost five minutes doing a field repair thanks to DT'ing on a fence. Matt Hannaford took one end of the flight line, well away from fences, and to favour his slow left circling model. He was genuinely chuffed to win!

Tahn took the other end, his two helpers donning light weight crash helmets in case things got nasty. He crossed the fence several times, landed in the dam and drowned the motor and also hit a stooge, dislodging the fin block and damaging the elevons. Bruce Hoffmann and Suzanne Hegarty flew alongside Wally Bolliger and looked good as the hour progressed. Because of the fence, long flights were not the best option although caution was



Gary Odgers model was glorious in flight



A big model flying slowly in the calm morning air looked magnificent. Gary Sunderland came very close to winning



Roy Summersby's Brandenburg flew beautifully when it throttled back, but he nearly didn't place. See the next page.



Scale shenanigans: Roy's Brandenburg 29 flies between two cars, the red one on the left belonging to Scale Judge Graham Maynard. No contact was made because Roy placed third!



Damage on one flight robbed Mickey Towell of a possible win in Day Scramble.



ScrambleMaster Tahn Stowe had to work hard. There was a new kid on the block.



Matt Hannaford and Donna Gray seemed to be enjoying the Scramble. They won!



Des Slattery in close company with Walter Bolliger's Ballerina. Des LOVES the excitement of Scramble

thrown to the winds in the final customary 2 minute flight towards the trees.

CLG (10 flew)

CLG numbers were swelled by Team Hannaford as well as the regulars. The Queensland trio of Des, Albert and Graham were on a mission to fly quickly

and depart. This was unfortunate for Albert as he had a well-trimmed model, managing two maxes and a shorter flight before DT'ing onto a farm shed terminated his challenge.

Kathy Burford and Malcolm Campbell also maxed their first flights and then Kathy struck trouble. She cleaved the tail of her best model then dismantled her

troublesome backup model in a rough "landing", completing her final flights with a tired reserve model. Graham's Sting design showed improvements throughout his flights and Des just wasn't getting it right with his Papanui Cat - probably had his mind set on the trip home by then.

Tahn Stowe had a three very light throwaway models that looked a threat

but did not deliver what he had hoped for, and Col Collyer simply had fun with his Sting, although some flights were promising. The Hannaford Team also appeared and will be better prepared next time. Roy Summersby was the envy of most, using his electric bike for retrieval and completed his 6 flights in record time.

Those that appeared serious had a long wait for good air and it was suggested the early departing Queenslanders took the lift and breeze with them. But it did return for half the field who waited, and Malcolm added 3 more maxes to his earlier one to win the event. 3 maxes were over 2 minutes so that model will be going to Lost Hills with him in February!

HLG (4 flew)

HLG was dominated by Peter Lloyd's 36" Morris Dancer TLG with the support act being Tahn Stowe and Team Hannaford. Peter got good height and his well-trimmed model revelled in the light lift, recording 4 maxes.



Col Collyer was CD on every day and still managed two class wins

Col Collyer did a superb job as CD on all days, managing the free flight Nationals calmly and efficiently, organising the numerous flight line relocations without fuss and insuring competitors were always informed, happy and hydrated. It's a thankless job that he performed flawlessly and he even managed to pick up two first places - Open Power and Vintage Glider.

Although we had some windy periods, causing Sunday events to be moved, the remaining days were manageable. And the weather was certainly better than expected as the heat wave had moved through just a day before we started competition.

As a bonus to the Nationals, the Linwood's had also organised a presentation dinner for Australian F1C World Champion Roy Summersby and it was a truly humbling experience for Roy, as over 50 people attended an enjoyable night at an Albury Pub. Roy gave a brief overview of F1C flying and the questions that followed and the crowds later around his model box indicated genuine interest. Roy was presented a large framed World Champs tee-shirt, a 10 x 8 framed photo of his winning flight and a beautifully made wooden monkey and small painting of the Moncontour field. The monkey and painting were sent by the four Danish F1C flyers, Hugo Ernst, Henning Nyhegn, Tom Oxager and Thomas Koster.



Thanks to the Danish F1C flyers. Roy now has the monkey off his back

67th FREE FLIGHT NATIONALS RESULTS

F1A

								Total
1	Vin Morgan	180	180	154	180	180	180	1234
2	Malcolm Campbell	180	180	180	151	180	180	1231
3	Tahn Stowe	180	180	157	112	180	180	1169
4	Albert Fathers	180	134	180	180	123	180	1157

F1B

								Total	Fly-off
1	Richard Blackam	180	180	180	180	180	180	1260	359
2	Vin Morgan	180	180	180	180	180	180	1260	261
3	Leigh Morgan	180	180	180	180	180	133	1200	
4	Terry Bond	180	180	175	108	180	180	1183	
5	Matt Hannaford	180	180	114	180	84	161	1079	
6	Albert Fathers	180	180	110	99	180	136	1056	
7	Graham Maynard	69	168	180	122			539	
8	Gary Pope	180	163					343	

F1C

1	Terry Bond	180	180	180	149	180	180	112	1161
2	Roy Summersby	180	180	180	143				683
3	Gary Pope	35	180	162	96				473
4	Howard Gostelow	36	58	105	56	49	20		324

Open Rubber

				Total	Fly-off
1	Jim Christie	180	180	180	540
2	Vin Morgan	180	180	180	540
3	Gary Odgers	180	180	180	540
4	Albert Fathers	180	180	157	517
5	Des Slattery	114	180	72	366
6	Malcolm Campbell	180	78		258
7	Kathy Burford	180			180
8	Leigh Morgan	180			180
9	Don Boughton	141			141
9	Col Collyer	122			122

Open Power

1	Col Collyer	180	180	180	540
2	Tahn Stowe	180	149	180	509
3	Harry Sokol	180	145	180	505
4	Gary Odgers	144	161	180	485
5	Roy Summersby	180	180	106	466
6	Walter Bolliger	38	99	51	188
7	Des Slattery	47	67	56	170
8	Brian Hammond	111			111



P-30

				Total	Fly-off
1	Donna Gray	120	120	120	360
2	Josh Hannaford	120	120	120	360
3	Vin Morgan	120	120	120	360
4	Terry Bond	120	120	120	360
5	Michael Glaister	120	118	120	358
6	Jim Christie	120	120	114	354
7	Sam Hannaford	80	120	110	310
8	Tim Hannaford	120	83	99	302
9	Fred Roberts	112	60	91	263
10	Matt Hannaford	102	120		222
11	Leigh Morgan	97			97

Vintage Rubber

				Total	Flyoff
1	Albert Fathers			180	180
2	Howard Gostelow	1954 Jekyll & Hyde		180	180
3	Jim Christie	1955 Bilgri		180	155
4	Brian Hammond	1939 Korda		122	146
5	Matt Hannaford			167	96
6	Col Collyer			180	146
7	Fred Roberts	1946 KK Contestor		79	147

Vintage Power

			Total
1	Harry Sokol	1955 Y-Bar, Webra 1.5	180
2	Roy Summersby	Playboy	155
3	Peter Lloyd		180
4	Howard Gostelow	Playboy	141
5	Des Slattery	1953 Stomper Elfin 149	143
6	Walter Bolliger	1953 Stomper. Frog 150	180

Vintage Glider

1	Col Collyer	Mantis	180	180
2	Albert Fathers		108	180
3	Malcolm Campbell	1954 Seraph	108	180
4	Kathy Burford	1956 Aiglet	58	62

Oz Diesel

				Total
1	Roy Summersby	120	120	92
2	Harry Sokol	120	97	120
3	Fred Roberts	120	89	60
4	Brian Hammond	88	104	68
5	Howard Gostelow	84	109	75
6	Des Slattery		61	63
7	Walter Bolliger	81	34	54

CLG

						Best 3
1	Malcolm Campbell	60	39	60	60	29
2	Albert Fathers	39	15	60	60	60
3	Tahn Stowe	18	22	28	53	42
4	Graham Maynard	22	30	41	56	29
5	Roy Summersby	23	27	28	28	28
6	Kathy Burford	60	4	15	20	18
7	Col Collyer	16	19	28	32	23
8	Matt Hannaford	30	51	11		
9	Des Slattery	28	28	31	19	14
10	Tim Hannaford	4	13	10	12	14

HLG

1	Peter Lloyd	34	34	60	60	60
2	Tahn Stowe	18	14	12	2	30

Comb. % Open

				Total %
1	Harry Sokol	172	180	180
2	Walter Bolliger	161	180	180
3	Tahn Stowe	120	120	16

F1J

					Total
1	Gary Pope	120	120	120	120
2	Roy Summersby	117	120	120	98
3	Terry Bond	120	33	120	120
4	Tahn Stowe	85	120	120	49
5	Des Slattery	102	100	65	52
6	Harry Sokol	-	59	64	120

Night Scramble

1	Warren Leadbetter	831
2	Bruce Hoffmann	800
3	Walter Bolliger	676
4	Maris Dislers	609
5	Michael Towell	582
6	Tahn Stowe	406
7	Mark Poschkens	382



Day Scramble

1	Matt Hannaford	1634
2	Tahn Stowe	1283
3	Michael Towell	1279
4	Bruce Hoffmann	1271
5	Walter Bolliger	1243

F1G

1	Terry Bond	120	120	120	106	120	586
2	Jim Christie	120	120	120	62	120	542
3	Albert Fathers	120					120
4	Michael Glaister	73	29				102

F1H

1	Kathy Burford	120	100	120	120	67	527
2	Malcolm Campbell	64	73	91	120	80	428



FF Scale

1	Gary Odgers	1155.0	Sopwith Dove
2	Gary Sunderland	1154.5	DH4
3	Roy Summersby	1038.0	Brandenburg 29
4	Howard Gostelow	786.5	Aeronca
5	Fred Roberts	No flight	Avro 504K

AFFS Centrefold



The Winning Flight
Roy Summersby (AUS 2153)
F1C World Champion
2013 World Free Flight Championships
Moncontour, France

The Heat Is On

Even the current F1C World Champion Roy Summersby plans to "give it a go"!



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The Shaw Aviation Challenge Cup “for Model Aeroplanes presented for Open Competition”

The Shaw Cup is most likely the oldest and is certainly one of the most prestigious of the perpetual trophies in Australian Aeromodelling. First presented in 1929, the list of winners is a who's who of (mostly) Victorian free fliers.

A nice aspect of the trophy is that in its 83 years it has not been swapped around for different classes. It was originally presented for “Open Competition” when open

effectively meant open rubber in those days and the only change has been to make it a Victorian State Championships trophy.

The Trophy was presented by Major Harry Turner Shaw who was active in aviation and small yacht sailing in Melbourne. The following information is from a Museum Victoria web page. Museum Victoria hold a tool kit and a flying helmet that belonged to H. T. Shaw.



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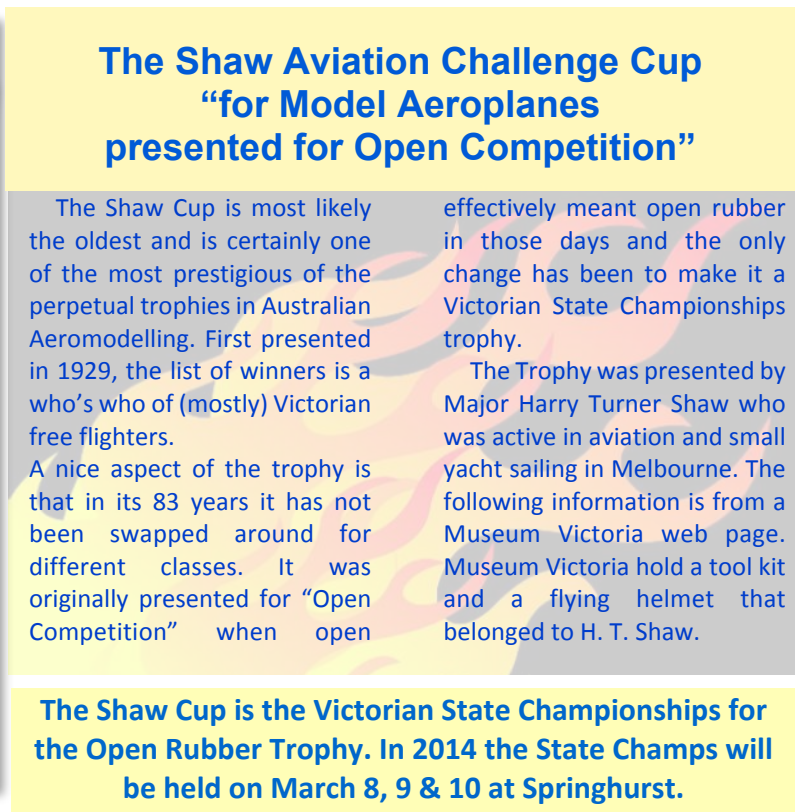
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The Shaw Cup is the Victorian State Championships for the Open Rubber Trophy. In 2014 the State Champs will be held on March 8, 9 & 10 at Springhurst.



**Jim Christie's OR model in action.
Predator for another NSW Shaw Cup win.**



Peter Greenhill's OR model, part of Victoria's defence force

So dust off your old OR model or build another one, in time for the March Battle.



A man, Peter Greenhill, is shown in a grassy field, leaning forward and releasing a large, red and yellow rubber band powered aircraft. The aircraft is in the air, with its wings spread wide and its propeller spinning. The background features a line of trees and distant hills under a clear sky. A blue banner at the bottom of the image contains the text: "Peter Greenhill is very serious about Open Rubber".

Victorian State Champs

8, 9 and 10 March at Springhurst Victoria

Victorian State Champs

8, 9 and 10 March at Springhurst Victoria



- 22 - NSW flyer Jim Christie likes the feel of “the Old Mug”

A Tale of Screen No. 24

by Roy Summersby



It's just twelve months since Great Brittan's stalwart of F1C Stafford Screen went off to the big thermal in the sky, so where am I going with this? Sometime back in SEN an add appeared for the sale of all Stafford's models. I would like to have had one of his VE flappers, just because I haven't a flapper in the cupboard. More important I would like something to remember Stafford by, we were good friends. Anyway it wasn't practical for me to have a flapper F1C; they just don't fit in the folder model box, so the idea was dropped.

Six months later, after the World champs, I found myself in John Williams home in England reading the latest free flight news, and saw an add for the remainder of Stafford's models. Amongst the models, was No24, Open Power model, Rossi 15 on pipe. Now I need another power model like a hole in the head, but can you have too many power models? Could I get this machine home? A phone to Peter Watson, who was selling Stafford's gear to find out a bit more about the model, Pete told me it has a one piece wing, major problem for me. Not to be put off to easily, I talked Pete into bringing the model down to London where we would be

staying with Fred and Peggy Chilton, just before catching the flight home.

After seeing the model, it was coming back to OZ somehow, but how. The first part was easy, by removing the engine and engine mount, the fuse fitted into the model box with 5mm to spare. Stab no problem, only one part left the 70" wing. My first thought was to cut the wing in two, wrap it in bubble wrap and carry it on. Pete thought this idea was a bit too drastic and suggested that I use all my personal charm and talk them round at the check in counter. We wrapped the wing in bubble wrap in the hope this would work, I also kept my Swiss Army knife complete with saw blade handy, thinking I could slice it in two at the airport if I had to.

I used all my personal charm on two very nice ladies at the check in desk and had a win, they didn't mind me carrying on a 70" object at all, but they did point out one small problem. If the staff on the plane objected, and refused to let me take it on board, it would be left behind, that was a risk I could not take. They advised me to just check it in with lots of fragile stickers on it, it will be OK they said.

With my son Peter living in Singapore, we planned a three day stop over there to say G/Day as well as breaking the trip. The wing came



out along with the model box all intact, no damage at all. Peter, when he saw the wing said gee dad, I don't like your chances of it being in one piece after the baggage handlers in Sydney are finished with it.

He was right; it was a sorry sight when it came out of the oversize tunnel. One tip broken off, damage to the main panel leading edge, as well as plenty of tissue damage. Still it was fixable and I promptly did this, maybe not quite as good as before it left London but good enough.

Pete Watson tells me that the model was most likely built in the late 70s or early 80s and thinks the last time it flew would have been in the late 80s or early 90s. I am sure Stafford would like to see it fly again, so on a Friday

morning at Richmond the sound of a Rossi 15 on pipe (29300 rpm) could be heard across the turf farms. I have flown it 5 or 6 times and intend to take the model to the Nat's, then maybe number 24 can rest in peace with Stafford.

Model specs

Wing	Span 70"	Chord 7.75"
Motor	Rossi 15 Mk2 on pipe	
Stab	Span 25"	Chord 5.25"
Monks timer		
Total weight	29ozs	

A Man called Brian

A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Brian"

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happened like that to Brian Sullivan, every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an

opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Brian Sullivan, he could do everything right."

Passenger: "Wow. Some guy then."

Cabbie: "He always knew the quickest way to go in traffic and avoid traffic

jams. Not like me, I always seem to get stuck in them. But Brian, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished, too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his darling widow."

THE THOUGHT FOR THE DAY

By Vin Morgan



Just because you can hold it in one hand it doesn't mean it is ready to fly

In modern aircraft the cost of the avionics is often as much or more than the cost of the airframe. All the stuff required for navigation, automatic flight control, weaponry (in the case of warplanes), communications and so on are just as important and cost as much or more than the actual aeroplane itself. In an F15E the avionics cost is 4 times as much as the airframe cost.

And now it is somewhat like this with model aeroplanes - even free flight models. In the case of FF models we probably look at construction time rather than money although purchased, well-made parts might be

better than ones hastily home made with limited facilities. Free flight models don't have sophisticated flight control but because they fly without intervention the various functions must be reproducible from flight to flight and work reliably.

To state the obvious, if the DT doesn't always work pretty soon you will lose the model - especially if it flies well and if the DT time is erratic you will be faced either with un-necessarily long retrieves or sub-max flights. If the motor cutoff is unreliable you lose because of overruns or short runs.

So even when the airframe is complete there is still a lot of work to do. Don't forget.

F1D: It's about Sheds and Caves

With many thanks to Stephen Kittel who took some excellent photos

by Tim Haywood-Brown



Early on the evening of 6 May 1937 the biggest passenger airship in the world caught fire and crashed in front of the world news media cameras. As the flames were extinguished, so was any hope that airships would ever be taken seriously for passenger routes again. By the end of WW2, as peace broke out, the silver giants of the sky were all gone.

Largely empty and almost forgotten were the huge empty buildings left behind as a memorial to this golden age. In the sleepy fields of Bedford in the UK, behind military security perimeters in California, at the Hindenburg crash site in Lakehurst, New Jersey and perhaps a dozen other sites including France and Brazil, these silent sentinels remained.

Now if you have ever come across Mark Thomson's books *Blokes and Sheds*, and *Stories from the Shed* you will understand that the shed has taken on a mythic and cultural importance for those inclined to retreat to a space where they can tinker with stuff and seek inner peace. So surely the gigantic wood and iron structures designed as homes for zeppelins and the like, must be the Ultimate in shed envy.

In an inspired moment, someone thought it might be fun to fly a model aeroplane inside one; and so the first Indoor World Championships were held in 1961 at Cardington.

But the link between sacred sites and indoor flying does not stop here.

As the world shrinks, social media invades and telecasts our every moment and the quarter acre block gets too small to even swing a cricket bat, the importance of a space to retreat to has become more and more important. In some circles this is known as 'the Man Cave'.

As the 2014 F1D World Championships approach it is both challenging and comforting to note that the venue will not be a shed... but the biggest man-made 'man cave' imaginable: The underground Salt Mine at Slanic, Romania.

I hope then I have created some mystery and intrigue around this part of the hobby. Because, it is here that I finally get to the point of this article, which is to give an update (a few notes from my own limited experience) of F1D trends and techniques. Hopefully also to challenge some myths and encourage modellers to give this branch of the hobby a go. Maybe even build something to bring to the 67th Nats where F1D and F1L (along with Peanut and Hanger Rat) are all scheduled indoor events.

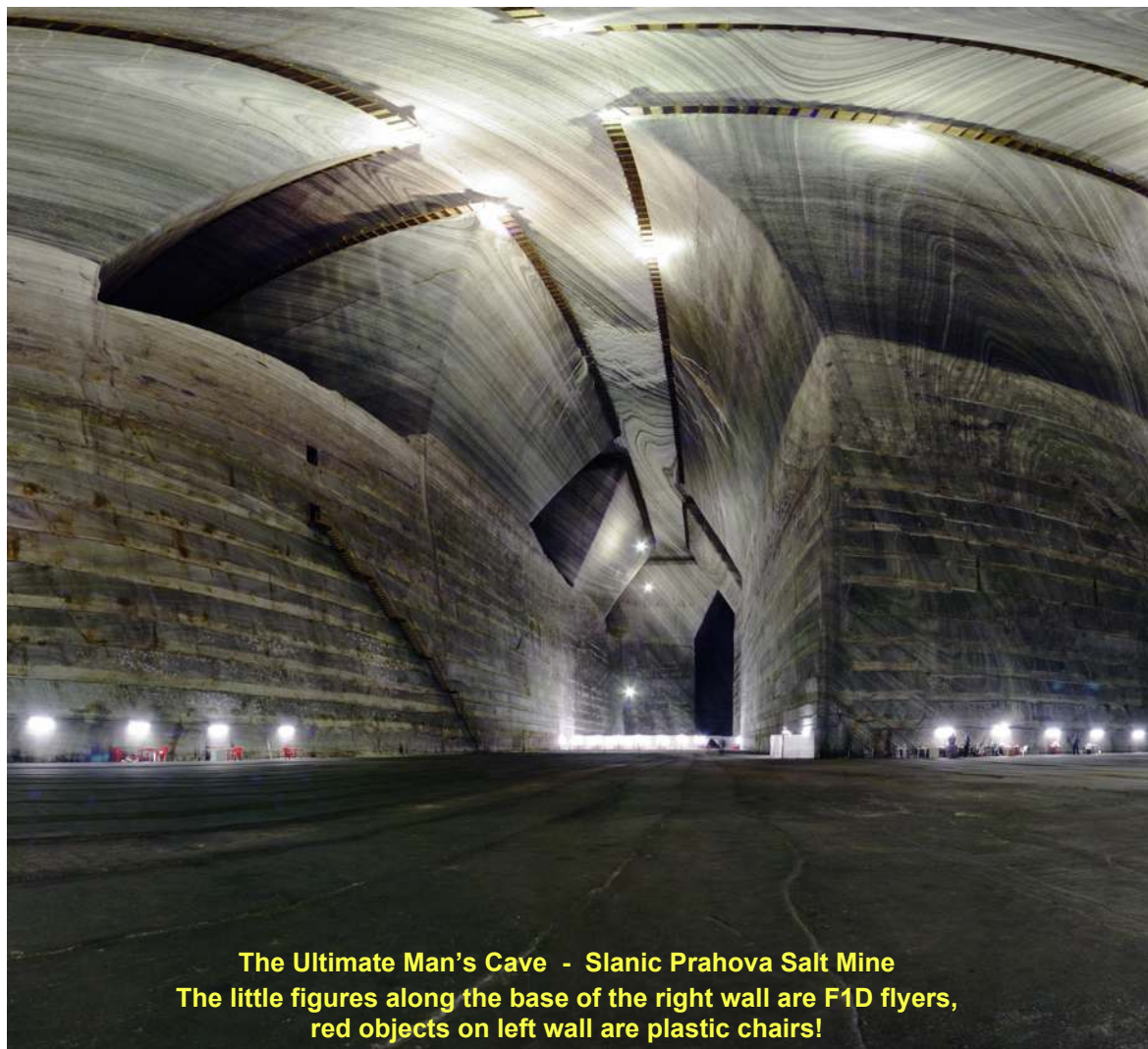
1. Despite the fun of discussing Sheds and 'Man Caves', any belief that this is a male-only domain is as wrong as it is in most fields. The multiple world junior title holder for the last several years is Gabriela

Kaplanova of the Czech Republic. She consistently flies 30 minute plus times and has beaten strong junior teams at each champs event from Romania, USA, GB and France. Her sister Klara flies in the senior category and is often a top ten level competitor.

2. A few years ago I visited Vin and Leigh Morgan. It was suggested to me that carbon might be a good material for F1D. No, no, no – I said – too heavy! Well, I think now that half of the next World Champs entries will have carbon hubs, prop outlines and wing posts. A very good description of how to make carbon prop outlines is available at the new online version of Indoor News and Views (indoornewsandviews.com). Most of these props are strong enough that they need no prop spar – which is both drag and weight saving. 2012 W/Chs colleague Max Newcombe is busy working on a set of carbon props as I write.

3. Carbon is not the only way. Several top flyers use sparless wood outline props using boron to provide the extra strength. And former world and Euro Champion Ivan Treger still uses conventional wood structure props (albeit with a pretty hi-tech carbon hub of his own design).

4. Rubber: Like the famous Pirelli batches of the distant past, the famous Tan 2 batches (5/99 etc) may be reaching their use-by date in the next couple of years. Good results, consistency and less



The Ultimate Man's Cave - Slanic Prahova Salt Mine
The little figures along the base of the right wall are F1D flyers,
red objects on left wall are plastic chairs!

6. Microfilm is too difficult and you can't get Y2K film. Correct. The days of pouring dozens of sheets with special formula solution are gone. Most flyers use 'OS Film' which can be bought on rolls from the US (hobbyspecialties.com). It's much easier to work with and seldom needs repairs.

7. Two of the most important bits of kit are a rubber stripper (Ray Harlan's is still available commercially at indoorspecialties.com) and an electronic scale that measures .001 grams. There is a Gem Scale available on the web at very low prices – and is pretty accurate as

motor breakages are being experienced by many flyers using recent SuperSport batches. In Belgrade in particular, the early Tan batches could be heard blowing up all day in the 40 degree heat. It is thought that it will come into it's comfort zone again however in the cold conditions of the salt mine.

5. The question is often asked about F1D being a dying art. For me, the numbers don't suggest this at all. Attendance at World Champs events has been steady over 50 years, with 30-40 senior entrants from about a dozen countries being typical. There have been periods – in the early years – where popularity of all free flight events boomed. Indoors, the UK has

suffered from the loss of it's key venue – Cardington – over recent years. Shed No.1 is now being renovated. Whether it will ever be used for indoor flying again is unknown. However they still have a very strong team. Argentina and Japan have renewed their interest in the World Champs and this event appears to be on the rise in some countries.

long as the batteries are kept fresh.

8. Nick Aikman (aka Green Man) is an excellent supplier of light wood, graded for thickness, grain and density (nickaikman@hotmail.com). With care, it is quite possible to find and cut spar wood of your own, but specialized equipment is needed to cut the 13 thou sheets of quarter grain used for motorsticks, and 9 thou or less for booms.

Well, I hope that has a few people thinking about indoor. The Team Trial for the Romania W/Chs will have happened on 24 November so there's a few of us anxiously sorting through our rubber right now looking for the best bits. I'm hoping also to attend the Nats and fly at the Wangaratta venue in F1D, F1L, Peanut, WangarRat etc. Feel free to contact me if you're building something in the last weeks before the Nats and find yourself short of some unobtainium. (Peter Lloyd also has Esaki and light sheet wood etc.) Hope to see you there.



Multiple Junior and Euro World Champ Gabriela Kaplanova
doesn't get too stressed between rounds. Dad Mikita and
sister Klara with author at Bgrade 2012.

Tim Hayward-Brown AUS 17083
tim.haywardbrown@gmail.com

The Secrets of the Black Arts

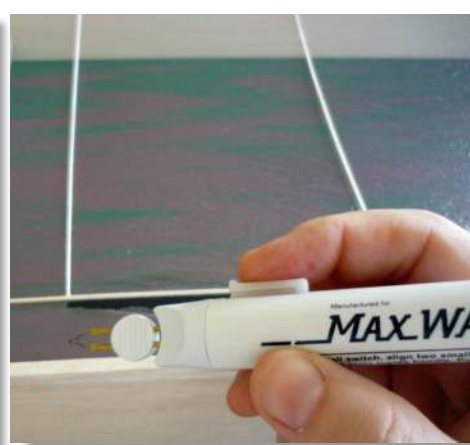
F1D Covering Techniques



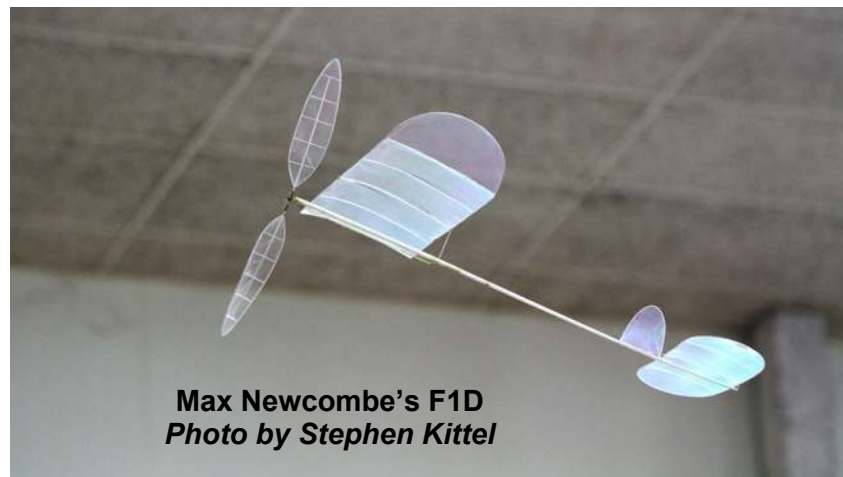
OS Film hammock with
upside down wing structure



Thin adhesive applied to edges



Hot wire used to cut film free



Max Newcombe's F1D
Photo by Stephen Kittel



The finished wing

RESULTS OF THE VICTORIAN STATE CHAMPS and F1D TEAM TRIALS

held on 24th November 2013

Competitor							Best 2 Flight Total
T. Hayward-Brown	7.22	4.21	1.26	9.15	12.00	12.00	24.00
S. O'Connor	7.46	4.43	8.47	10.53	10.02	-	20.55
R. Blackam	8.05	8.25	5.28	8.33	10.09	9.50	19.59
M. Newcombe	1.36	2.32	2.30	3.37	6.16	6.31	12.47
J. Fullarton	-	-	-	-	-	-	-

Schedule of Events to Select the Team for the 2015 World Free Flight Championships
The selection Period shall extend from 1st Dec 2013 to 30th Nov 2014

Event	Class	Date	Location
67th Nationals (F/F)	F1C	29 Dec 2013	Springhurst
	F1A	30 Dec 2013	Springhurst
	F1B	1 Jan 2014	Springhurst
Vic State Champs	F1A, F1B,F1C	8-10 Mar 2014	Springhurst
Qld State Champs	F1A	29 Mar 2014	Dalby
	F1C	12 Apr 2014	Dalby
	F1B	17 May 2014	Dalby
Qld Addit Event	F1A	23 Oct 2014	Dalby
	F1C	23 Oct 2014	Dalby
	F1B	24 Oct 2014	Dalby
NZ World Cup Event	F1A, F1B,F1C	23-24 Apr 2014	Narrandera
SC Cup	F1B	25 Apr 2014	Narrandera
	F1A, F1C	26 Apr 2014	Narrandera
AFFS Championships	F1B	29 Apr 2014	Narrandera
	F1A	30 Apr 2014	Narrandera
	F1C	30 Apr 2014	Narrandera
NSW State Champs	F1A, F1B, F1C	7-8 Jun 2014 (9 Jun reserve day)	Narrandera
WA State Champs	F1A, F1B,F1C	30 Jun-2 Jul	Meckering
WA Addit event	F1A, F1B,F1C	17Aug 2014	Meckering

One result from an overseas open international event may also be counted



The Soon To Be "Flying Pencils"

By Roy Summersby

The Flying Pencil has been on my list of things I must build for quite some time, now it's happening. At present there are two under construction, I guess the motivation was provided by Mike Glaister when he featured it in the VFFS mag Flypaper. Mike also drew the plan up to full size making it so much easier to build; thanks Mike. Peter Greenhill and I have both

Civvy Boy which I guess was the thing at the time.

From what I've read and heard, Alan flew it very well. Alan flew the model left- left, I will stick to what I know and fly mine right- right. Alan used for power an ETA 29 driving a 10X6 single blade prop. Mine will have a Dooling 29, a motor I have been keen to use for some time.

It is quite a large model having a span of 80" and a chord of 10.5". The wing and stab are straight

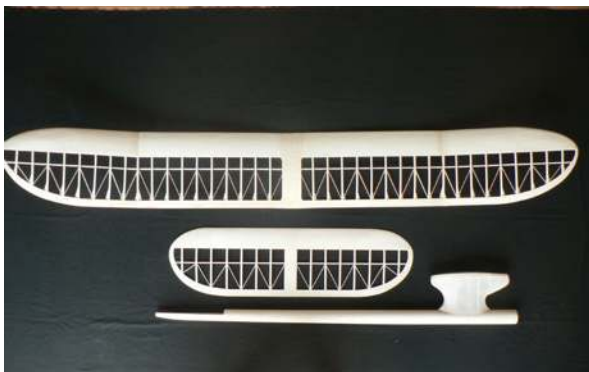
made a start on this Australian designed model flown by Alan King in the late 40s. The magazine plan I have is from Aircraft August 1950 along with a short article by Jim Fullarton.

It's quite a good looking model with its long fuselage, generous tailplane, and follows the lines of the American

forward to build as long as you don't mind a bit of work. I must say I do like the elliptical tips as they do stay how you build them, that is they don't wander all over the place as time goes by. The fuselage construction was, I think normal for the time if you wanted a round tapering one. I don't think there is a more complicated way to build a fuselage, not only that, I do not like planking, is it hard to do a good looking job and it's heavy, so I have found a new way. I did ask readers of FFDU for suggestions on alternative methods and I was pleased to get some responses. The method I have used I will leave for the readers to try and work out. The construction is entirely different, but the result is the same, a lovely round tapering fuselage just like Alan's.

Will these models be flying at the next National's, this I can't say, but they both should be finished and trimmed in plenty of time for the next AFFS champs.

Roy Summersby



And Peter Green Hill reports ...

I became interested in the Flying Pencil ten or more years ago and thought I would like to build it one day when more experience comes my way and I don't have to redraw a plan. Thanks Mike!

I started construction earlier this year with the wing tips. I wasn't happy with the way the wing tips had turned out on the Playboy Junior I was finishing at the time and thought laminated tips would be the way to go. One flying day Colin Collyer had a Satellite out at the free flight field and I noticed the wing tips were laminated around to include the trailing edge, and thought "Wow, they look good", so I copied that.

Tailplane

Laminated the tips and a plug in fin. The rib capping is a nice way to get a good even finish.

Wing

Built it in 2 parts and it's feeling like it will be 2 to 3 ozs extra. 4 inch long brass joiner tubes each side. 3.5 x 5 mm spruce top & bottom of tubes tapering to about mid center section.

Tips fully laminated LE to TE. Lots of well soaked 1.5 X 10 mm balsa strip and thinned yellow wood glue pinned down against a 6.5 mm template of the tip. I let them dry for about a month each

Under camber caved on the bottom

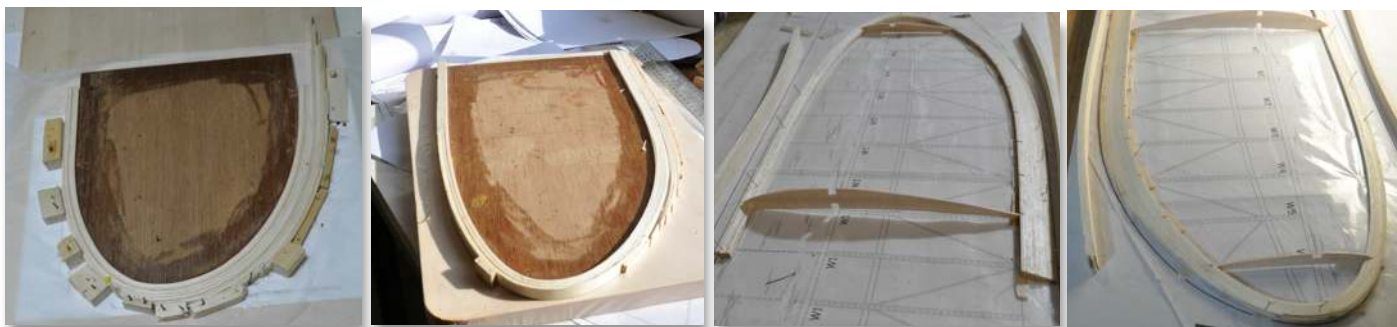
of the TE so its sitting at the right angle for meeting the rib.

I've laminated the tip's rear spar, 3 x 1.5 mm, to get the curve that it has. It came out great and seems to add to the stiffness that the wing has.

I am building the fuse as per the plan but will use a 1.5 mm rolled tube skin instead of the planking. I will use silk over tissue for covering the wings and under-sided on covering the fuse.

It will have to have a good surface finish so the high nitro fuel the Dooling .29 needs to run well won't destroy its covering. Taking suggestions on that one.

Peter Greenhill



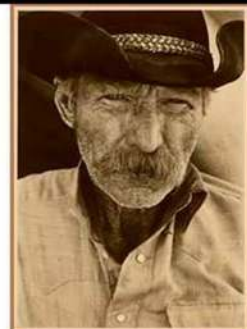
ED: Thanks for the tips, Peter!



"The problem with Internet quotes is that you can't always depend on their accuracy"

Abraham Lincoln

Here are the Five Rules for Men to Follow for a Happy Life that Russell J. Larsen had inscribed on his headstone in Logan, Utah. He died not knowing that he would someday win the....
"Coolest Headstone" contest..."



A COWBOY TOMBSTONE

FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE

1. It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust, and doesn't lie to you.
4. It's important to have a woman who is good in bed, and likes to be with you.
5. It's very, very important that these four women do not know each other or you could end up dead like me.

Model News, and Australian FF designs

report by George Car

'Model News' was an aeromodelling magazine published in Australia from 1957 until 1965, by Russ Hammond and Adrian Bryant. I came across it when I purchased a collection of model plane magazines from the estate of Barry Dent – there were a number of issues there, and very interesting reading, too. Since then, Bernie Smith loaned me some issues, and latterly Adrian Bryant has passed on quite a few issues that he still had from the publishing days. Needless to say, they are a great source of Australian modelling history of the period.

The Model News Project – I do plan to scan the issues of Model News which I have, and as they appear, make them available on the web (on the same site as the Aus FF plans collection). This would be in order to preserve the material, of course, and modellers may like to read them. This would be in a similar vein to that which Zoe Quilter and Colin Usher are doing for 'Aeromodeller' and 'Model Aircraft' magazines (if you are not familiar with this, search for the names, heaps of back issues to download).

Adrian has of course put the FF plans published in "Model News" into his collection, but there are some missing – most notably, there is the free plan of the Piper Cub, in the December, 1960 issue. In addition, there are issues of Model News I haven't seen at all, and would dearly love to (list appended). If anyone has any of the missing issues, or any plans, and happy to lend them, I would be delighted to borrow and return them.

The Plans project. Currently, there are about 400 from Adrian's plans collection on the web (<http://affp.droidfarmer.org/plans.php>), with another lot (up to plan 620) scanned and will be posted once I have sorted out some inconsistencies and errors on the plans database (these are with Adrian for checking). In addition, there are more plans that Adrian has been receiving and adding to the collection, hopefully these will be added to the database, scanned and posted on the web in 2014.

These plans are there as a record of Australian free flight designs, and many (most?) plans are unlikely to be of much interest for modellers to build, indeed some plans are of such poor quality/reproduction, they could not be built (but kept as a record). However, there are a number of Australian FF plans that have been tidied up and rendered full size plans (mostly as PDF that anyone interested could take to their local copy shop and have printed full size) and are available on the Outerzone web site. One series is the collection of Ham Hervey designs propagated by Bob Fripp, mentioned elsewhere in FFDU. In addition, there are a number of old favourites already on Outerzone (such as several of Jim Fullarton's designs, Ron



Cover of Issue 1, Volume 1 of Model News, which came out in Dec 1956-Jan 1957. The magazine was published until the mid 60s, when it became no longer viable to keep publishing. Overseas magazines were being sold in Australia for less than the postage cost within Australia.....



MN did of course record Australian modelling of the day, this issue announced Bond Bakers world champs Wakefield win in 1958.

Darr's 'Chloe' etc) submitted by various people (particularly the plans that were published in Aeromodeller, etc). I have submitted Adrian Bryant's "Golden Boomerang" recently, and expect to add more in due course. Hopefully, the availability of these plans will get more Australian designs built and flown.

Further, there is of course the marvellous work Mike Glaister has been doing, re-drawing plans, including many of the old favourite Australian designs, into CAD. Mike publishes these in "Fly Paper", the Victorian FF newsletter. As these appear monthly, there must be now be a very big collection of re-drawn plans available from Mike (michael.glaister@gmail.com).

If you have any of the Model News issues in the table, I would be delighted to borrow – or better yet, you may prefer to scan each page and send me the images (preferably as Tiff files, which even the low-cost printer/scanners do very well these days).

Issues of Model News wanted:

Vol. No.	Date	Vol. No.	Date
1 4	Jul-Aug 57	5 4	Aug 61
2 6	Dec 58	6 5	Oct 61
3 1	Jan 59	5 6	Dec 61
4 4	Aug 60	6 5	Feb 63 ?
5 2	Apr 61	9 4	Oct 65
5 3	Jun 61		

(? Indicates - unsure if issue was actually published)

**HELP WANTED
with this task!**

Contact George Car if you can help

Anyone have any information on the Japanese-made kit, offered by the Women's Mirror – pre WW2? Bob Fripp writes:

"My introduction to model building was when the long-forgotten 'Women's Mirror', published by the Bulletin, offered a kit for a flying model monoplane. It was the kind of thing I would love to see again. Extensively prefabricated, made in Japan in light fine-grained Paulownia wood, finished prop and ribs, it made up into a fine, consistent flyer. My father built it, fortunately, as it was well beyond me. If anyone has any information, plan or even a photo of it, I beg a copy."

Indeed, 'Paulownia' is a tree genus, of many species, native to south east Asia and of economic importance for its wood, "Paulownia wood is very light, fine-grained, soft, and warp-resistant and is used for chests, boxes, and clogs" according to Wikipedia, so almost certainly was the wood used in the Japanese kit – well remembered, Bob. It would be wonderful if any reader has more information regarding the kit. For Bob.

The correspondence with Bob was in regards to Ham Hervey. I was intrigued to see that many plans by Hervey were appearing on the Outerzone web site, rendered full size, of course, and wondered who was championing them. They were being sent to Outerzone by Bob, here is why:

"I am the guilty party, -ex- RC flyer who got started in building 'Central kits' models, donated by a maiden 'aunt', an old school friend of my mother, who came to visit us- too seldom, about once a year, from Melbourne, 150 miles away. Our nearest source of balsa etc was Bendigo, 50 miles away, our nearest newsagent was 7 miles away., where 'Aircraft' mag was on show, but, at one shilling, was out of the reach of a family on a drought-and-depression farm."

Thanks to Bob, there are now 34 H.E. Hervey plans on Outerzone, rendered full size, including his famous "Ariel",

published in Aeromodeller shortly after WW2. Indeed, there are 45 Hervey plans listed on Adrian Bryant's Australian FF Plans list (<http://affp.droidfarmer.org/plans.php>), which do not however include the "Ariel".

Hamilton "Ham" E. Hervey was a decorated RFC gunner and then pilot in WW1 (Military Cross and Bar), when he met Harry Shaw. After the war, Hervey came to Australia and joined the Shaw-Ross company as a pilot, in Melbourne, and also set up the gliding club in Victoria. It was Shaw who gave Hervey some balsa to investigate it as a possible model plane material, at a time when flying models in the UK and elsewhere were of birch, spruce, oiled silk and piano wire construction. Hervey recognised and exploited the potential and designed a model for a newspaper sponsored competition. This proved so successful that at times the whole staff of Shaw-Ross company was engaged in model plane kit production, often working till the small hours of the morning. This led Hervey to establish "Central Aircraft", which had some involvement in full size aircraft, but mostly produced model plane kits. This had a 'central' role in the establishment of model plane flying in Australia, he published dozens of designs as well as a related book. The story was written up in Airborne, no 54.

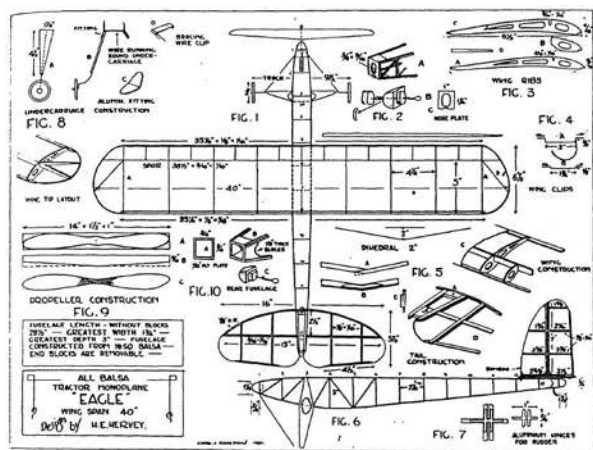
Hervey continued his involvement in full size gliding as well as Central Aircraft until he returned to the UK for a visit in 1936 – where he was offered a professional position to run the London Gliding Club, which he took up. In the UK he was known as "Tim" Hervey, and of course it was in this period that he designed the Ariel (which is why it is not listed in the Aus FF plans list). Hervey remained in the UK thereafter.

A remarkable and very talented man, Hervey is now best known in the world

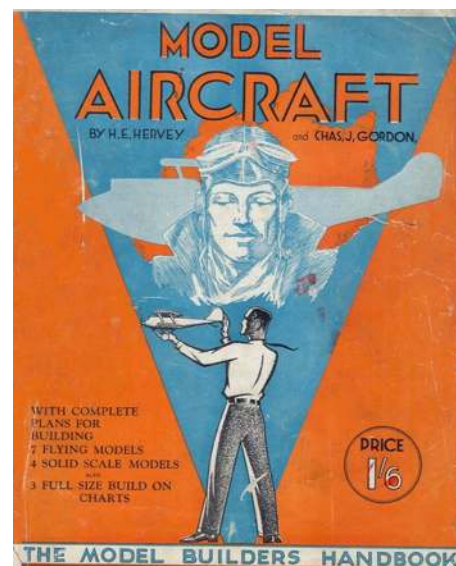
as the creator of exquisite miniature dioramas of birds, which fetch very high prices at auction.



(Image of an H.E. Hervey diorama taken from the web).



The Hervey "Eagle", a very successful 1931 competition model in Australia.



The Hervey book – does anyone have a copy that he is prepared to loan? – would dearly love to read it!

AFFS Member's Survey

It would certainly make my job a lot easier if I had some regular contributors who just needed a tap on the shoulder to remind them if nothing had been forthcoming. We are probably too small a community to have regular technical contributors, but at least each state should be able to nominate a person responsible for sending me regular competition reports including some photos.

So who would like to step up to the plate?

1. Do you like the current format of Free Flight Down Under?.....Yes/No
2. Would you like to change it?Yes/No
If so, in what way?.....
.....
3. What articles do you want to see in FFDU?
 - (a) Competition.....Yes/No
 - (b) Construction tips.....Yes/No
 - (c) Plans.....Yes/No
 - (d) Trimming tips.....Yes/No
 - (e) Electronic timer topics.....Yes/No
 - (f) Working with new construction products.....Yes/No
 - (g) Flying tips for F1A, B or C.....Yes/No
 - (h) Vintage discussions.....Yes/No
 - (i) Indoor topics and competition reports?.....Yes/No
4. Would you help on a regular basis?.....Yes/No
5. Would you help from time to time?.....Yes/No
6. What sort of report/s would you be willing to write?.....
.....
7. Would you write competition reports for your State?.....Yes/No

You can post me back of copy of this page duly filled out to:

The Editor, Free Flight Down Under
1 Rex Street
ASPLEY QLD 4034

or send the completed form to me at actrain@ozemail.com.au

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 the 66th 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.

But we do need trials because Mongolia will be hosting an Asian/Oceania competition in 2014. This is an event much like the European Championships and will have equal status.



BRISBANE FREE FLIGHT SOCIETY



MONTH	DATE	START	EVENT	LOCATION
February	Saturday 15 th	12pm – 4pm	Club meeting plus “show and tell”	John’s Place
	Sunday 23 rd	8am-1pm	Dale’s Fun and Friend’s day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
March	Sunday 9 th	8am-1pm	2 Minute Class models – “All in” Club Contest (3 flights)	Coominya
	Saturday 29 th	7am-12pm	F1A State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 30 th	7am-12pm	F1H State Champs (5 flights)	Dalby
April	Saturday 5 th	3pm-6pm	Indoor (IHLG/ICLG State Champs)	BSHS
	Saturday 12 th	7am-12pm	F1C State Champs (5 rounds + 2 for team selection)	Dalby
		1pm-4pm	Open Power (3 flights)	Dalby
	Sunday 13 th	7am-12pm	F1J State Champs (5 flights)	Dalby
	Friday 25 th –		Southern Cross and AFFS	Narrandera
May	Friday 2 nd		Southern Cross and AFFS	Narrandera
	Saturday 3 rd	3pm-6pm	Indoor (F1L/MiniStick/Delta Dart Club Events)	BSHS
	Saturday 17 th	7am-12pm	F1B State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 18 th	7am-12pm	F1G State Champs (5 flights)	Dalby
	Sunday 25 th	8am-1pm	Scale, HLG & CLG	Coominya
June	Saturday 7 th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 8 th	8am–12pm	P-30 (3 flights 120sec max)	Coominya
	Sunday 22 nd	8am–12pm	A1 Sailplane (3 flights)	Coominya
	Saturday 28 th	12pm – 4pm	AGM	John’s Place
July	Saturday 5 th	3pm-6pm	Indoor (P-18 State Champs)	BSHS
	Sunday 13 th	8am–12pm	100gm coupe (3 flights)	Coominya
	Sunday 27 th	8am - 1pm	Dale’s Fun and Friend’s day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
August	Saturday 2 nd	3pm-6pm	Indoor (Peanut Scale State Champs)	BSHS
	Sunday 10 th	8am–12pm	1/2A Power (3 flights)	Coominya
	Sunday 24 th	8am–12pm	QDP (3 flights)	Coominya
September	Saturday 6 th	3pm-6pm	Indoor (General Indoor Flying)	BSHS
	Sunday 7 th	8am–1pm	Col’s Vintage Rally	Coominya
	Sunday 21 st	8am–1pm	Combined % (3 flights)	Coominya
October	Sunday 5 th	8am-1pm	Vic Smeed and KKK	Coominya
	Thursday 23 rd	7am-2pm	F1A & F1C Team Selection Trial (7 rounds)	Dalby
	Friday 24 th	7am-2pm	F1B Team Selection Trial (7 rounds)	Dalby
	Saturday 25 th	7am-9am	LSq/100 (3 rounds)	Dalby
		9am-12pm	Open Rubber State Champs (3 flights – flyoff 7am Sun)	Dalby
November	Sunday 26 th	8am – 12pm	No Frills Wakefield (3 flights)	Dalby
	Sunday 2 nd	8am – 12pm	Frog rally and P-20 (3 flights 60sec)	Coominya
	Sunday 9 th	8am-12pm	Club reserve day (general flying)	Coominya
	Saturday 22 nd	12 noon	Xmas party and presentation	TBA

CONTACTS:

► John Lewis 3848 4280 ► Malcolm Campbell 3263 9339 ► Albert Fathers 0755 343490

2014 CALENDAR

New South Wales Free Flight Society

Contest & Fixture Calendar 2014

Date	Event	Venue	Time	C/D
Dec28-3/1	Nationals	Springhurst	See Nat's	Program
Jan 17	General Meeting	Harris Park	7:30pm	
Jan 19	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 9	State Champ, P30.+ Comb Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 23	Combined %	Richmond	7.00am --1.00pm	Tahn Stowe
Mar 1-2	Hunter Valley Champs	Muswellbrook		
Mar 8-10	Victorian State Champs	Springhurst		
Mar 16	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Mar 17-18	MAAA Conference			
Mar 21	General Meeting	Harris Park	7.30pm	
April 6	State Champs HLG/CG. Rocket Glider , Plus Combined Vintage	Richmond	7.00-1.00	Roy Summersby
April 23 to May 1	Kiwi Cup, Southern Cross Cup, AFFS Champs	Narrandera	See AFFS Program	SCC. T.B.A.
May 3-4	Veterans Gathering	Muswellbrook		
May 11	State Champs Scramble, Combined % , Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 16	General Meeting	Harris Park	7.30 pm	
May 25	P30, Diesel Duration, + Comb Open	Richmond	7:00am – 1:00pm	Terry Bond
June 7-8	NSW State Champs F1A,B,C	Narrandera	8.00am--3.00pm	Jim Christie
June 15	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 22	Russell Forth Scramble	Illawarra		
July 5-6	Scale Rally Weekend. Sun 6th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond	7.00am	Tahn Stowe Roy Summersby
July 18	General Meeting	Harris Park		
July 20	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 10	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Terry Bond
Aug 24	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Sep 7	½ Hour Scramble + Tomboy Mass Launch. Fuller Day, Stomper Dixielander, Zoot Suit. B-B-Q Lunch	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 19	Annual General Meeting	Harris Park	7:30 pm	
Sep 28	State Champs F1G,H,J Combined	Richmond	7.00am--1.00pm	Jim Christie
Oct 12	Diesel Duration, P30, HLG/CG	Richmond		Tahn Stowe
Oct 26	State Champs Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	Gary Pope
Nov 9	Combined % Multiple entries	Richmond	7.00am- 1.00pm	Roy Summersby
Nov 16	Mills Trophy Scramble	Illawarra		
Nov 21	General Meeting	Harris Park	7:30 pm	
Nov 30	F1G, H J,(Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 14	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	

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

Free Flight Multi-Trials Team Selection for 2013/14 period For selection of teams for the 2015 World Championships in F1A, F1B, F1C

1. Format

a. F1A, F1B, F1C Free Flight Team Selection is held in a multi-trials format.

b. Participants may fly in any number of the sanctioned contests as specified in the schedule. The period of the trials is from 1st December 2013 to 30th November 2014.

2. Scoring Method

In each contest the Participant's score will be the sum of the normal rounds taken in seconds (with a maximum of 180 seconds counted per round). In the event that the contest is flown to fewer rounds or to a reduced maximum no allowance or correction will be applied. In the event that the contest is flown to more rounds (for example a fourteen round contest), the scores of the first seven rounds only will be accepted.

Thus the maximum possible score per Participant per contest is 1260 seconds.

3. Classification

a. The sum of the Participant's best three scores over the trials period will be taken to determine their final placing in the Team Selection.

4. Resolution of Ties

In the event of a tie after the best three scores are taken the Participant's 4th best score will be taken, followed by their 5th best score if required and so on.

5. Schedule

a. Participants may count scores in the Australian National Championships and any Australian State Championships as well as any FAI-listed Open International events held in Australia (for example the AFFS Championships).

b. In addition certain special Trials events may be sanctioned by agreement of the AFFS for the purpose and must be gazetted in the normal ways at least six months prior to the date of the specific event.

c. Participants may submit scores obtained in FAI-listed Open International events in other countries during the trials period but may only include one of those scores in their final Team Selection result including tie breaks if any are required.

6. Postponements

a. In the event of postponement of a specific competition due to weather or other causes it is acceptable for the competition to be flown within the next few days without notice other than for those participants actually present; for example this may be on a scheduled reserve day.

b. If the competition is postponed or interrupted and it cannot be rescheduled within the next few days it may be rescheduled to a later date within the Trials Period. In the case of interrupted contests, rounds currently flown will stand and the competition will resume from the point at which it was stopped. In other words if three rounds have been flown the rescheduled contest will commence with round four.

c. For such rescheduled competitions a reduced notice is acceptable of 28 days. Participants will be notified directly by the CD if they have provided contact details as specified in para. **8b**.

d. If the competition is interrupted after one or more rounds have been completed and cannot be rescheduled, the number of rounds flown will be the final result (for team selection purposes) and no later additional rounds will be accepted (see Note a).

Note a. For the purpose of team selection three or more rounds will constitute a contest.

7. Change of Venue

In the event that a change of venue is required, organisers are expected to use all means at their disposal to advise potential competitors as soon as possible. No notification period is required.

8. Participation

a. Participants must be full members of an MAAA affiliated club in order to be eligible for Team Selection scores.

b. Participants who wish to enter a Team Trial event should notify the nominated CD of their interest and provide contact details (AUS number, email, postal address, telephone) so they can be kept informed of relevant issues, particularly the status of the event. This notification should be made no later than two weeks prior to the event. This is not a requirement for Team Selection eligibility.

c. Participants should forward results of relevant overseas World Cup events to the Secretary of the AFFS in order to ensure they are included in Team Selection results. These results must include detailed information of scores (e.g. round times achieved) to allow correction of scores to the 7 x 180 second format. Official results may be requested.

9. As soon as is practical after the end of the Trials period the Secretary of the AFFS will notify the Chairman of the Free Flight Technical Subcommittee of MAAA of the team places.

10. Contest Rules

This Selection Trials is governed by MAAA Procedure MOP024 which is available on the MAAA website: www.maaa.asn.au.

West Australian 2014 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
28 th Dec to 6 th Jan	67 th Australian nationals	Springhurst		
2 nd March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
16 th March	WAFFS Free Flight Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
13 th April	Open Rubber State Championships	Meckering	9.00 am	TBA
As above	SLOP State Championships	As above	9.00 am	TBA
25 th – 26 th April	Southern Cross Cup (TT)	Narandera		
27 th April 1 st May	AFFS Championships (TT)	Narandera		
4 th May	HLG/CLG State Championships	TBA	TBA	George Car – 6161 9381
As above	Power Scramble State Championships	TBA	TBA	George Car – 6161 9381
18 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	
31 st May – 2 nd 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	
22 nd 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	
6 th July	Open Power State Championships	Meckering	9.00 am	TBA
as above	F1B Crowley Cup	as above	as above	
as above	Combined Open / Free Flight Cup	as above	as above	
20 th 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 – 18 th 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	

Sorry WA, some late arrivals that chewed up unplanned space impacted on your calendar.

It will be printed in full in the March edition of FFDU.

Malcolm

And for those who like statistics, here's a final word on the 67th Nationals

Name	Events	# 1 st	# 2 nd	# 3 rd	Points	Pts/event	No. Maxes
Roy Summersby	7	1	3	1	27	3.9	13
Tahn Stowe	7	0	3	2	19	2.7	12
Albert Fathers	7	1	2	1	22	3.1	14
Malcolm Campbell	5	1	2	1	22	4.4	10
Terry Bond	5	2	0	1	22	4.4	21
Vin Morgan	4	1	2	1	22	5.5	19
Col Collyer	5	2	0	0	20	4.0	7
Harry Sokol	4	1	1	1	17	4.3	10
Jim Christie	4	1	1	1	17	4.3	11
Gary Odgers	3	1	0	1	12	4.0	4
Gary Pope	3	1	0	1	12	4.0	7
Peter Lloyd	2	1	0	1	12	6.0	3
Donna Gray	1	1	0	0	10	10.0	3
Kathy Burford	4	1	0	0	10	2.5	5
Richard Blackam	1	1	0	0	10	10.0	7
Matt Hannaford	5	1	0	0	10	2.0	6
Warren Leadbetter	1	1	0	0	10	10.0	0
Bruce Hoffmann	2	0	1	0	5	2.5	0
Gary Sunderland	1	0	1	0	5	5.0	0
Howard Gostelow	5	0	1	0	5	1.0	3
Josh Hannaford	1	0	1	0	5	5.0	3
Michael Towell	2	0	0	1	2	1.0	0
Fred Roberts	4	0	0	1	2	0.5	2
Leigh Morgan	3	0	0	1	2	0.7	6
Walter Bolliger	5	0	0	1	2	0.4	3
Brian Hammond	3	0	0	0	0	0.0	1
Des Slattery	6	0	0	0	0	0.0	3
Graham Maynard	2	0	0	0	0	0.0	1
Maris Dislers	1	0	0	0	0	0.0	0
Mark Poschkens	1	0	0	0	0	0.0	0
Michael Glaister	2	0	0	0	0	0.0	2
Sam Hannaford	1	0	0	0	0	0.0	1
Tim Hannaford	2	0	0	0	0	0.0	1

And a few familiar faces



My Parting Shots of the 67th Nationals



Des came to have fun. He did!



A playboy playing with his Playboy



Maryborough F/Fer Barry Frederickson with his electric stunter



Mickey Towell's dad Reggie won Vintage Stunt



No flies on Walter Bolliger!



Thanks Karen, we loved the cake!



Pyramid Power works, Gary won F1J!



Albert Fathers was off the ground more than once - 40 -



Be afraid Victoria, be very afraid. Here's Jimmie!