

FREE FLIGHT **DOWN UNDER**

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 49 NUMBER 2

WINTER 2017



**E36
WATT'S
STOPPING
YOU?**

**ALL MAJOR AUS
COMPETITION
REPORTS**

AFFS CHAMPS

SOUTHERN CROSS CUP

**DAVE ANDERSON
MEMORIAL CUP**

TUI CUP



FRONT COVER:

Jim Christie launches in Open Rubber at West Wyalong. Jim is NSW's oldest active flyer, and he still retrieves some pretty long flights. Jim is also the one to beat in Open Rubber and Vintage Rubber!

Free Flight Down Under June 2017

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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. Please keep photos separate and no smaller than 200 kb each.

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PRESIDENT'S REPORT



Another successful event has come and gone at Narrandera this year. The David Anderson Memorial and the AFFS Championships were completed. There was the additional bonus of the New Zealanders conducting the Tui Cup. This made for three World Cup events at the same site in rapid succession. Reports and results of these events appear in another part of FFDU.

Attendance at the events was about average for recent years and we were fortunate to experience very good weather. It was very pleasing to see was the strong contingent of flyers

from China who gave excellent competition to our best flyers. We were also fortunate to have our friends from New Zealand competing at our contests with very good results. There was a great deal of socialising among the groups and this was especially so at the excellent dinner held at the end of the contest at the Morundah Pub. This being a World Championship year explained the absence of European and American flyers.

I would like to thank Phil Mitchell and Noels for the great deal of preparatory work they did in making the event the success it was. It was also good to see Roy's work in promoting F1C among some of the younger flyers beginning to pay off with the emergence of real threats to Roy's dominance in the persons of Shayne McDonald and Shannon Tolmie both from Tamworth.

This year we decided to do some spot checking on the field of towline lengths and weights of rubber motors in F1B. All towlines were legal but two flyers were slightly overweight with their rubber motors and the only course of

action is disqualification. This is unfortunate but the rules are strictly applied at World Championships and team members need to be very accurate with model specifications. There is no wriggle room in the rules book the only outcomes being pass or fail.

For those who take an interest in rules, the results of the CIAM conference in April are published in SEN issue 2299. Some significant changes have been introduced on model specifications and contest procedures.

The AFFS Committee was re-elected without change at the AGM. I would like to thank all Committee members for their good work and look forward to a good year ahead.

Remember the Team Trials period begins on 1st December this year for a place in the Team to the USA World Championships in 2019. There is no change in format for the team selection. Get trials events planned early to allow sufficient notice as required by the MAAA MOP.

*Happy flying, Graham Maynard
President, AFFS*

FROM THE EDITOR



FFDU kept me busy this month, as I had to write the full report for all the big events at West Wyalong and Narrandera. Thankfully, variety came in with a few contributed articles, so I thank Paul Rossiter, Phil Letchford, Vin Morgan and Tim Haywood-Brown. People like this make the job a lot easier, although I still spend too much time in front of a computer or behind a camera.

Cheers, Malcolm Campbell

- FIRST AND FINAL NOTICE -

Have you paid your 2017 - 2018 AFFS subs? If not, no more Free Flight Down Under. I'm sure you enjoy reading what occurs in free flight clubs around the country. Our numbers are small and we need the support of Australian free fliers.

Please forward your \$30 subscription to our treasurer Albert Fathers

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Victorian State Championships 2017

Reports and photos by Vin Morgan

The 2017 Victorian State Championships for were flown on March 24, 25 and 26 on the Harrison property near Bridgewater on Loddon. This is the second time we have used the field, the first being the St. Champs last year. The field is good in a northerly wind as there are several km clear to the south but not so good if the wind is from the south or east because of trees beside the boundary roads. Of course the tree situation is not as bad as it looks – there is just a line of trees so overflying is safe – it just makes for timekeeping problems. Only one model was treed on the weekend and it was retrieved with only minor damage.

Friday. F1C, Open Rubber, P-30

A few days out from the competition the forecast for the whole weekend was good; light N to NE wind and just a small chance of rain on Saturday. By Thursday however, Willyweather was predicting 2.8 m/s from the NE on Friday morning. Not so good but in this case WW got it wrong and on arriving at the field at 0730 we were greeted by a very light southerly. We moved to the S end of the field.

Interestingly, although the ground-level drift was to the N, at around 100m altitude – the top of an F1C climb the drift was to the west. In the nice conditions there were maxouts in all three events - nine flyers out of thirteen maxing out. Terry Bond, Jim Christie and Sean O'Connor, were being ambitious and entered both Open Rubber and P-30 but they all stopped flying in one class when they dropped. Presumably they were keeping their options open.

As with the other FAI class events over the weekend, F1C was flown with no set round times. Only Roy Summersby and Mike Pettigrew flew. Terry Bond was on the field but elected not to fly F1C because of damaged models from his Lost Hills expedition a few weeks earlier. He did enter Open Rubber, P-30 and F1B (has he reverted to being a rubber guy?) Roy did his usual efficient job of putting away his full house of maxes early up. He then helped Mike who, being unhappy with some part of the model he had intended to use, had decided to take out a brand new, untested folder. Roy and Mike trimmed the model and then Mike followed Roy with five maxes.

Saturday. F1B, Combined Mini, Open Power



Mike Pettigrew launching geared folder. You can see that big propeller.



Jim Christie, deep in thought

First up however were flyoffs for F1C, OR and P-30. There was very little wind but it had rained in the night and there was still drizzle at the programmed flyoff time of 07:30. To add to the less than ideal conditions the drift was from the east toward the trees along Northlands Road. It was decided to do P-30 first as the small, mylar-covered models are relatively waterproof and might not get as far as the trees. Terry's didn't but Vin's and Leigh's got over the trees which was good in a way but made timing difficult. Leigh won – again.

Open Rubber was next. Sean O'Connor put up a nice flight of 4:49 with his vintage Allan Lim Joon Wakefield. Jim Christie didn't quite manage 4 minutes which seems a little down on his best performances while the hard luck story – or was it trying to use too much rubber – goes to Gary Odgers who had the motor bunch and jam early in the run stopping the prop at about 40s for a flight time of just 93 seconds. This is the second time Sean has won the Shaw Cup. Eighteen other flyers have won the Shaw Cup more than once but Sean's previous win



57 years between drinks - Sean O'Connor has the Shaw Cup again.

was in 1960 – 57 years ago! He must have been quite young!

By the time we got to F1C the rain had stopped, it was warming up and there was a bit of up and down air.

Roy was first away, Mike launched very soon after. Both models made excellent height – the height logged on Mike's altimeter as just over 120 metres. Mike's model settled quite quickly into a perfect glide in what appeared to be better air than Roy was experiencing. Both models passed over the trees 800 metres downwind still at a good height but Roy's model was by then a little lower than Mike's and that appeared to be sufficient for Roy's model to be upset a little by the tree turbulence whereas Mike's wasn't. Mike's model was still at a good height when Roy landed handing Mike the win for the second year running.

For the rest of the day's events we moved down to the south end of the field. Maxes seemed routine in F1B although Gary Odgers took a couple of flights of his classic balsa model to get going but around noon when big thermals were evident the accompanying down air caught Vin and Terry to leave Richard Blackam and Craig Hemsworth in a fly-off.

Roy put in a tidy 5 maxes with his F1J but the same model just failed to get 3 minutes in an additional 3

flights for Open Power. And it's got all that performance??

Sunday. Flyoffs, Combined Vintage

The light southerly and the trees along Addlem Road and the Calder Highway a bit further on didn't look good for the F1B flyoff so we moved a couple of km S and flew from the edge of Morses Road. Richard must have wound the tail up too much because he stalled down for not quite 3m. Craig got 5:13. I think he might have pressed the button in order to DT clear of the trees along Northlands Road.

Sean O'Connor brought out the Lim Joon again and put up three more maxes to take out Combined Vintage. Jim Christie flew his favourite Bilgri Unlimited and seemed to be well on the way towards three maxes with his early flights easily exceeding three minutes however his last flight saw a big trim change with the model doing a loop and not achieving much height. His timekeeper was heard to remark that no extra points would be awarded for aerobatics.

Roy flew his new Dream Weaver and was still looking for the perfect trim during his official flights. He took time out part-way through the competition to do further trimming and was certainly getting better 135 – 153 – 180 but the drops saw him come in third behind the two rubber models. Harry Sokol surprised by

planting his usually reliable model which circled the flight line at a low level before rolling into the ground not far from launch.

Overall a pleasant weekend with good flying weather. We didn't even have to stray from the Bridgewater Hotel for meals this year. It is nice being able to stroll across the road for dinner and then roll back. It was good to see the flyers from NSW who had done the longish drive down to attend. Albert and Craig are even further away so they flew into Melbourne and drove up from the airport.

Notable was the fairly successful retrieval of Craig Hemsworth's best Stephanchuk F1B from a tree. It had DTed down and was perched about 10m up. The last two tree-retrievals I have been involved in have both led to severe damage to the models so a fair bit of time and care was taken with this one. Fortunately we had several useful pieces of equipment; a 9m fibreglass pole usually used by the VFFS at indoor meetings, a Y-shaped fitting that, taped to the end of the pole allows the model to be lifted and Rob Harrison's tractor which has a lifting arm that raise a pallet some 4m above the ground. By standing on the pallet the model could be reached using solid sections of the pole, lifted out of the tree and safely lowered to its owner.



Roy Summersby's new OT-powered Dream Weaver



Harry's 1/2A Viking was in a nice piece of air at considerable height having failed to DT (servo jammed). The impact of the eagle attack unjammed the DT and the model came down. Harry was going to repair the eagle damage but later thoughts were to hang it on the wall as it is.



Special tool 180, it attaches to pole for tree retrieval

Vin Morgan

F1A and F1B QUEENSLAND STATE CHAMPIONSHIPS**8 and 9 April 2017****DALBY***Report by Malcolm Campbell***Albert Fathers led the way from Round 1****Malcolm Campbell followed, the gap stayed at 2 secs****Saturday F1A**

In the week before the event Dalby was getting light winds early in the morning increasing quickly to 7 m/sec mid-morning. Wind direction would take models across the main road by 10 am, and that direction was straight over the mature cotton crop! A decision as to where to fly from was made on the Saturday morning. There were two options – fly from the grass alongside the clubhouse, bordered on three sides by cotton or fly from flat dirt with minimal stubble further south east and well away from the cotton and the main road. The majority favoured flying from grass. The first round was set at 4 minutes with the remaining 4 rounds being 3 minutes each.

Malcolm Campbell and Albert Fathers wasted no time getting their first flights away; Malcolm's pulling a bit left on launch but appearing not to lose any height over it. Albert's launch was higher but the model dropped in the first circuit before settling down and riding the buoyant air. It looked like he'd make the 4 minutes but he didn't, settling into the cotton bushes after 3 mins 24 seconds. Malcolm's flight landed after 3 mins 22 seconds – this margin would decide the winner.

Ben Lewis got a reasonable launch but his model DT'ed prematurely after a couple of minutes (wrong scroll). Father John was also down in around two minutes after failing to find helpful air. Van Richards-Smith was sorting an untrimmed model and his first round score was less than two minutes.

Before round 2 started it was decided to fly in flights to avoid both crossing the road and to try and beat the winds, predicted to build by mid-morning. The cotton crop extended 1 km to the road and 2 km north and this was the downwind direction, making retrievals difficult, particularly where the tractor tracks were still full of water.

By 9 am two flights had been made by all and Malcolm and Albert had put up their third flights, both maxing from good height for both their second and third flights. There was by now a breeze of around 4 – 5 m/sec with quieter spells, lower than the 6.5 m/sec prediction for this time. Both Ben and John managed a max each on their third flights whereas Van improved but was still a long way behind.

By 9.30 am Albert had got his 4th flight away, getting exceptional height when he was nearly caught out

by a sudden gust as he pulled his model around to launch. The resulting acceleration gave him his best launch of the day. To avoid crossing the main road, Malcolm sat out a spell when the winds were cresting 7 m/sec, getting away a good launch when things dropped back to about 5 m/sec. Albert had DT'ed high to land on the grass verge between the main road and the power lines – a lucky escape. Malcolm was in stronger winds and the model was very high making judging distance difficult. His decision to RDT at 2:58 proved wise as his model landed 50 metres past the highway in the adjoining paddock.

As there was no chance in catching up, John, Ben and Van decided not to put in their 4th flights, and Albert and Malcolm wisely agreed to call it quits at this stage. So Albert won with a 2 second margin over Malcolm, this margin being established in his first flight. Ben was in 3rd spot.

Sunday F1B

F1A flyers knew their day would have problems weather-wise but F1B flyers were expecting near perfect weather so they were surprised to find 2 -3 m/sec before 7am with wind taking the models over the cotton

towards the main road. The decision was made to fly 5 flights of 3 minutes.

John Lewis was away first to max but Ben Lewis's model stalled down in just over 2 minutes. Craig Hemsworth flew one of his older models and, after an impressive climb, found bad air to miss out on a max by the smallest of margins with a score of 179.45 sec. Van and Ron also dropped their first flight in the cold lift-less conditions. Ben and Craig maxed their second flights but it was John's turn to fall victim to the tricky conditions, his model stalling

down. Van Richards-Smith and Ron Munden also failed to max.

A slight change in wind direction meant most models were now narrowly avoiding the cotton crop but winds of 4 – 5 m/sec were taking maxing models within 100 metres of the main road. Slow DT descents were not advisable. Van tried one and the resulting 5 minute flight put him on the other side of the highway.

By 11 am the wind had become very light and variable with abundant strong lift available. so many maxed their fourth flights. Van, John and Ben all maxed their final flights in the

ideal conditions. Ron managed to get his hand in the way and removed one of his propeller blades during launch. The model virtually self-destructed before it hit the ground then death rolled around the grass leaving a trail of broken balsa and tissue.

Craig's last launch looked as good as any he had done throughout the day and his model gained reasonable height, but not as much as his previous flights. It came down to 50 feet quite quickly then hung on to record a two min 30 sec flight, sufficient to give him first place, with John and Ben not far behind.



F1A Results

Posn	Name	Round 1	Flight 2	Flight 3	Flight 4	Total
1	Albert Fathers	204	180	180	180	744
2	Malcolm Campbell	202	180	180	180	742
3	Ben Lewis	140	142	180	DNF	462
4	John Lewis	130	108	180	DNF	418
5	Van Richard-Smith	101	78	91	DNF	270

F1B Results

	Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
1	Craig Hemsworth	179	180	180	180	152	871
2	John Lewis	180	138	180	180	180	858
3	Ben Lewis	127	180	180	180	180	847
4	Van Richard-Smith	137	135	180	105	180	737
5	Ron Munden	97	58	85	180	crashed	420

The Southern Cross Cup West Wyalong

1 and 2 May 2017



Report by Malcolm Campbell
Photos by Malcolm Campbell and Percy Wright

Only 6 Queenslanders drove down for the two major free flight events on the calendar – the Southern Cross Cup (a World Cup event) at West Wyalong and the DAM, AFFS and Tui events at Narrandera (3 World Cup events). The weather looked good, very good. So Albert Fathers and Elly, Graham Maynard and Des Slattery and Kathy Burford and I drove south, most leaving on 29 April, stopping overnight at Gilgandra.

Kathy and I booked in at the Mayfair Motel in West Wyalong and did our food shopping and had a pie for lunch before heading out Sunday afternoon to sort out some models and catch up with our southern friends and the contingent of Chinese visitors. Being a World Champs year, there were no other OS visitors. Jan and Dave

Thomas offered their services once again as CDs for the weekend.

SOUTHERN CROSS CUP at West Wyalong

SATURDAY Open Power and F1B

F1B: Vin Morgan was first F1B away in a very light easterly, recording an easy max. Gary Goodwin had a flat launch but still managed a 4 minute flight, joining Yuan Gao, Terry Bond and Vin who also maxed the 4 minute round. Graham Maynard's model failed to climb, so no max for him. Paul Rossiter used the first round to re-trim his model, the climb trim robbing him of a 4 minute max.

Vin's second flight stayed low for the first part of the climb but settled down to max. By 9.30 am the winds varied between 4 and 5 m/sec, so

retrieval times increased. Paul Rossiter's prop start problems hounded him in later rounds and he only achieved two maxes, topping that off by landing in the top branch of a tall tree near the clubhouse. Gary Goodwin, a ladder and a pole safely retrieved it later in the day. Vin dropped 2 seconds in R3 but really dropped out of the race in R4 when his model rotated in his grip on launch. Terry Bond failed to get good scores in R4 and 5. It was perhaps in R5 that Terry perched his plane high in a tree, and it remained there until the next day when a man with a cherry picker daintily removed it from its perch.

So there were just 2 in the fly-off- Gary Goodwin and Yuan Gao. This was flown the next morning in light drift towards the club house. Yuan



Vin Morgan F1B



Gary Goodwin F1B



Yuan Gao F1B



Terry Bond F1B



Paul Rossiter F1B



Graham Maynard F1B



Gary Pope Open Power



Roy Summersby Open Power



Bruce Hao Open Power



Des Slattery Open Power

Gao confidently wound first and launched quickly gaining great height. He was clocked off at 5:37 beyond/over the trees beyond the clubhouse. Gary launched second to record an excellent time of 5:10. Both were beyond the trees.

Open Power: Bruce Hao flew his F1J in Open Power, his poor glide preventing a max for him. On the contrary, Gary Pope lost a lot of height with his first launch but the model simply hung on to max. Gary's second flight was thrown left, with the model climbing past vertical, the bunt failing to fully right it, rewarding him with a 2:23 flight. Lucky for Gary, he maxed his final flight. Before that Roy looked good for a win until he recorded 2:19 in his last flight, so Gary won Open Power, by 4 seconds!

Bruce persevered with his little F1J but couldn't get the three minutes, although his flights were always entertaining. Des Slattery tried the vertical F1C style launch to good effect, but not in his first two flights, one DT'ing at the top of a great climb. He made up for this in his last flight, with the model recording over 8 minutes, landing 2.5 km and 3 paddocks away. I accompanied him on a lengthy retrieve.

SUNDAY F1A, F1C and Open Rubber

As winds increased during the F1B fly-off, the flight line was wisely relocated to the northern boundary. Four flew in F1A and five in F1C.

F1A: Matt Hannaford started the proceedings with an excellent 4 min max with the ex-Ted Burfein/ex-



Kathy launches Malcolm's F1A



Albert, Ted and Matt F1A



Liu Zichen F1A



Matt gets advice from The Master



Yuan Gao, the Kit Kat Man



Shake it out Terry F1C



Xin Pu Sheng F1C



Ji Ao F1C



Gary Pope F1C

Albert Fathers Li'l AL model that had been extensively rehabilitated by Vin Morgan. He landed in front of the trees beyond the clubhouse. I went soon after in buoyant air to DT at 4 minutes, alongside the tennis court. Coming back I saw Bruce Hao's little black quadcopter flying diligently south and never varying its path. I

watched it for over 5 minutes until it went OOS. Flown from his phone, it had lost contact. Albert Fathers went next but didn't max. He tried several models on the day but he was only happy with one. Poor Liu Zichen planted his model hard, breaking the boom, when it bunted on the line. He

flew his reserve with moderate success.

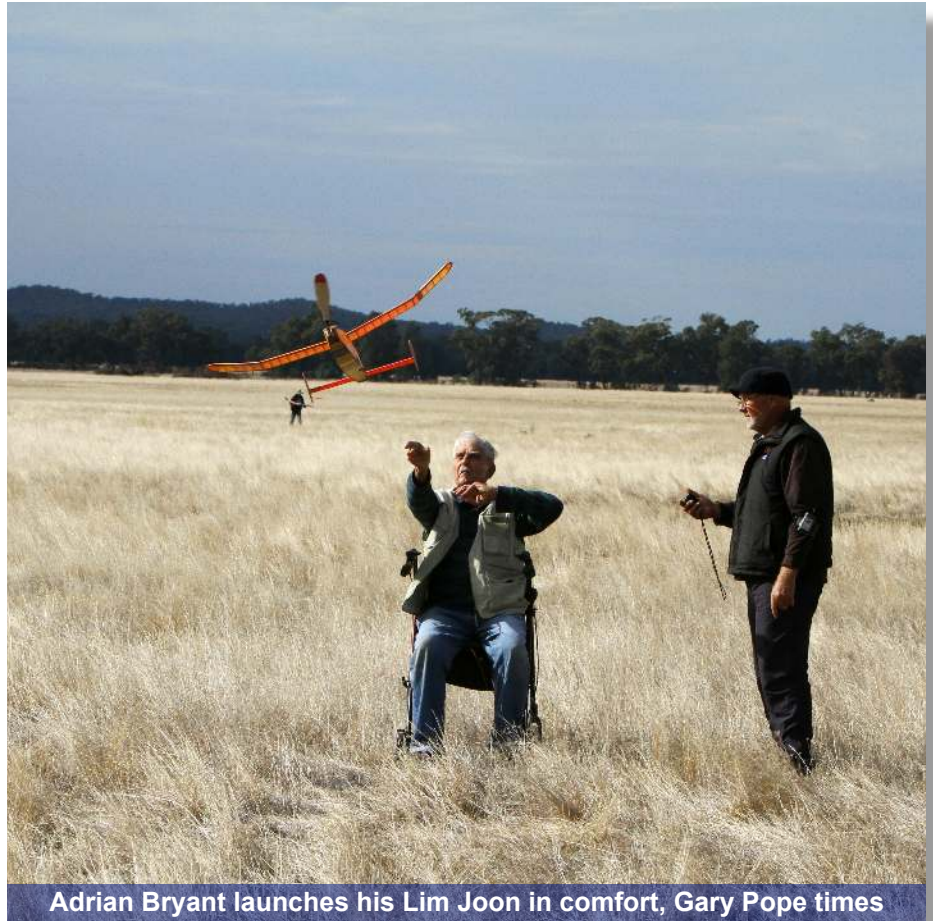
The wind shifted westerly by R2 so we were flying down the paddock. R1 was 2 m/sec and for R2 it rose to 4 m/sec, so the wind-shift was welcomed. My model landed alongside the dam in that round. Winds continued to increase in the

final 3 rounds, varying between 4 and 6 m/sec, so we had a few long walks. Matt Hannaford put his model up a tree in the final round. Expecting a climb, it fell out undamaged just as he arrived on the scene. In the end, I had maxed out and Matt had dropped only one round to finish 25 seconds behind with Albert Fathers third.



Roy Summesrby F1C

F1C: As expected, the Chinese were a big threat in F1C. This year they brought a promising 17 year old, Ji Ao. Xin Pu Sheng, fresh from his Max Men USA win, was the main threat for the Aussie trio of Roy, Terry and Gary. Terry had a few scares with wings unfolding incorrectly – thanks to his RDT, damage wasn't severe, although R4 ended his chances, big time. Roy too had the yips in R4, dropping to third place when he recorded a 2:31 flight. Gary Pope maxed out with Xin Pu Sheng, their fly-off being



Adrian Bryant launches his Lim Joon in comfort, Gary Pope times

Wednesday morning, with a 1.3 degree wind chill. Gary launched first and his model DT'ed at the top – down in 27 seconds! Xin Pu put up a good launch, DT'ing to be down in 69 seconds. No long retrieves for the F1C flyers!

Open Rubber: This promised to be a battle of the older people, although Leigh Morgan, Gary Goodwin and Paul Rossiter were also in it. Adrian did his customary one flight, launching from the comfort of his chair. Unfortunately, after a

reasonable climb, his model developed an increasing stall to land prop first with a thud, destroying the fuse up to the LE. Paul Rossiter put his F1B away after a poor first flight. So it was down to Des, Jim and Leigh to put on a good show, and they did. Jim and Leigh maxed out and, this year, it was Jim's turn for a long retrieve. He apparently wore out his timer in the previous day's practice so it stopped in the final flight. The model was last seen at 10 minutes. Not to be outdone, Des's timer also failed but his model landed soon after



1. Jim Christie Op. Rubber



2. Leigh Morgan Op. Rubber



3. Des Slattery Op. Rubber



Elly, Adrian and Maisy



Jan and Dave Thomas CDs



Malcolm Campbell Photographer



Multi-talented Kit Kat Man



Yuan Gao cooks kebabs for all



Pizzas by Mattoni Hannaford

its max. Not so Jim's – he drove to the far NE boundary and went missing for quite some time; so long that Vin and Leigh went looking for him. He returned with his model some time later looking rather tired.

The following morning gentleman Jim made amends from last year to beat Leigh in the fly-off.

Pizza for tea: A large gathering enjoyed a social gathering around a roaring fire behind the clubhouse. It was a cool and windy night but everyone had fun, except for me.

I took a tumble behind the brick BBQ and came up looking like I'd been in a fight. Grazes, gouges and lots of blood, but my camera was saved. Took a nasty crack to the head but the shin was my main worry. Anyway, I look a lot better now but I'm still healing.

Yuan Gao showed more of his talents by cooking lamb kebabs seasoned with various flavours on his mini BBQ. These were a great entrée to the excellent pizzas assembled by Matt and Di, and cooked to perfection by Matt. Next time I must get upwind of

the open fire – my clothes had a delightful bush fire aroma which lingered on, until they were washed. When we got home.

The F1C and Open Rubber fly-offs were held on Wednesday. Kathy and I didn't go out as I was still a bit sore, so I missed receiving the SCC for F1A. Instead, we leisurely packed up and left for Narrandera around 10 am. It's great that the two locations are so close. Two hours later, at Narrandera, we unpacked into our room at the caravan park and put our feet up until dinner.



Part of the happy throng at the Pizza Night



SOUTHERN CROSS CUP RESULTS



Date 1-May-2017

Class **F1B**

Family Name	Given Name	R1	R2	R3	R4	R5	FO	TOTAL	Posn
Gao	Yuan	240	180	180	180	180	337	1297	1
Goodwin	Gary	240	180	180	180	180	310	1270	2
Morgan	Vin	240	180	178	111	180		889	3
Bond	Terry	240	180	180	133	149		882	4
Rossiter	Paul	179	180	72	133	180		744	5
Maynard	Graham	130	145	180	178	0		633	6

Date 1-May-2017

Class **Open Power**

Family Name	Given Name	R1	R2	R3	R4	R5	FO	TOTAL	Posn
Pope	Gary	180	143	180				503	1
Summersby	Roy	180	180	139				499	2
Hao	Bruce	105	158	162				425	3
Slattery	Des	49	14	180				243	4

Date 2-May-2017

Class **F1A**

Family Name	Given Name	R1	R2	R3	R4	R5	FO	TOTAL	Posn
Campbell	Malcolm	240	180	180	180	180		960	1
Hannafor	Matt	240	180	180	155	180		935	2
Fathers	Albert	190	123	180	103	132		728	3
Liu	Zichen	61	109	180	129	180		659	4

Date 2-May-2017

Class **F1C**

Family Name	Given Name	R1	R2	R3	R4	R5	FO	TOTAL	Posn
Sheng	Xinpu	240	180	180	180	180	69	1029	1
Pope	Gary	240	180	180	180	180	27	987	2
Summersby	Roy	240	180	180	151	180		931	3
Bond	Terry	240	180	180	37	180		817	4
Ao	Ji	41	180	180	154	180		735	5

Date 2-May-2017

Class **Open Rubber**

Family Name	Given Name	R1	R2	R3	R4	R5	FO	TOTAL	Posn
Christie	Jim	180	180	180			255	795	1
Morgan	Leigh	180	180	180			195	735	2
Slattery	Des	180	173	180				533	3
Goodwin	Gary	123	180	125				428	4
Rossiter	Paul	131						131	5
Bryant	Adrian	90						90	6

Dave Anderson Memorial

**4 - 6 May 2017
Narrandera**

Photos and report Malcolm Campbell

THURSDAY David Anderson Memorial F1A and F1C

It was a cool and pleasant morning for day 1, with winds at 2 m/sec. While the grass was about waist high in places, it was not too thick and easy to get through when retrieving, although circle towers had to be careful with their lines, and footing. Fortunately most areas were less than a foot high. A flight line was established in the shortest grass which was very green from earlier rain. Hoof prints were a problem on some retrieves.

F1A: Amazingly, only 4 of the 9 entrants made the 4 minutes in the first round, in ideal conditions. My score was the worst of the bunch, thanks to a pretty ordinary launch. Ted Burfein returned to competition after many years absence. He was a bit rusty but enjoying it.

R2 saw the winds a bit stronger, but still only 3 m/sec. Albert pulled through lift to miss the 3 minutes. Six made it, and Matt had a shocker. Ted had two attempts to launch and recorded a zero score. There was a bit more breeze for R3 but only 4 maxed. I was the worst of the bunch picking very bad air.

Winds were a little stronger in R4 and Phil Mitchell kindly marked the air upwind that spiked a mass launch with everyone maxing. There was another wind-shift for the final round and havoc prevailed. Why? Antony Koerbin failed to unlatch in good air,

his model with line attached crossing the flight line with Antony in hot pursuit. Albert towed up without delay, snagging Antony's line and so pulling his own model into the ground. The kind gesture enabled Antony to catch up with his line to max. As the dust settled from Albert's prang, I towed up in some clear space to record a great max. Undamaged, Albert towed up to record a max, as did all flyers in the round. Actually Craig King had snagged his line but the lift was so strong he stopped trying to untangle it and just went with whatever line he had out! Unlucky Matt Hannaford broke his boom when his model flat-spun in on DT.

Antony and Phil then faced off the next morning, both getting good launches, Antony launching first and Phil's launch being visually higher.

They flew in the same air and there was only 21 seconds between their times when it was all over, with Phil recording a 6:23 flight.

F1C: The day seemed to suit F1C and there was a strong Aussie presence flying against the two Chinese visitors. Shayne McDonald was the standout performer. Gary Pope had real problems in the first 4 rounds and in R2 Roy Summersby's wings failed to unfold and the RDT didn't work, so the harsh landing caused major damage to the wings – Roy reached for another model. Shannon Tolmie went one better. His timer failed to start and the climb was perfect and very high when it transitioned into a steep dive to the ground. The timer was working again after the impact – the rest of the model needed some repairs! Terry Bond was still in there after 4 rounds



Phil Mitchell launches in F1A



Shayne McDonald in F1C



Gary Pope and Shannon Tolmie

Roy Summersby 2nd in F1C fly-off

but in R5 he fortunately noticed the stab mount was broken at the bottom of the post. His reserve model had wing release problems, so he had to DT it early.

By then the cream had risen to the top, with Roy and Shayne facing off against Xin Pu and junior flyer Ji Ao. In the fly-off Roy and Shayne got away early, both bunting off at good height in calm weather. The two Chinese flyers waited until the last 5 minutes, and then Ji had starting problems, taking about 3 minutes to get airborne. Xin Pu then tried to get his started – he too had problems. His launch was made with 25 seconds to spare! Roy's model was clocked off at 5:43 OOS and Xin Pu's was clocked

Xin Pu Sheng 1st in F1C fly-off

off at 7:21. Shayne McDonald got 5:18 and Ji Ao 4:58, so it was an exciting fly-off.

FRIDAY D.A.M. F1B

There were 9 in F1B and in R1 there was a light easterly breeze. Six got the 4 minutes with Graham Maynard scoring low after a flat launch. Kiwis Paul Lagan and Dave Ackery both dropped, Dave by only 17 seconds. The winds increased for the remaining rounds so retrieves were as far as 1.5 km out. There was good lift about and many spectacular mass launches. Terry and Richard bot had a poor round, dropping well down. Graham's final flight fell out of the sky and Paul Lagan retired after R3. So there were 3 in the fly-off, two Mexicans and a Sandgroper. Vin had an obvious advantage – he had a brilliant red flasher that allowed his model to be seen to the ground, even without binos! It was dead calm on the ground and perhaps 1 – 2m/sec up high. Vin launched first for a 6:04 score. Craig followed but launched slightly left to be rewarded with a time of 5:43. Paul was last to walk out after breaking one motor, having connection problems with his second motor and being left with a mushy motor for the flight. His motor run was 50 secs but he still made 5:42, so it really was an exciting fly-off.

Vin Morgan 1st in F1B fly-offCraig Hemsworth 2nd in F1B fly-offPaul Rossiter 3rd in F1B fly-off



DAVE ANDERSON MEMORIAL RESULTS 2017

DAVE ANDERSON MEMORIAL 4 to 6 May 2017

RESULTS

F1A

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	240	180	180	180	180	960	383	1
Antony KOERBIN	240	180	180	180	180	960	362	2
Albert FATHERS	240	147	180	180	180	927		3
Zichen LIU (Junior)	240	180	144	180	180	924		4
Craig KING	195	180	180	180	180	915		5
Rob WALLACE	186	180	116	180	180	842		6
Malcolm CAMPBELL	118	180	108	180	180	766		7
Matt HANNAFORD	225	49	142	180	91	687		8
Ted BURFEIN	137	0	180	180	180	677		9

F1B

Vin MORGAN	240	180	180	180	180	960	364	1
Craig HEMSWORTH	240	180	180	180	180	960	356	2
Paul ROSSITER	240	180	180	180	180	960	342	3
David ACKERY	223	180	180	180	175	938		4
Yuan GAO	240	180	149	180	180	929		5
Richard BLACKAM	240	180	135	180	180	915		6
Terry BOND	240	180	180	137	0	737		7
Graham MAYNARD	101	180	180	180	88	729		8
Paul LAGAN	151	180	180	0	0	511		9

F1C

Xinpu SHENG	240	180	180	180	180	960	441	1
Roy SUMMERSBY	240	180	180	180	180	960	343	2
Shane McDONALD	240	180	180	180	180	960	318	3
Ji AO (Junior)	240	180	180	180	180	960	298	4
Terry BOND	240	180	180	180	27	807		5
Gary POPE	137	108	138	129	180	692		6
Shannon TOLMIE	240	153	0	0	0	393		7

The AFFS Championships

6 - 10 May 2017
Narrandera



SATURDAY 6 May

Combined Open %: You expect a mixture in this event, and we got that – a P30, and OR model, two F1Bs and 3 F1Js. The result was a surprise. Winds were light for those who flew early but they gradually increased during the day, still staying below 5 m/sec. As expected the bigger rubber models did well in their flights, even Terry's little P30 excelled. The return of Dave Shackelford to free flight was welcome and he surprised all with his Cox powered Orbiter, an old style ½A, maxing out in 3 easy flights. Dave's model had a perfect power pattern and a super slow glide. It was noticed. Only four contested the fly-off. Phil was a hot favourite when he brought out a big F1A, although Vin and Paul's F1Bs were challenging for the first place. In the end, Terry's "David", his little P30, upstaged the big boys with its long motor run to finish ahead of

Phil (who got the height) and Paul Rossiter.

The Minis: I hate having to write a report from the scorecard but Kathy and I were both flying F1H, and the winds were light for Kathy (she doesn't like light days) and I was attempting to fly my cranky F1H. So we were busy, although I did get some photos. Phil did well to be the only one to max out so the "high time" wasn't needed. Rob Wallace, with 3 maxes, came in a scant 12 secs ahead of Dave Ackery who had 4 maxes and a shocker. Ian Haig's little Aiglet was rather aerobatic on the line but settled into a good glide for 3 maxes. Kathy had a few good flights and I finally reasoned that my model's erratic behaviour was because of a new battery that was fitted at Lost Hills – its CG had shifted way back!

Only 3 flew in F1G and the "high time" was needed to separate Terry Bond who eventually won by 10 secs from Paul Lagan with Jim Christie taking the last spot.

6 in F1J was excellent and the air really suited them. Modern day F1Js of Shannon Tolmie and Roy Summersby maxed out as did the old ½A Orbiteer of Dave Shackelford. Shannon won on his high time score. Des was a source of amusement. His F1J flung the prop nut, twice, the second time for good. Albert found a nut on his electric bike that fitted and, after all that, Des retired that model and used his old faithful, his ½A Limey.

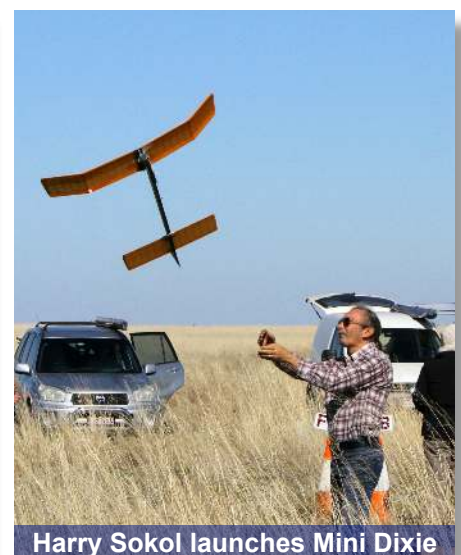
That evening we all gathered for at the Narrandera Club for a very nice meal before going into the AGM.



Terry Bond gets away in F1G



Phil Mitchell at the Comb % fly-off



Harry Sokol launches Mini Dixie



Paul Rossiter F1B



Vin Morgan F1B



Roy Summersby F1J



Shannon Tolmie F1J



Bruce Hao F1J



Des Slattery F1J

SUNDAY A day of rest

Some test flew, others did coffee, some tried out the Farmers' Markets and others drove around – Albert went to Wagga Wagga, Paul went to Leeton. I joined the coffee set (Vin, Craig, Paul, Roy, Gary) and Kathy played in the kitchen. It was cool out of the sun and cold and windy in the afternoon.

MONDAY F1A, F1C, P30 and Open Rubber

F1A: R1 was started in winds of perhaps 2 m/sec. Only Kiwi Craig King and Antony Koerbin got the 4 minutes. Phil even dropped when his model started to stall, and Rob Wallace and I did worse, me with my second R1 stuff-up, and in the round I really look forward to. Matt did well

as he was easing his wounded F1A back into trim. The winds increased slightly in R2 and started to come from the west. Antony broke a stab in R3 recording a big drop, leaving Craig to forge to the lead. Then disaster – Craig pulls a shocker in R4 and Phil assumes the lead. The last round is critical for three flyers, and they all max. Craig's final flight was amusing as he cried out for Antony to free the tangles in his line. Eventually the pull was so great that he reached above the tangle and launched with whatever line was above him, and maxed. Phil won the F1A event from Antony and Craig. It's been a while since no one had maxed out in F1A at the AFFS Champs.

Open Rubber: 8 flew and 5 maxed out; only 3 of the entrants were true

OR models. Des flew damaged in his last flight, having broken off one blade off his prop assembly. Vin performed emergency field repairs on Leigh's OR model when the motor tube became spongy. Craig Hemsworth dropped out after recording 2:58 in his first flight, as did Jim Christie with a time of 2:13, most uncharacteristic for Gentleman Jim. Gary Goodwin persevered for 2 flights, with disappointing times. The fly-off was interesting and pretty close. Richard Blackam won from Leigh Morgan and Paul Lagan, with Paul Rossiter and Des Slattery trailing. Des complained off a tight motor but at least he flew with a fully repaired prop.

F1C: Another day where I observed the action from the end of a towline



Leigh Morgan gets away in Open Rubber



Des Slattery was first away in Open Rubber

but it looked as if all enjoyed the day except for Gary Pope. Xin Pu Sheng and junior Ji Ao maxed out to challenge Roy Summersby in an eventful fly-off. Terry and Shayne only dropped one round so they were pretty close. Roy's motor didn't sound crisp in the climb and it showed in the final time, Xin Pu winning by 76 secs. Ji Ao had trouble starting and then, when he launched, the timer didn't start. The model flew in a wide accelerating arc for a spectacular arrival to ground.

P30: 4 competed and no one maxed. Leigh broke her pylon and withdrew. Vin maxed 2 and didn't fly the third and newcomer Ian Haigh maxed 2 flights after a lesser first flight. Dave Ackery choked in his final

flight but still won from Ian with Vin third.

TUESDAY F1B, Open Power and HLG/CLG/TLG

F1B: This was the shake-up event for several reasons. Weather was excellent and B had the biggest entry list, with Australia's best flyers. R1 had minimal drift so most maxed the 4 minutes, although Graham Maynard was dogged again by a flat climb. Almost all maxed R2 with Paul Rossiter dropping 14 secs. Wind speed of 1 – 2 m/sec meant models wouldn't stray far in R3 but there was a big shake-up in scores. Vin launched first taking some of the bunch with him, but he fell 4 secs short, and Paul Lagan was closer but

still 2 secs short. The yips set in again for R4 and many waited a long time with many false starts. Eventually Paul Rossiter launched and Richard Blackam and Craig Hemsworth went soon after. Paul Rossiter maxed, Dave Ackery was down in 119 secs, Richard in 109 secs and Craig in a meagre 93 secs. But the disappointment continued for Craig and Gary Goodwin – weighing revealed overweight motors (too much lube not wiped away). To make up for two disastrous rounds everyone maxed R5 and Yaun Gao faced Terry Bond for the fly-off. Yuan won by 76 secs.

Open Power: It was a close battle between Gary Pope and Roy Summersby but The Master beat him



Yuan Gao's unusual launch style in F1B



Terry Bond varies his launch style



Steep launch Richard Blackam



Relaxed launch Paul Lagan



The Master's Big Stretch P Lagan



A relaxed afternoon outside Kathy and Malcolm's unit



Antony Koerbin provided music

by 22 secs, although they each only recorded 2 maxes. Des Slattery followed up with his trusty Limey and Harry Sokol recorded the most spectacular flight, his OS 25 Dixielander shedding its wings about 50 feet up. The wings (hopefully with joiners) fluttered down in 2 pieces and the fuse and stab, DT deployed, continued flying under power for at least 10 secs. Harry likes blowing up models. I saw him do this to a Y-Bar at Springhurst a few years ago.

HLG/CLG/TLG: Paul Lagan was the master. We expected that. Phil Mitchell went early racking up 6 quick flights with his Len Surtees design. Kathy and I spread our launches across a fair window of time putting

up some good scores, but nowhere near the 5 maxes recorded by Paul Lagan, even though we were flying similar models. Peter Lloyd was well down with his Morris Dancer TLG although the weather seemed good for it. With an hour to go, Matt Hannaford walked onto the scene with his TLG, and two interested observers. Matt managed 5 flights to displace Kathy from 3rd place and then Chris Birch and Ian Haigh had a go with the same model. I think we were all fearful of losing our small CLG gliders in the grass but the winds were kind.

WEDNESDAY Scramble, Combined Vintage and Oz Diesel

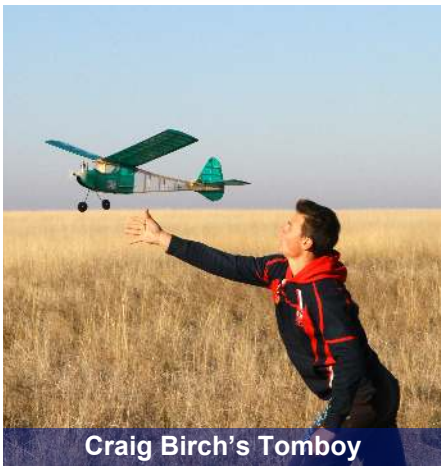
Scramble: It was good to see 5 in the Scramble and the spectators loved it. After the Le Mans start, the 30 minute event produced some crazy flights, some long flights and a few crashes. After all, that's what you come to expect from a Scramble. Phil tried his best as the vintage scrambler; young whippersnapper Chris Birch found he had to trim his model early on and Ian Haigh, flying a scramble and a carpet for the first time, found out how hard things can be at the start. Matt Hannaford started off with problems but soon settled down. Craig, Terry and I, being close to the action, had to duck a few times although Craig also jumped up trying to drag a few out of



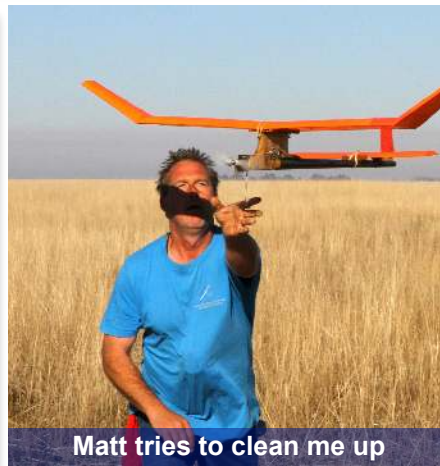
Le Mans start for the Scramble



Phil launching in his Scramble "uniform"



Craig Birch's Tomboy



Matt tries to clean me up



Gary Goodwin at full speed



A trio of Nebulas - Phil Mitchell, Kathy Burford and Malcolm Campbell

the sky. In the end, youth prevailed and Chris won out from Phil and Matt.

Combined Vintage: Phil did all his flights before the Scramble, I think, and it was a wise move, with more stable air early in the morning. He maxed out with his Nebula. Roy had his new OT-powered Dream Weaver and he had to work hard as he had 5 flights of Oz Diesel as well. High times

were needed as he and Jim Christie recorded identical scores. I didn't find lift with my first flight and fell off the line in light air in my final flight so Ian Haigh squeezed into 4th ahead of me with his Lanzo Climber. Graham Maynard's Eliminator flew very well in its first 2 flights and misbehaved in its final flight. Graham was to misbehave later in the day on a

trimming flight that caught the attention of everyone. Kathy Burford couldn't handle her Nebula on 100 m in such light air but her final flight was a standout. With Matt Hannaford calling directions to her halfway along the line she ran until the model slipped off the line at 40 feet. It then started to float in a small circle at that height until it bumped a bit and started to go up. Soon it was at a hundred feet and climbing faster. It maxed at three minutes and was down at 4:58. Kathy smiled and many stopped to watch her amazing flight. Matt's KK Chief needed a lot more trimming but looked nostalgic in the air. Harry Sokol and Des Slattery made up the numbers. It was nice to see 4 gliders, 2 rubber and 4 power models in the mix.

Oz Diesel: I didn't see him fly much but Harry Sokol was the dark horse, maxing out over 5 flights. The Master didn't even make second, that place was taken by a beaming Des Slattery, with only one max but he recorded 5 flights. Roy only recorded 4 and,

although three of them were maxes, it was not enough to catch Des. I had motor troubles and that combined with a weird trim so I'd rather not talk about it, although maybe I should have run the motor and checked the warps before I drove south.

MORUNDAH PUB **The Presentation Dinner:** What more can I say. That's three times that we've had a superb meal to wrap up the AFFS events at the Morundah Pub. Most went back for seconds and the wine flowed free thanks to the fact our President was lost for several

hours on the field earlier in the afternoon. So it was a happy affair with plenty sharing the prizes and the lucky door prizes were also well received. Gary Odgers pottery once again will grace the mantelpieces of those who received it.



Award photos displayed for only the classes where three attended the banquet

**DAM - F1B winners****ADFS - F1A winners****ADFS - F1B winners****Yuan Gao - one of the Lucky Door prize winners****ADFS - F1C winners****ADFS - Combined Open % winners****ADFS - F1H winners****ADFS - P30 winners**



AFFS CHAMPS 2017 RESULTS



F1A 08/05/2017

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	218	180	180	180	180	938		1
Antony KOERBIN	240	180	137	180	180	917		2
Craig KING	240	180	180	115	180	895		3
Rob WALLACE	184	152	149	180	180	845		4
Malcolm CAMPBELL	154	180	139	180	180	833		5
Matt HANNAFORD	153	157	124	180	155	769		6

F1B 09/05/2017

							FO1	PLACE
Yuan GAO	240	180	180	180	180	960	332	1
Terry BOND	240	180	180	180	180	960	331	2
Paul LAGAN	240	180	178	180	180	958		3
Vin MORGAN	240	180	176	180	180	956		4
Paul ROSSITER	240	166	180	180	180	946		5
David ACKERY	240	180	180	119	180	899		6
Richard BLACKAM	240	180	180	109	180	889		7
Graham MAYNARD	174	180	122	142	180	798		8



STOP PRESS:

A PLAINS WANDERER was found at Narrandera! See page 29



F1C	08/05/2017	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Xinpu SHENG		240	180	180	180	180	960	318	1
Roy SUMMERSBY		240	180	180	180	180	960	242	2
Ji AO (Junior)		240	180	180	180	180	960	0	3
Terry BOND		240	180	180	180	159	939		4
Shane McDONALD		240	180	154	180	180	934		5
Shannon TOLMIE		222	180	111	180	180	873		6
Gary POPE		88	0	132	58	180	458		7

COMBINED %	%	%	%	TOTAL %	FO Model	FO %
06/05/2017						
Terry BOND	100	100	100	100	P30	212%
Phil MITCHELL	100	100	100	100	F1A	201%
Paul ROSSITER	100	100	100	100	F1B	136%
Vin MORGAN	100	100	100	100	F1B	82%
Albert FATHERS	100	100	100	100	DNF	
Dave SHACKLEFORD	100	100	100	100	DNF	
Malcolm CAMPBELL	54.1	57.5	0	37.2		
Harry SOKOL	83.3	0	0	27.7		
Roy SUMMERSBY	7.5	0	0	2.5		

F1H	06/05/2017	R1	R2	R3	R4	R5	TOTAL	H'Time R1	PLACE
Phil MITCHELL		120	120	120	120	120	600	219	1
Rob WALLACE		120	120	120	118	103	581	172	2
David ACKERY		120	120	89	120	120	569	147	3
Ian HAIGH		120	106	120	120	60	526	147	4
Kathy BURFORD		63	104	77	120	120	484	63	5
Malcolm CAMPBELL		38	52	120	120	106	436	38	6

F1G	06/05/2017							H'Time R1	PLACE
Terry BOND		120	120	120	120	120	600	202	1
Paul LAGAN		120	120	120	120	120	600	192	2
Jim CHRISTIE		120	120	120	112	120	592	205	3

F1J	06/05/2017							H'Time R1	PLACE
Shannon TOLMIE		120	120	120	120	120	600	283	1
Roy SUMMERSBY		120	120	120	120	120	600	257	2
Dave SHACKLEFORD		120	120	120	120	120	600	155	3
Bruce HAO		120	111	120	114	120	585	152	4
Harry SOKOL		0	117	120	120	120	477	0	5
Des SLATTERY		120	80	46	104	100	450	120	6

P30	08/09/2017	F1	F2	F3	TOTAL	FO1	PLACE
David ACKERY		120	120	82	322		1
Ian HAIGH		72	120	120	312		2
Vin MORGAN		120	120	0	240		3
Leigh MORGAN		0	0	0	0		4

OPEN RUBBER	09/05/2017	F1	F2	F3	TOTAL	FO1	PLACE
Richard BLACKAM		180	180	180	540	345	1
Leigh MORGAN		180	180	180	540	321	2
Paul LAGAN		180	180	180	540	295	3
Paul ROSSITER		180	180	180	540	294	4
Des SLATTERY		180	180	180	540	265	5
Gary GOODWIN		134	139	0	273		6
Craig HEMSWORTH		178			178		7
Jim CHRISTIE		133	0	0	133		8
Ian HAIGH		DNF					

OPEN POWER	09/05/2017	F1	F2	F3	TOTAL	PLACE
Roy SUMMERSBY		180	180	117	477	1
Gary POPE		180	95	180	455	2
Des SLATTERY		173	118	108	399	3
Chris BIRCH		180	89	108	377	4
Harry SOKOL		19	0	0	19	5
Bruce HAO		DNF				

HLG/DLG/CLG	09/05/2017	F1	F2	F3	F4	F5	F6	Best 3	PLACE
Paul LAGAN		60	37	60	60	60	60	180	1
Mal CAMPBELL		48	52	37	60	33	47	160	2
Matt HANNAFORD		40	52	43	47	52	0	151	3
Kathy BURFORD		41	35	32	42	22	60	143	4
Phil MITCHELL		25	25	38	60	40	24	138	5
Peter LLOYD		32	20	53	22	33	38	124	6
Chris BIRCH		38	31	34	27	0	0	103	7
Ian HAIGH		22	40	38	18	0	0	100	8

OZ DIESEL	10/05/2017	F1	F2	F3	F4	F5	TOTAL	R1 HIGH	PLACE
Harry SOKOL		120	120	120	120	120	600	136	1
Des SLATTERY		120	88	75	84	103	470	120	2
Roy SUMMERSBY		120	120	0	40	120	400	207	3
Malcolm CAMPBELL		0	77	51	27	27	182	0	4

COMBINED VINTAGE		F1	F2	F3	TOTAL	R1 HIGH	PLACE
	10/05/2017						
Phil MITCHELL	Nebula 1954	180	180	180	540	181	1
Jim CHRISTIE	Bilgri 1955	180	180	174	534	310	2
Roy SUMMERSBY	Dream W 1956	180	174	180	534	202	3
Ian HAIGH	Lamb C 1941	170	133	171	474	170	4
Mal CAMPBELL	Nebula 1954	155	180	128	463	155	5
Graham MAYNARD	Eliminator 1952	180	180	84	444	188	6
Kathy BURFORD	Nebula 1954	71	121	180	372	71	7
Harry SOKOL	Y-Bar 1954	140	155	29	324	140	8
Matt HANNAFORD	KK Chief	141	40	88	269	141	9
Des SLATTERY	Stomper 1953	33	0	0	33	33	10

IVOR F MEMORIAL and

RUSS HAMMOND SCRAMBLE	TOTAL	PLACE
Chris BIRCH	914	1
Phil MITCHELL	825	2
Matt HANNAFORD	731	3
Gary GOODWIN	565	4
Ian HAIGH	376	5

AFFS CHAMPION 2017

	Score	Events
Phil MITCHELL	566.7	6

BEST JUNIOR 2017

Chris BIRCH



The TUI CUP

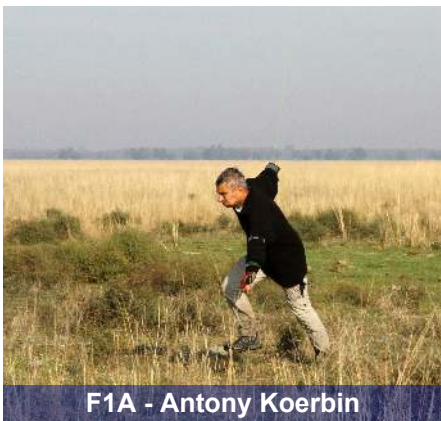
Narrandera 12 May 2017



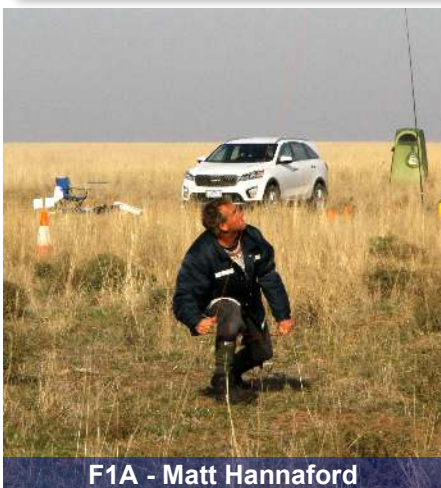
Report and photos Malcolm Campbell

THURSDAY Rest Day

With many finished their competitions, there was a stream of flyers leaving the caravan park. Only six F1A and 1 F1B flyer remained. The Kiwis went out to the field to practice, and Matt Hannaford joined them to continue trimming and also practice his technique. Craig King spent time with him which he really appreciated. We stayed back at the camp, saying good bye to those departing and also tidying up the car and packing away some models.



F1A - Antony Koerbin



F1A - Matt Hannaford



F1A - Craig King



F1B - Dave Ackery

FRIDAY The Tui Cup at Narrandera

This was the Kiwi World Cup event and it was disappointing there were not more staying over, but it was a late arrangement. Next year, it will assume a more reasonable time slot.

F1A and F1B: The weather was cool and slightly overcast with light winds and no sun. Dave Ackery flew against himself in F1B and, although he missed the 4 mins by 10 secs, he maxed all subsequent rounds.

R1 for F1A saw Antony with unlatch problems but he, Phil and Matt made the 4 minutes. Matt's trimming the previous day had paid dividends. I had a reasonable launch but the

model didn't hold height well. Poor Craig's model unlatched at half-height with the expected low score.

For R2, the winds were 2 – 3 m/sec so we all stayed in the paddock. Antony's unlatch problems continued so he switched models for R3.

R3 was the problem round. Phil launched first, followed by Mal and Craig. Matt targeted the same air but fell heavily, injuring his right ankle. Ice, Panadol, compression and rest took some of the pain away but his foot was swollen and bruised. It looked worse than a sprain. Kathy retrieved his model while he stayed put.

In R4 the breeze was lighter and Antony centred in a small thermal. Phil and I went later, in a bigger one that took us both well over the fence. Matt limped onto the field, did a weak circle and launched, and struggled back to his chair. He maxed! In fact everyone maxed in that round.

So for R5 and three sitting on a full house, more time was spent ensuring lift in the very light winds. Only Matt and Craig failed to find it. So the fly-off would be Phil Vs Antony Vs Rob.

Kathy and I went off to the Morundah Pub for lunch and bought a meal for Matt who was heading for Sydney, perhaps with a stopover. We returned to learn the fly-off would be at 3.20 pm. And the fly-off conditions were perfect - dead calm, overcast with no sun and cool. Lift would be scarce.

At the hooter, all three were in the air and Rob Wallace was first to launch, his model floating in a small bubble towards Phil Mitchell. Phil attempted to launch soon after but aborted it and went around again. His second launch was overcooked and he went off right for marginal height gain. Antony Koerbin took his time and launched with 4 minutes left on the clock, a good launch in a small thermal. All models landed within 200 m of their launch point, with Antony winning with 4:15, Rob with 3:02 and Phil with 2:10.

So ended a great 10 days at Narrandera. Preceded by 2 days of flying at West Wyalong, the weather had been perfect without any rain or strong winds. We helped Phil and Noels pack up the gear and headed back to camp to pack up ours, looking forward to doing it again next year.



Tui Cup F1A winners



Tui Cup spoils



Antony's model turns right in thermal, four eagles turn left!

TUI CUP 2017 RESULTS

F1A	R1	R2	R3	R4	R5	Total	FO1	Place
Antony Koerbin	240	180	180	180	180	960	255	1
Robert Wallace	240	180	180	180	180	960	182	2
Phil Mitchell	240	180	180	180	180	960	130	3
Malcolm Campbell	194	180	180	180	180	914		4
Mathew Hannaford	240	180	134	180	102	836		5
Craig King	143	180	180	180	151	834		6

F1B

David Ackery	230	180	180	180	180	950		1
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Hello Phil, Just a quick message from the Tamworth Free Flight boys.

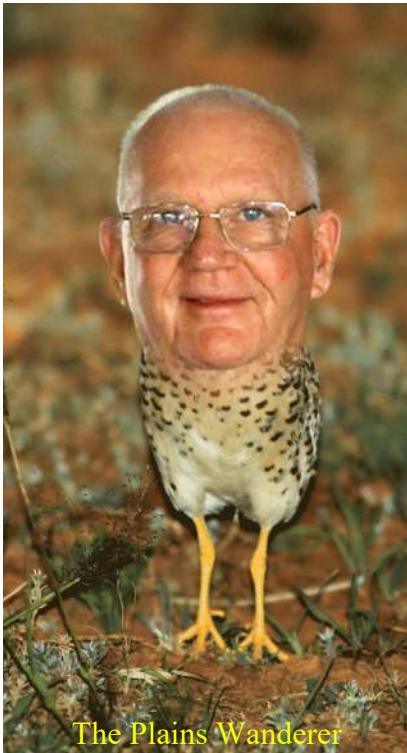
Sorry we didn't get a chance to catch both yourself and Noel's before we had to hit the road north again for home. A Big Thank You especially to yourself, Noel's and the members of the AFFS committee for running such a great event.

It was a shame to not be able to attend the prize giving dinner, however my good lady had tickets to Green Day playing in Sydney last night which meant an earlier departure for home than normal was mandated. Hope to catch you folks on the flying field sooner than later.

Again, great event, great people, great times had. Job well done.

Regards Shayne McDonald





The Plains Wanderer Returns

I guess most of you would be aware of the events of the last day of the AFFS competition at Narrandera. The short story is that I put my Eliminator up for a short one minute test flight after the contest to see if it was my launch that resulted in the poor third flight.

I mentioned to another flyer that I was going to do this

thought I saw cars but they soon turned out to be cows. Upon reflection I think it was Paul's van that I could see.

After all this I had been walking for about four hours but was still fit and in good spirits.

I adopted plan B which was to walk to the Urana Road which I could see and walk to where I knew Phil Mitchell's caravan was. As I was having this stroll to the road, I saw simultaneously Kathy Burford to the left and a fire engine to the right, closely followed by a police car. I am most grateful for the care and effort manifested by the Free Flight community in ensuring that I was OK and not injured.

The moral is that test flights are no different from contest flights and deserve the same preparation and diligence.

Let someone know what you are doing.

Prepare as for a contest flight:

- get a line on the model
- use a tracker
- If appropriate take a compass or personal navigator
- carry a two way radio making sure that someone else has one on the same frequency
- carry some water if it is to be a long retrieve

Most days at the field I wore a yellow shirt but this day I did not. Maybe we should recommend the wearing of bright shirts in the field?

I seem to recall that Roy wrote an article for FFUD some years ago on the use of a personal navigator. Worth rereading.

Graham Maynard

SHANNON TOLMIE IS LOOKING FOR AN F1H

Do you have any cheap entry level gliders floating about? Shannon say *"I have built a simple glider for my boy and it's a bit of cheap simple fun and I wouldn't mind having a crack at F1H, if I can find one that needs some love."*

Shannon Tolmie

Phone: 0419 237 203 [Mail: smtolmie@hotmail.com](mailto:smtolmie@hotmail.com)



Australian Free Flight Society Inc.

Annual General Meeting 6 May 2017 Narrandera

Meeting opened: 7.30pm

Members Present: 15 Guests: 2

1. Minutes of Previous Meeting

The minutes as published in Free Flight Down Under (FFDU) were proposed for acceptance

Paul Rossiter 2nd Malcolm Campbell. Accepted.

2. Business Arising From Minutes

Nil

3. President's Report

Graham detailed his Presidents Report to the MAAA as published in FFDU.

A summary of the topics follows:

- Membership
- Team selection
- Contests
- Rules
- Future direction

In closing Graham thanked the AFFS Committee members for their input during the year. A special thank you also to Vin Morgan for his efforts as "Registrar" in compiling the World Championship Team Selection scores.

Proposed acceptance of the President's Report by Graham Maynard 2nd Terry Bond. Accepted.

4. Treasurer's Report

The Treasurer tabled the AFFS Accounts for the past financial year to 31 December 2016 for the members' consideration:

Total Income	\$5,030.87
Expenditure	\$3,683.02
Profit	\$1,347.85
Current Assets	\$6,378.72
Value of Assets (Non current)	\$ 610.00

Proposed acceptance of the Treasurers Report by Albert Fathers 2nd Des Slattery. Accepted.

5. Election of Office Bearers

Nominations were received in writing as per the Model Rules for Incorporation Associations NSW. No positions were contested. Proposed acceptance by Paul Rossiter 2nd Shannon Tolmie.

The meeting unanimously accepted Office bearers' election as follows:-

<u>President</u>	Graham Maynard
<u>Vice President</u>	Matt Hannaford
<u>Secretary</u>	Phil Mitchell.
<u>Treasurer</u>	Albert Fathers
<u>Editor FFDU</u>	Malcolm Campbell

6. Formal Meeting Closed at 7.52pm.

AFFS Forum – Items Discussed

Field Status

The Secretary indicated that Wayne Durnan is happy for us to continue with use of the field at "North Oak". Secretary to follow up issues raised with Wayne Durnan.

Team Trials

AFFS Committee to continue to seek MAAA approval to our Multi Trial Selection Process.

Next Year's AFFS Program

To be determined by Committee sometime before the Nationals. (**Note:** Dates now determined by the Committee as Monday 16 April to Saturday 21 April 2018 including Tui and Widgiewia World Cups).

Aging Strategy

President and Secretary outlined some issues for future consideration by members as time progresses.

AFFS Website

Discussion around development of an AFFS Website. Shannon Tolmie will follow up with possible Facebook Site and Web page looking to possibly upload past issues of FFDU for reference.

Celebrating 80 Years of Nationals.

1938



2018



**The 70th
MAAA National
Model Aircraft
Championships.
23rd - 30th April 2018
WEST WYALONG NSW.**

**The “Nats” as they were “back in the day”.
All events within 15 minutes of each other.
First class venues and facilities.
Camaraderie and Competition.
Auction and Swap Meet.
Presentation Dinner.**



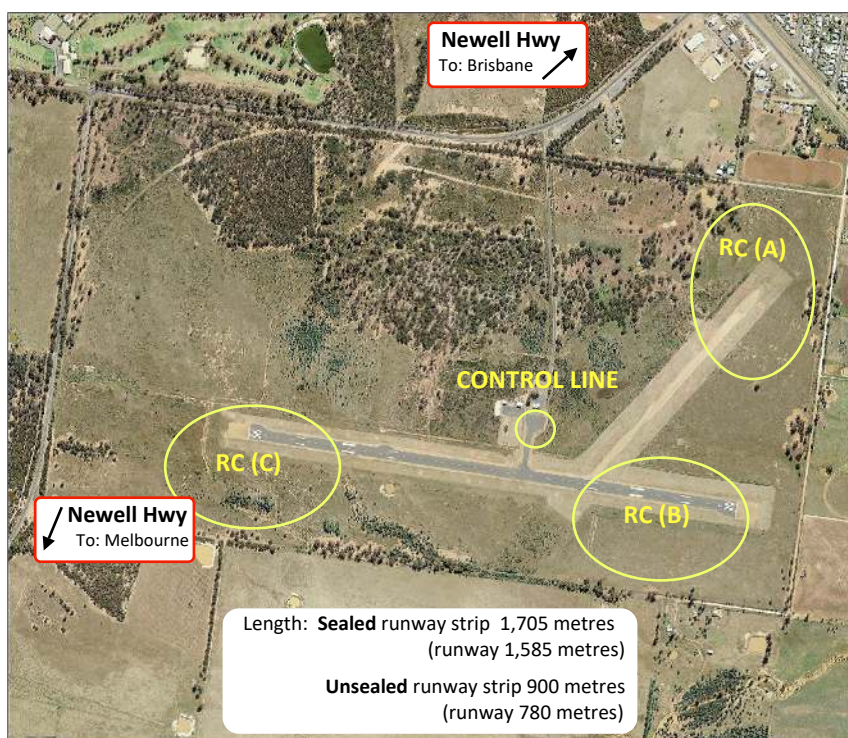
West Wyalong Indoor Stadium, Nationals HQ



West Wyalong Indoor Stadium, Nationals HQ

West Wyalong Airport (WWY)

Location: Airport Rd, West Wyalong NSW 2671



Redman Oval



Redman Oval shade structure



Shade structure



Pilot shelter



70th MAAA NATIONAL MODEL AIRCRAFT CHAMPIONSHIP 2018

At the recent MAAA Council Conference held in Tasmania, the proposal submitted by NSWFFS, to hold the 70th Nationals in West Wyalong, was unanimously approved.

The dates are 23rd - 30th April 2018.

The opportunity exists for a successful, memorable and enjoyable 70th MAAA Nationals in West Wyalong in 2018. We believe West Wyalong is a fitting site for the celebration of 80 years of MAAA Nationals, and possibly the only site in Australia capable of hosting a fully combined MAAA National Model Aircraft Championships.

The campus of venues provides a sound basis for a "reunion" of all those members who have been to previous Nat's and all those who have always wanted to attend a traditional Nat's. In addition the opportunity exists to demonstrate some increasingly popular, cutting edge events such as FPV Drone racing, and introduce a new generation to the Nat's.

The town is well situated, centrally, on the Newell Highway and while it boasts an array of services and facilities, it is small enough for an event of this nature to have a significant impact, with various media coverage almost guaranteed.

This will be the first time in many decades that all events are within a 15 minute radius of a town centre and that two or three disciplines will be able to fly on the same flying field.

A 70th Nationals Committee has been formed and the positions already identified are:

- a) Chair and MAAA Liaison Officer - Tahn Stowe
- b) Secretary - Gary Goodwin (VP NSWFFS)
- c) Treasurer - Gary Pope (Treasurer NSWFFS)
- d) Registrar - Gary Pope (Treasurer NSWFFS)

Administrators for each discipline:

- e) CL- Bruce Hoffman (Pres CLAS)
- f) FF- Terry Bond (Pres NSWFFS)
- g) SAM's-Peter Scott
- h) RC- Greg Lepp (Pres VMAA)
- i) Safety Manager - Michael Towel
- j) Public Relations Officer - Jeff Stien (CDO, BSC)
- k) CASA and WW Airport liaison - Wayne Broad (BSC)
- l) West Wyalong MAC liaison - Joseph Danczak
- m) Merchandise & promotional event design - Colin Crowley

With 5 separate venues catering for 10 separate flight lines the committee will be programming events to allow maximum inter-discipline entries and opportunities to spectate.

The Program and Entry Form will be published nationally in early September 2017.

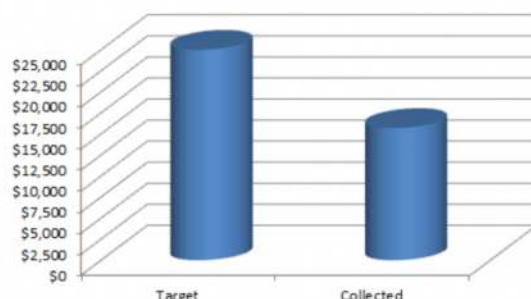
Please contact your Special Interest Group to make sure your favourite event is being held.

West Wyalong Roof Restoration Fund

Target	Collected
Keys Kits	\$1,500
Brian Allcock Family	\$1,000
Roy Summersby	\$1,000
Rebels - Tom Tobin	\$100
Peter & Gail Scott	\$300
Terry Bond	\$800
Kevin Davis & Robert Ockenden	\$500
Kevin Davis & Robert Ockenden	\$230
D. Hanna	\$100
P. Greenhill	\$100
M.Simpson	\$25
KD & RO Kit Sales	\$500
Lynn & Reg Towell	\$200
KD & RO Kit Sales	\$476
Gary Pope	\$170
KD & RO Kit Sales	\$624
Leigh Morgan	\$100
Vin Morgan	\$400

Target	Collected
KD & RO Kit Sales	\$880
KD & RO Kit Sales	\$725
Albert Fathers	\$100
John Corby	\$500
Roy Summersby	\$20
Shane McDonald	\$155
Shannon Tolmie	\$85
VFFS	\$250
Ted Burfien	\$100
KD & RO Kit Sales	\$240
Anon	\$2,000
AFFS	\$500
KD & RO Kit Sales	\$525
Craig Hemsworth	\$500
Gary Goodwin	\$1,000
\$25,000	\$15,705

Now reaching 60% of target

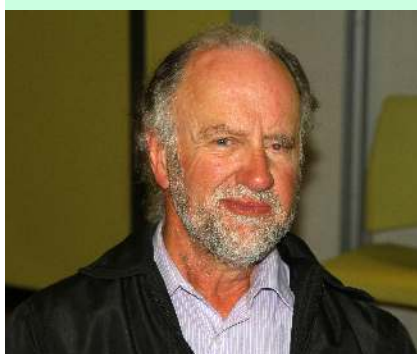


If you would like to help with **cash**, call Gary Pope our treasurer on 0417 268 478. If you have **goods to donate** call Roy Summersby, our master seller on 0413 588 720 and he will turn it into cash for the fund.

If you want to contribute to the RRF simply make a deposit as follows:

Reference Your surname and RRF e.g. **SUMMERSBY RRF**
 Bank Commonwealth
 BSB # 062 293
 A/C # 0090 1281

IMPORTANT - Please remember to get the Bank Teller to put the reference on the Deposit. If not, we won't know who made the deposit nor will we know it was for the Bryant Field West Wyalong RRF.



In the March edition of FFDU, I said: "AUS had 4 B flyers, Craig Hemsworth, Vin Morgan, Gary Goodwin and Gary Odgers. Gary #2

was flying a near vintage Wake and was in awe of the high calibre competition. He managed two maxes. "

This prompted an interesting reply, not from Gary himself but a close friend, and I learnt something I didn't know. It goes:

"Some time ago, well actually quite a while ago Gary went to try his hand in some European comps. He was second at Poitou (then about the biggest event) and went back the next year and was 3rd. Gary was

a good friend of Anselmo Zeri. He was in that class.

You weren't on the Wakefield line to see the fun. Gary is not in awe of modern models - and he is dismissive of buying models which is a part of why he flies scale - but the flyers of the modern models were very interested in Gary's model. After he got the act into gear and was maxing they were all coming over and saying "why are we spending all this money. Look at what you can do with balsa". It was good."



2017 AWARD OF MAAA SERVICE MEDAL MALCOLM CAMPBELL



On behalf of the AFFS Executive Committee and Members we extend our congratulations to Malcolm Campbell for his achievement in being awarded an MAAA Service Medal for his efforts in showcasing aeromodelling both nationally and internationally. Mal has a worldwide following of aeromodelling fans keen to see his action shots from Free Flight Competitions. His efforts in production of the *BFFS Digest* and *Free Flight Down Under* are legendary and provide the fabric for ensuring a greater interest in Free Flight.

Congratulations Mal !!

Graham Maynard
President AFFS



West Baden Springs – 8th Wonder of the World

What does it have to do with free flight? Read on....

If you've ever thought about having a go at indoor duration flying – now is the time!

In recent years, Australia has been represented at the F1D World Championships in 2012, 2014 and 2016. The venues included a convention centre in Belgrade where the inside temperature was often 40 degrees plus, and the salt mines of Romania which were a bone-chilling 10 degrees all day.

This time it will be very different. The USA will host the event in 2018 within the comfort and extravagance of a 4-star hotel resort. Yes, this time, entrants will launch their models into the giant and palatial 19th century atrium of the West Baden Springs Hotel Resort in Indiana. With a dome spanning 200 ft, when opened,

the building was declared the Eighth Wonder of the World.

If you only fly at one F1D World Champs this century (!) this is the one to pick. Have a look at this video teaser: [URL: www.youtube.com/watch?v=lu3CRi2SBdw](https://www.youtube.com/watch?v=lu3CRi2SBdw)

But F1D is so difficult you say? A lot has been said about the dark arts of indoor duration flying – but really – they are just overgrown, see-through Hangar Rats. And you don't even have to make wheels! If you think you might be interested, send me an email. I'll be sending out regular email updates to anyone who wants more information, how-to links or supplier contacts. Who knows? Donald Trump may even hand out the trophies... Hopefully we will see you in Adelaide later this year for the Team Trial (10 September 2017).

Photos from West Wyalong and Narrandera events in May can now be seen at these links:

WEST WYALONG 1 – 2 May 2017 Southern Cross Cup:

[URL: https://www.flickr.com/photos/motor-racing-photography/albums/72157682331709860](https://www.flickr.com/photos/motor-racing-photography/albums/72157682331709860)

NARRANDERA 4 – 12 May 2017 Dave Anderson Memorial, AFFS Champs and Tui Cup:

[URL: https://www.flickr.com/photos/motor-racing-photography/albums/72157682332603160](https://www.flickr.com/photos/motor-racing-photography/albums/72157682332603160)



F1D Team Trial

Adelaide 10 Sept 2017

Stephen Kittel photo

SWK

The next F1D World Championships for rubber-powered free flight indoor models will be held in the USA at West Baden Hotel in Indiana in 2018. The dates are: 18 March - 22 March 2018.

A single Team Trial will be held Sunday 10 September 2017 to select an Australian team to attend the World Championships.

Where: The Gardens Recreation Centre, Parafield Gardens, Adelaide South Australia

When: Sunday 10 September 4pm-9pm (entry/set-up from 3pm).

Adelaide Aeromodellers will host the event as official organisers and will provide timing and processing for the event. Anyone interested should contact Contest Director Tim Hayward-Brown by email

[Mail: tim.haywardbrown@gmail.com](mailto:tim.haywardbrown@gmail.com)

In the lead up to the team trial, a regular email update will be sent to potential entrants/attendees with information about rules, material suppliers, plans and techniques etc.



STOP PRESS Indoor Madness?

A ½ lb of May '99 Tan II just sold on eBay for **\$1,175 !**

[URL: http://www.ebay.com/itm/142382003492?ssPageName=STRK:MESELX:IT&trksid=p3984.m1558.l2649](http://www.ebay.com/itm/142382003492?ssPageName=STRK:MESELX:IT&trksid=p3984.m1558.l2649)

It prompted one punter to comment:

"This is an example of exactly what is wrong with indoor. There are scarce supplies of rubber & good indoor wood, snatched up by wealthy insiders at ridiculous prices & hoarded for nobody's good but them. Screw you.' (!)"

- Indoor Construction website



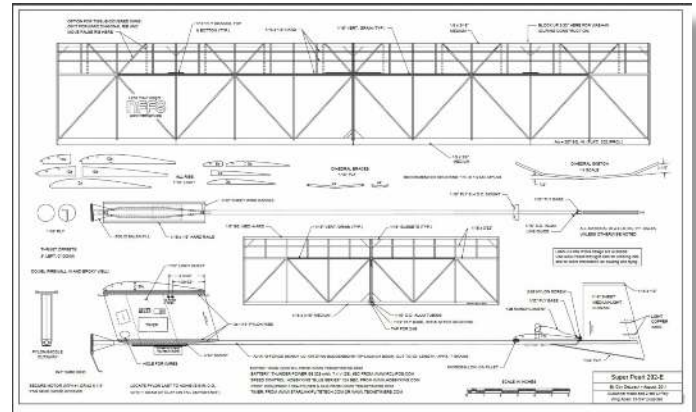
E-36 Excitement Machines!

Paul Rossiter

The E-36 class of electric power free flight has been proposed by the BFFS to be recognised by the MAAA as a provisional competition class at the next MAAA rules conference. The rules proposed by BFFS are mercifully brief, basically projected wingspan limited to 36 inch, fixed flying surfaces other than DT, 2 cell LiPo's, 120g minimum weight and 2 min maxes. Three flights are to be flown with a motor run of 10 seconds, with a tie resolved by further flights with a 5 second motor run until the tie is resolved. The usual attempt provisions apply for flights less than 20 seconds or motor over runs, with the second attempt being declared an official flight. Such is the popularity of the class, the FAI has recognised it as an international class F1S with slightly different rules: max motor run 10 sec. for the five rounds, then 5 sec for the fly off with maximum times increasing by one minute with each flight: 2,3 4,... mins.

On the face of it, E-36 looks beguilingly simple. The models are small and lightweight, the power systems cheap, and one can imagine them just wafting around for a couple of minutes before settling gently to the ground.

The reality can be totally different, with the current top models reaching well over 100m with 5 second motor runs, making a mockery of the 10 second motor runs allowed in the early rounds. These rocket ships are becoming increasingly difficult to trim given the fixed flying surfaces, leading to more crashes. Drag during the rapid climb is now also an issue with many starting to use low drag airfoil sections. This is causing a problem for the rule makers, much as F1Q did, since these extreme performances were never imagined when the class was launched as basically a simple introduction to electric power free flight.



Pearl E-202 plan

Unlike F1Q, which is now all about the efficiency of the power train since the total available energy is limited, under the present E-36 rules it is just the output power that counts with the 2 cell LiPo's having energy to spare. There is increasing chatter on the various international forums about how to limit the performance, ranging from using only a specified motor, maximum prop diameter and RPM, some formula concerning the motor parameters to limit power, fixed airfoil profile and so on. However, this is all still in a state of flux, and while it is the top fliers are simply running out max after max with little difficulty, with some even leaving the class looking for something with a greater challenge. However, no such proposals have yet been suggested for the provisional MAAA class.

While all this controversy may be causing concern for the top fliers, it is likely that any future rule changes could be easily accommodated with existing models. For the rest of us it is still a great fun class and there are numerous models now flying in Qld and WA.

So, for those who might be interested in having a go, I offer the following information.



E-36 Super Pearl 202-E, from pearlfreeflight web page



Mutt E-36, Scotti0413

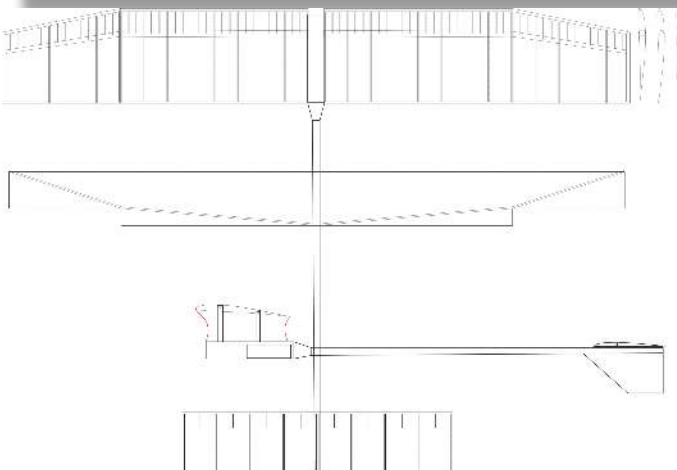


Starduster E-36, Bill Kuhl (kitted by BMJR)

1. Airframe

Since this is a climb and glide class, minimising the weight as well as the wing loading is very important. Total weights around 130g and wing areas not less than 200 square inches seem to be the norm, though some of the rocket ships trade increased weight (often up to around 160g) for greater power and higher climbs.

Fuselages are either built-up balsa pod (containing all the electrics) and carbon boom (e.g. Pearl 202, Apache and Joule Box, all available as kits) or completely built-up, sometimes one offs or based upon earlier designs (e.g. MUTT E36, Blizzard E36, Starduster E36). Whichever way you go, keeping the weight to a minimum consistent with adequate rigidity and strength is essential.

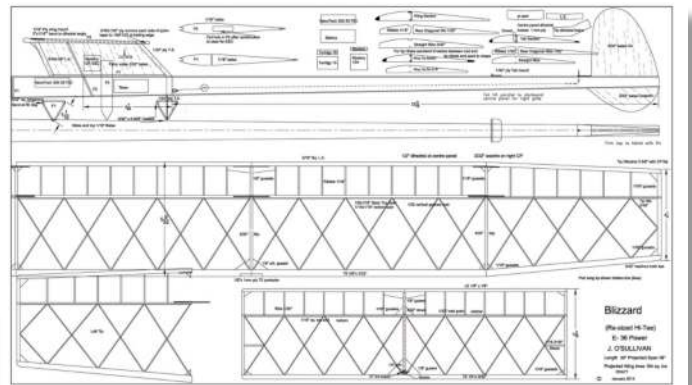


Puzzle, Tapio Linkosalo

Under the rules, the maximum wing span is 36 inches, so the only variables are chord and airfoil section (and of course weight again). Either carbon tube or wood spars are used and often geodetic rib alignments to maximise the stiffness necessary for the rapid climbs. Lower cambered flat bottom sections give less trimming issues during the climb, but LDA sections like the Midic 309 and AG-03 are also used. They all tend to have square-ish tips to maximise the wing area, though some do compromise a bit by having swept leading edges on the outer panels. A 6" chord is common, but those with higher weight power trains sometimes go up to 7" for a bit more area (at the expense of aspect ratio).

Fins and stabs are usually just built up with balsa.

Include several photos of BFFS E-36s and maybe bare bones shot. (Albert, mine, Larry's and Pearl)



Blizzard, John O'Sullivan

2. Motors, LiPo's and Propellers

Any brushless motor can be used, but the need to minimise weight generally means that only those with a 22 or 28 mm diameter and Kv's (the motor RPM's per volt) between 2100 and 2600 are actually suitable. Powers are up to around 100 – 120 watts which translates into peak currents up to 15 amps (given the 2-cell limit), though more modest configurations may peak at only around 10 amps. A selection of motors current used is given in Table 1. The power (or current) is determined by the propeller diameter and pitch which must be matched to the motor rpm dictated by the Kv of the motor. And these generally fall in the range 7.5"x 4" up to 6"x 6", with folders often used to minimise the drag when gliding. Propellers are usually from Graupner or APC. The 2 cell LiPo's are usually in the range 300 mAh to 350 mAh (the total capacity of the battery) and a high C rating (the recommended maximum rate of discharge) to allow the currents required, though some are playing around with even higher capacities. Weight and the ability to provide the peak currents are the determining factors. Most use Turnigy Nanotech or Thunder Power batteries.

Motor	Kv (RPM/volt)	Max power ¹ (watt)	Weight ² (g)
AX 1806N-2100	2100	75	19 (23 with mount)
DYS 1806, BE1806	2300	85	18
AX 1806N-2500	2500	75	19 (23 with mount)
Suppo 2208/8	2600	260	38
Emax Rs 2205	2600	>200	30
Hyperion Z1709-06	2249	75	24
Cobra 2204	2300	125	24.6
CF2805	2850	85	27
Axi 2203 Race	2300	70	18.5
ELE c20-2050	2050	130	25.5
King Kong GT 2205	2350	180	30
ELE C20-2500	2500	130	23
Multistar V-Spec 2205	2350	420	30

Table 1 above: Some brushless motors used in E-36 models. Notes:

- 1) powers may be exceeded for short run times.
- 2) weights may not include mounts and/or prop holders.

3. Electronics

The electronic speed controls are typically rated at 10 – 12 amps and overrun somewhat, but given the short motor run times they seem to survive. Some are experimenting with governors to compensate for the power fading as the battery depletes. A brake is essential to stop the propeller windmilling causing excessive drag when gliding. Minimum weight is again a major consideration.

Various timers are available, some having fixed motor run times to suit the AMA E-36 rules, and others completely programmable. RDT and trackers are also normally incorporated.

with a large amount of down thrust to compensate for the looping tendency at the high climb speeds. While this costs in terms of efficiency, as noted above this is not an issue in this class with the abundance of energy available. The spiral climb is typical of traditional fixed surface pylon power models and requires the right balance between looping and rolling to get the maximum height from a steep spiral climb.

5. Resources

There is a lot of interesting discussion about E-36 on http://www.hippocketaeronautics.com/hpa_forum/index.php?board=20.0

Motors, speed controllers and batteries are available from a variety of sources, including Hobby King, Banggood, Pearlfreeflight and Texas Timers.

Timers are available from Texas Timers, Black Magic, Sidus (F1Q), Starlink Flighttech, stevensaero and http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=21979.0 and others.

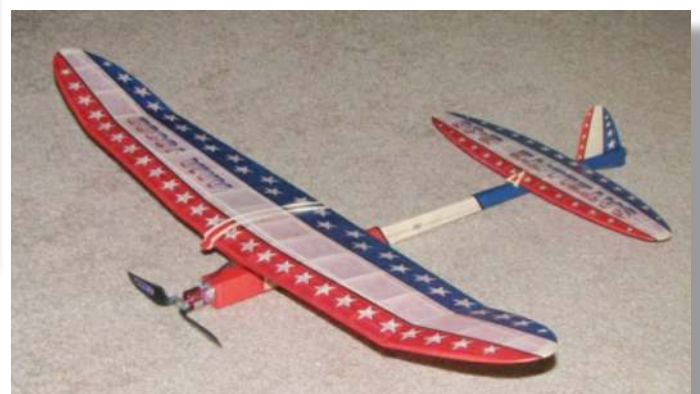
Plans are often published on Hippocketaeronautics and kits are available from Pearlfreeflight, BMJR and others. Many simply scale down older free flight power designs.



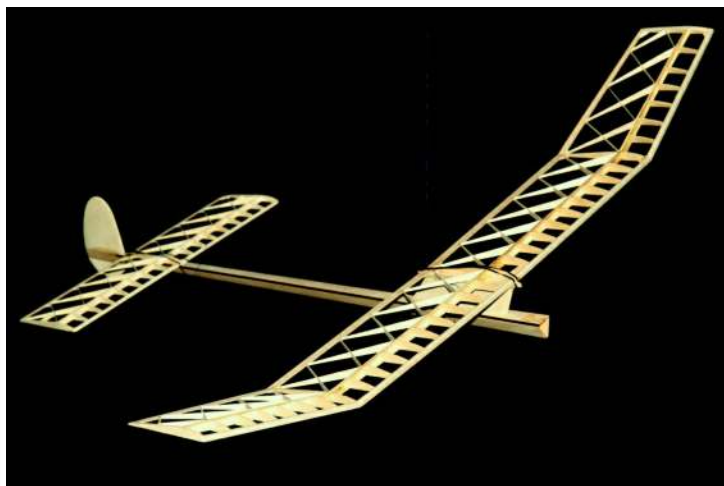
A couple of Joulebox's, by Clint Brooks

4. Trim

There are two basic approaches: straight climb and spiral climb. The former is typical of models such as the Apache that generally use a low or no pylon at all together



Satellite, Paul Bradley (kitted by BMJR)



E36 bare bones

The **70th Nats in 2018** have an E36 event planned, and currently there could be at least twelve entrants! The **Brisbane Free Flight Society** have a number of members with E36 models. Six are actively flying and there are a further four kits to be built. Here are a few of them:



Larry Brownlow with OD model



Albert Fathers with OD model



Malcolm Campbell with Apache



John Lewis with OD model



WATTS UP IN WA?

I do not have much to report unfortunately but we do have our paddocks at Meckering available again so we should be flying soon. Paul Rossiter and I went up a couple of weeks ago to have a chat with Guy Kelly the farmer and we had a little fly while we were there. On the subject of flying fields I chat to a Hans Van Leeuwen last week and he says we have lost our FF field at Byford and also our radio site in Oakford. The radio guys are flying Old Timer up at Wanneroo but finding another small field site may not be so easy so things like Scramble and chuckie will be on hold for the time being.

While at Meckering I wanted to test out the Cox 6x3 black on my E36 so I put her up for a few trimming flights and managed to get the pattern back to where it was before I re-trimmed it for a folder the last time we went out. Paul did not want to risk destroying his Wakefields in the stubble so he gave his electric RC Tomboy a fly instead.

I punched a couple of holes in the balsa fuselage of my E36 in the stubble so when I got home I finished off the carbon fuselage I had sitting on the shelf for months using WHobby bits at the back and a plastic motor mount setup I found on the HK website. I have a 3 degree Brodak thrust wedge between the motor and the radial mount for left thrust and the clamping bolt also provides a handy spot to mount the skid. The mounts cost \$6.52 for five (when in stock) and have an 8mm hole down the middle.

URL: <https://hobbyking.com/en-us/electric-motor-standoff-mounts-10mm-small-base-5pcs-bag.html>

The timer is made by Paul and is programmed by infra red from a programming box he also makes. I mounted the bits onto a piece of ply so I can swap it between models easily.

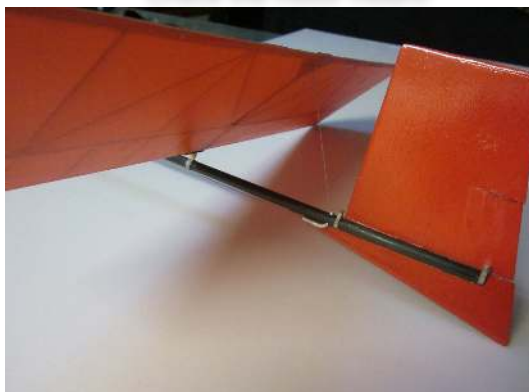
Report and photos from Phil Letchford



Check the motor mount!



The Prius E36 Hybrid



Kept light at the back



Battery velcroed underneath



P30 "Banana Split"



Depron Titch-like lightweight

ScaleMasters

South Australia

Report and photos by Tim Hayward-Brown

David Putterill - Bristol Brigand twin rubber

The week leading up to the annual South Australian F/F ScaleMasters event finds certain scale modellers burning the midnight oil to finish off their projects. Amid self-recriminations like *'why didn't I start this earlier?'* or *'why didn't I pick an easier subject?'* the coffee and glue continues to pour.

At last, with a car full of aeroplanes (some still smelling of fresh dope) and Space Oddity on the CD player (commencing countdown engines on... 4... 3... 2...) we're on the road to Lawrie Kelsall's farm at last.

This year we're in a different field, closer to tree lines. Like a golf course, it's about choosing the right club for the shot required, but sometimes you'll end up in the rough anyway. Or even out-of-bounds. But it's all part of the game. Dave Putterill has already lost a Blohm and Voss flying wing. The highly authentic splinter camouflage will make it hard to find. Gary Odgers is here, and Peter 'Jasta' Jackson, and the sound of small

diesels is breaking the early morning silence. For the first time in many years, Gary Sunderland is not with us. There is a commemorative trophy on offer in memory of his many successful visits here.

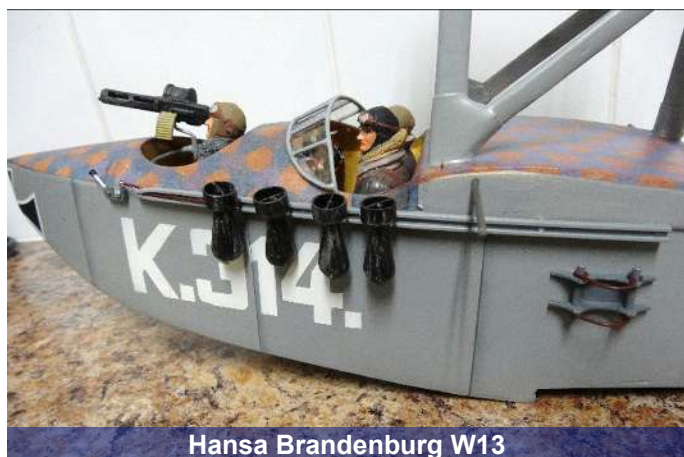
Mike Adams lines up his squadron of classic era rubber models. They will stay exactly in the same spot, undisturbed, as Mike renews old friendships and regales all-comers with tales of glider flying in the old country. Overhead the stately Edwardian progress of Maris Dislers' CO₂ powered Antoinette indicates that the Weather Gods are smiling. It is almost dead calm, and will stay that way till the early afternoon.

Stephen Kittel is here, tinkering with a new electric Ebenezer as partner Ursula attends to the needs of her latest foster guide dog. Jack Metcalfe meanwhile is testing a new canard and Don Howie is even flying a rubber model! (Frog Linnet). The C/L boys are here flying F/F too, with Peter Anglbürger flying an A-Frame pusher

and Mal Dyer as usual up-cycling old Cox 049s into F/F sport models.

Sunday dawned calm again, but we haven't always been so lucky. I remember many times spending most of the day sitting in our deck chairs being blasted by the prevailing wind like the guy in the old Maxell advertisement in front of the huge stereo speakers. But we've had more good days than bad – especially after the move from September to May. The 'Fly-In' ScaleMasters has been going since 1994. And since 2007 has been catered on site by the Putterill family who cook a breakfast and lunch of bacon, eggs and hamburgers on both days. Even if it's windy, it's worth it for the company and the big breakfasts.

Geoff Wood arrives Sunday with an Ebenezer copy of the glider tug he usually flies for the Gawler Gliding Club. The weather is calm again and it flies perfectly - so he's promised to build a model glider for it to tow next time. We haven't seen Ray Melton or



Hansa Brandenburg W13



D Putterill - Hansa Brandenburg W13 Flying Boat

Stephen Portelli for a few years, but here they are. Maybe they've got the bug again? Ray won a prize for the most spectacular 'arrival' when his Lake Buccaneer flew into trees tearing off both wings and snapping the fuselage in half. (It was flying again later the same day!)

David Malpas toiled manfully over his fleet of diesel-powered masterpieces, ably assisted by David

Nearmy once his own Ebenezer DVII suddenly became a monoplane, and was retired hurt.

After about three search parties had failed to find David Putterill's Blohm and Voss, his wife Lyn finally found it late on the last day. Dave had his usual plethora of magnificent models. The six motor Bv 222 'Wiking' - a three-time winner - still flies as

reliably as ever. The detail on his models has to be seen to be believed.

As for me - well the midnight oil paid off in the end. My new model was a 1915 Hugo Junkers J1 - the World's first all metal fighter - built with my four-and-a-half year old son Hugo in mind. He thinks it's his - so will probably assume the trophy is his too. We will have to have that conversation.



Lawrie Kelsall watches Gary Odgers set up



Peter Jackson Nieuport Baby



Geoff Wood launches Ebenezer Tug



Maris Dislers launches Ebenezer



Peter Jackson with Nieuport Baby airborne



David Malpas - HM8 Avionette



David Malpas - Morane Saulnier

Tim Haywood-Brown rubber
Hugo Junkers J1D Putterill's 6 engine electric
Blohm & Voss Bv222

VALE: Allan Lim Joon

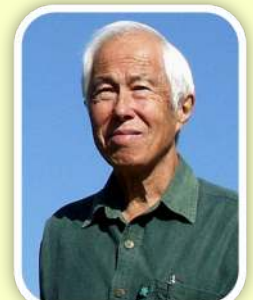
My first aeromodelling club back in the late 1940's was the Eastern Suburbs MAC. ESMAC meetings were held at The Hub Hall in Camberwell and as a leading club of the time there were many top level free flight and control line fliers in the membership. Allan Lim Joon was a highly rated Wakefield and power flier along with others such as Alan King, Ted Gregory, Norm Bell, Monty Tyrrell and the Hearn brothers — all great modellers of the day and regular winners in competitions.

Allan later turned to control line speed and became a highly proficient exponent of that form of flying, winning National titles and setting new speed records with his McCoy 49 powered models.

Following the familiar path of work, marriage and family, Allan dropped out of modelling but returned in later years with a casual involvement in indoor flying at Sandringham.

His passing on May 9th marks the loss of yet another of our early modelling enthusiasts.

(ED: Thank you to John Lamont (Aust Model News) for supplying the text and photos)



An Observation

I have been doing quite well in P 30 competitions lately. I must say I have lost interest in flying F1B because it has become so high tech, and competitive, but P30 is competitive and fun, and there is some quite high standard flying.

I came across Paul Rossiter's, article in the October 2014 Free Flight Quarterly recently. He has done very detailed research into the fairly new orange propeller, comparing it to the Peck and the

Gizmo Geezer. He finishes his article by saying he thinks the orange propeller "is an excellent replacement for the Peck prop and one of the best (if not the best) available.

I thought with such a high recommendation I should try one of these orange props. They certainly look good. The first chance I had to try it in a competition was in the recent Victorian State Championships.



report by Leigh Morgan

My first flight was very disappointing. My plane which usually climbs beautifully did not get to its usual height and just managed to scrap in two minutes. For the next two flights I put my Igra propeller back onto my P 30 and it climbed beautifully and D.T'd at a good height. I think that maybe the orange blades which have a lot of camber, affect the climb on a little light plane.

Continued next page.....

This is just an observation, but I thought it was worth sharing. Terry, Vin and I were in the fly off, Terry's flight was 151.5 using a paddle blade prop, and Vin and I were using the Ingra prop, Vin's flight 185 seconds and mine was 189 seconds. The fly off was early in the morning when it

was very still, with no thermal activity.

Vin and I were both using four strands of 1/16th rubber, braided to make it the correct length. I put 1900 turns on the first three flights and 2000 on the fly off flight. The results were interesting, and I will

have to do a lot more flights, to be conclusive, but I think I will continue to use my Igra prop.

Leigh Morgan

Some new things to look out for



NEW CONTACT ADHESIVE -

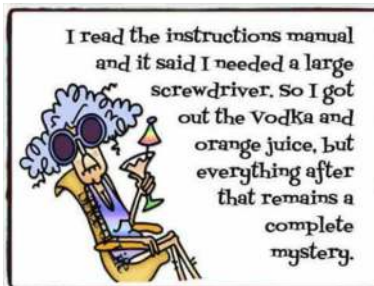
Albert Fathers reports:

Vin put me on to this contact adhesive, water-based no smell. I covered a stab with mylar using it today.

Vin's instructions: Thin with water and a small amount of Methyated Spirits until milk

consistency then brush on and allow to dry. Iron on mylar in your usual way. All can be done indoors.

ED: *I bought a tube, by accident, and found it works well, with an easy clean up afterwards. Although I did apply several light coats to ensure good coverage.*



Two 70 year old men, Mike and Joe, have been friends all of their lives.

When it's clear that Joe is dying, Mike visits him every day.

One day Mike says, "Joe, we both loved *model aircraft* all our lives, and we *flew* on Saturday's together for so many years. Please do me one favour, when you get to Heaven, somehow you must let me know if there's *aeromodelling* there."

Joe looks up at Mike from his death bed, "Mike, you've been my best friend for many years. If it's at all possible, I'll do this favour for you". Shortly after that, Joe sadly passes on.

At midnight a couple of nights later, Mike is awakened from a sound sleep by a blinding flash of white light and a voice calling out to him, "Mike--Mike."

"Who is it?" asks Mike sitting up suddenly. "Who is it?"

"Mike--it's me, Joe."

"You're not Joe. Joe just died!"

"I'm telling you, it's me, Joe," insists the voice.

"Joe! Where are you?"

"In heaven", replies Joe. "I have some really good news and a little bad news."

"Tell me the good news first," says Mike.

"The good news," Joe says, "is that there *are model aircraft* in heaven. Better yet, all of our old friends who died before us are here, too. Better than that, we're all young again. Better still, it's always spring time and it never *blows* or *snows*. Our wives are there too, and young and pretty as ever! And best of all, we can play with *models* all we want, and we never get tired!!"

"That's fantastic," says Mike. "It's beyond my wildest dreams! So what's the bad news?"

"You're in *a fly off* this Saturday!!!"

Pregnancy and Women

Pregnancy Q & A

Q: Should I have a baby after 35?

A: No, 35 children are enough

Q: I'm 2 months pregnant now. When will my baby move?

A: With any luck, right after he finishes college.

Major Free Flight Dates for 2017

Roy Summersby has drafted up a list of all major events for 2017. Not all is set in concrete so, if you have any corrections, additions or feedback, contact Roy on roydi132@optusnet.com.au or by phone on 02 4341 0072 or mobile 0413 588 720

News Years Bash	29 Dec to 1 Jan 2017.....	West Wyalong
Maxmen.....	11 to 19 February.....	Lost Hills CA
Vic State Champs.....	24 - 26 March.....	Derby, near Marong
Q'ld State Champs, F1A and F1B.....	8 and 9 April.....	Dalby
SCC.....	1 and 2 May.....	West Wyalong
DAM, AFFS and Tui Cup.....	4 to 12 May.....	Narrandera
Q'ld State Champs F1C, OP and F1J.....	20 and 21 May.....	Dalby
NSW State champs F1A, B and C.....	3 and 4 June.....	West Wyalong
Richmond Scale Rally.....	1 and 2 July.....	Richmond
World Championships.....	6 to 13 August.....	Hungary
Cowra Oily Hand.....	26 & 27 August.....	Cowra
Wings Over West Wyalong Weekend.....	21 and 22 October.....	West Wyalong
New Year Bash.....	29 Dec to 1 Jan 2018.....	West Wyalong

Richmond Scale Rally

1 & 2 July 2017



CONTACTS: Roy Summersby 02 4341 0072 [Mail: roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)
 Tahn Stowe 02 9664 6198 [Mail: stowes@ozemail.com.au](mailto:stowes@ozemail.com.au)



BRISBANE FREE FLIGHT SOCIETY

2017 Flying Calendar

Month		Date	Start	Event	Location
January	✂	Sat 28 th	12pm - 4pm	Club meeting plus "show and tell"	John's place
March	IND	Sat 4 th	3pm - 6pm	Delta Dart (club sponsored) State Champs	BSHS
	CP	Sun 12 th	7am - 3pm	2 min models (3 flights) + A1 (3 flights) + CLG (6 flights)	Coominya
		Sun 26 th	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	IND	Sat 1 st	3pm - 6pm	HLG/Catapult State Champs	BSHS
	CP	Sun 2 nd	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
	🏆	Sat 8 th	7am - 12pm	F1A State Champs (5 rounds - first Rd 4 min)	Dalby
	🏆	Sun 9 th	7am - 12pm	F1B State Champs (5 rounds - first Rd 4 min)	Dalby
		Sat 22 nd		F1A Reserve in case 8th blown out	Dalby
		Sun 23 rd		F1B Reserve in case 9th blown out	Dalby
	🏆	Sun 30 th	7am - 12pm	F1G State Champs (5 flights)	Coominya
May	IND	Sat 6 th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	CP	Sun 7 th	7am - 12pm	All in % - multiple entries (3 flights ea)	Coominya
		Mon 1 st - Tue 2 nd		Southern Cross Cup	West Wyalong
		Thu 4 th - Fri 12 th		Dave Anderson Memorial, AFFS Champs and Tui Cup	Narrandera
	🏆	Sat 20 th	7am - 12pm	F1C State Champs (2014 rules: 5 flights and 5 secs)	Dalby
	🏆		1pm - 4pm	Open Power State Champs (3 flights)	Dalby
	🏆	Sun 21 st	7am - 12pm	F1J State Champs (5 flights)	Dalby
June	IND	Sat 3 rd	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sun 11 th	8am - 3pm	F1H State Champs (5 flights) + A1 Club event (3 flights)	Coominya
	✂	Sat 24 th	12pm - 4pm	AGM plus "show and tell"	John's place
	CP	Sun 25 th	8am - 2pm	Club Fun Day KKK, Frog, and ½ Hour Walking Scramble plus Vic Smeed (Prizes, no points for V Smeed)	Coominya
July	IND	Sat 8 th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 9 th	8am - 2pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
		Sun 23 rd	8am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
August	IND	Sat 5 th	3pm - 6pm	Peanut Scale State Champs	BSHS
	CP	Sun 13 th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
		Sun 27 th	8am - 2pm	Club Fun Day (Prizes, no points) Vintage, Sports models and limited RC	Coominya
September	🏆	Sun 10 th	7am - 2pm	Scale, HLG and CLG State Champs	Coominya
	CP	Sun 24 th	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
October		Sun 8 th	7am - 3 pm	Col's Vintage Rally (accumulation of points for each class)	Coominya
		Sun 22 nd	7am - 3 pm	LSq/100 (3 flights), No Frills Wakefield (5 flights)	Coominya
November		Sun 19 th	12pm - 4pm	BFFS Xmas Party	Bremer Waters

🏆 Outdoor State Champs IND Indoor State Champs CP Club points apply ✂ Club meetings

CONTACTS:

📞 John Lewis 07 3848 4280

📞 Malcolm Campbell 07 3278 7164

📞 Albert Fathers 0755 343490

NSWFFS Contest and Fixture Calendar 2017

Date	Event	Venue	Time	CD
Dec 30 Jan 2	New Years Eve BBQ & Fun Fly No Comps Just Fun	W Wyalong	Flying anytime. If you want to go, book in	
Jan 15	New Year Recovery Day	Richmond	7.00am – 1.00pm	
Jan 20	General Meeting		7:30pm	
Jan 29	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 12	Combined % + Scale Fun Fly	Richmond	7:00am – 1:00pm	Matt Hannaford
Feb 25-26	Hunter Valley Champs	Muswellbrook		
Mar 12	State Champs P30 + Comb Vintage	Richmond	7.00 – 1.00pm	Gary Pope
Mar 17	General Meeting		7.30pm	
Mar 26	Gary Goodwin's Hinton Day	Hinton	7.00am-- 1.00pm	0414 292 050
March 24-26	Vic State Champs F1A, B, C, G,H and J O/Rubber, O/power, P30 and HLG	Derby, near Marong	For program, see FFDU or phone Vin Morgan on 03 9387 2531	
Apr 9	Big Kev's Abomination Day	Richmond	7.00am – 1.00pm	Peter Jackson
May 1-2	Southern Cross Cup F1A, B, C Open Power & Open Rubber	W Wyalong	For program, see FFDU CD: Dave Thomas	
May 4-10	AFFS Champs	Narrandera	See FFDU	
May 19	General Meeting		7.30 pm	
May 21	State Champs Scramble + Combined %, Control Line flying, BBQ Lunch	Richmond BYO Food	7.00am- 1.00pm	Terry Bond
June 3-5	NSW State Champs F1A, B, C, O/Power and O/Rubber	W Wyalong	8.00am-1.00pm	Dave Thomas
June 18	Corby Starlet and Scale Practice	Richmond	7.00am-1.00pm	Jim Christie
July 1-2	Scale Rally Weekend. SAT: Scale comp SUN: ½ Hour scramble, Fun Fly, C/L flying & BBQ Lunch	Richmond BYO Food	7.00am till dark Trans Tasman CD: Tahn Stowe	
July 16	State Champs F1G, H and J (Combined)	Richmond	7.00am-1.00pm	Matt Hannaford
July 21	General Meeting		7.30 pm	
Aug 6	Combined % (multiple entries)	Richmond	7.00am- 1.00pm	Bruce Hao
Aug 20	Scale Rally, P30 and Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 26-27	Cowra Oily Hand Weekend	Cowra		
Sep 10	½ Hour Scramble + Fun Fly BBQ Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 15	Annual General Meeting		7:30 pm	
Sep 24	Combined % (5 flights)	Richmond	7.00am - 1.00pm	Matt Hannaford
Oct 8	Combined % (multiple entries)	Hinton	7:00am – 1:00pm	Gary Goodwin
Oct 21-22	Wings Over West Wyalong All Disciplines FUN FLY	W Wyalong	7.00am till dark. Plenty of room for all	
Nov 12	Brian Alcock Biplane Day ½ Hour Scramble and Scale rally	Richmond	7:00am – 1:00pm	Gary Pope
Nov 17	General meeting		7.30	
Dec 1	Friday Xmas Party	Richmond	7.00am – 1.00pm	
Dec 10	½ Hour Scramble and Combined Vintage with SAMS plus Fun Fly.	Richmond BBQ Xmas Lunch	7:00am – 1:00pm BYO FOOD CVD: Terry Bond	

- Notes**
1. All scrambles start as close to 8.00 am as possible
 2. Sport FF, CL, & RC Flying welcome on Adrian Bryant Field at West Wyalong. Plenty of room.
 3. BYO FOOD, DRINK & CHAIR to ALL BBQs at RICHMOND

West Australian 2017 Free Flight Contest Calendar

DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
5 March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
19 March	Combined Open	Meckering	9.00 am	Paul Rossiter – 9316 0250
2 April	HLG/CLG State Championships	TBA	TBA	Greg McLure – 9457 8680
As above	Power Scramble State Championships	As above	TBA	As Above
23 April	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
14 May	P30 State Champs / Roy Farren Cup	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	Combined Open / Free Flight Cup	as above	as above	As Above
4 June	SLOP State Championships	Meckering	9.00 am	Phil Letchford – 9295 2161
as above	Mike Beilby Cup	as above	9.00 am	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
18 June	Rubber State Championships	Meckering	9.00 am	Chris Behr – 9448 9922
as above	Wamac Cup	as above	as above	As Above
as above	Open Glider	as above	as above	As Above
9 July	Open Power State Championships	Meckering	9.00 am	Rod McDonald -9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	As Above
30 July	Nostalgia	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	Combined Open / Free Flight Cup	as above	as above	As Above
19 – 20 August	F1A, F1B and F1C State Championship	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	FIA Team trials F1A, F1B and F1C (TT)	as above	as above	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
23 – 25 September	Free Flight Electric F1Q/E36	Meckering	9:00am	Paul Rossiter – 9316 0250
as above	Old Timer Electric and Limited Height Gliders	as above	as above	Chris Behr – 9448 9922

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