

# FREE FLIGHT

## DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 50 NUMBER 4

SUMMER 2018

**AFFS  
& NATS  
ENTRY  
FORMS**

**TRIBUTES TO  
PAUL LAGAN**

**SIERRA & KOTUKU  
CUP REPORTS**

**FINAL TEAM  
TRIAL PLACINGS**

**MEMBER PROFILE  
R SUMMERSBY**

**LOST! FOR 40 YEARS**

**2019 FF CALENDARS**





**FRONT COVER:** Last flight of Screen 24 before an enforced rebuild. Roy Summersby launched it during the Open Power event at the 70<sup>th</sup> Nationals. The model executed a perfect pattern skyward leaving enough fuel to return vertically to terra firma. Then there was silence.

# Free Flight Down Under

## December 2018

Volume 50, Number 4

This edition of Free Flight Down Under is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078. email: [actrain@ozemail.com.au](mailto:actrain@ozemail.com.au)

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.

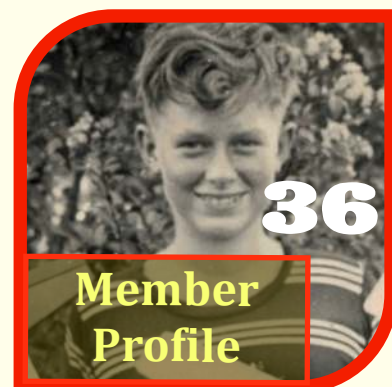
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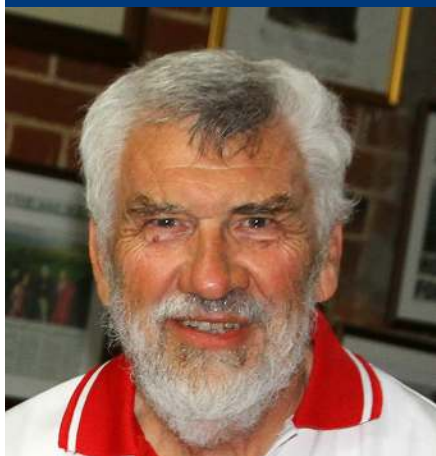


### Lost Hills Reports



### Lost for 40 years

## PRESIDENT'S REPORT



Following their success last year, the 2019 Nationals will again be held at West Wyalong just after Easter. This has necessitated moving the AFFS competitions to after the Nationals, rather than before as was past practice, since there is virtually no accommodation available in Narrandera over the Easter break due to the Hot Rod festival. It has also meant that the AFFS competitions have focussed mainly on the FAI classes lest the combined Nationals and AFFS spreads over what is thought to be an unacceptable length of time.

As seems to be the norm these days, CIAM is considering further Free Flight rule changes and has been

seeking input from national bodies. AFFS Vice President Graham Maynard is currently our delegate to the CIAM Free Flight Technical Committee. He has been soliciting comment from AFFS members and responding to CIAM accordingly. In order to assist in this process we held a survey to gauge members' opinions and this is reported in detail in this issue. With the ever increasing cost and complexity of the models and support systems, it seems to me that there is a danger that it will become even less attractive to any new fliers given that they can get full-house radio controlled model aircraft and drones for a fraction of the price and without many of the problems of where to fly them.

The regulation of drones is also a very hot topic at the moment and threatens to impact on our sport. So far and in some countries, model aircraft are being given some latitude and it is very important that we do nothing to jeopardise this. I make a comment on one aspect of this (models in visual line of sight) in the survey report.

The dust has all but settled on the selection of Australian team members for the 2019 Free Flight

World Championships being held in USA. At the time of writing, the selection period hasn't officially ended but there is no possibility of any further change in the rankings and so, unless there are withdrawals from selection, the team is settled and I congratulate all those successful in what was a fairly hard fought competition. The final results are given elsewhere in this issue. Vin Morgan and Mike Pettigrew will be covering the roles of team manager, with Vin handling the on-field aspects and so will have the official nomination as Team Manager, while Mike will cover the administration duties as Assistant Team manager. I would add that it was terrific to see a number of new faces competing for a place on the team. This is great for the health of our sport and I wish them every success in the future.

Finally, we still haven't found a suitable flying field over here in WA due to the success of the wheat crops, so I urge all members to eat less Weet Bix and more lamb in the hope that some pastures become available!

*Happy Flying,  
Paul Rossiter.*

## FROM THE EDITOR



It's the end of the year and that means the last FFDU for 2018. It's always the hardest FFDU to put

together, with limited competition as the months warm up. At one stage I really thought there'd be little to put between the covers but then contributions started to trickle in.

A big thanks to Gary Pope, Roy Summersby, Phil Mitchell, Vin Morgan, George Car, Stan Mauger, Roger Morrell, Phil Letchford and Hans van Leeuwen for making my job easier and allowing me to produce a newsletter with variety!

Please consider writing something for the next edition of FFDU. I've always reckoned writing about your introduction to aeromodelling and what path you've taken since makes good reading. Why don't you pick up a pen or preferably a keyboard and start today?

As for this Summer edition, those with Black Magic timers might find Roger Morrell's article beneficial and, as everyone likes a good retrieval story, one where the model didn't resurface for 40 years is a must read. E36s continue to attract comment and those who flew in Lost Hills in October also had some interesting things to talk about.

In November, we sadly said Goodbye to Paul Lagan, who was perhaps the best FF aeromodeller ever, from New Zealand or Australia. I've included tributes to Paul that underline his great contributions to our sport.

To close, I hope you all enjoy a very Merry Christmas and a happy, healthy and safe New Year.

*Cheers, Malcolm Campbell*



## 42nd Australian Free Flight Society Championships Widgiewa Cup Narrandera 2019

### Widgiewa Cup (World Cup Event)

Friday 03 May	F1A&C	5 x 1 hour rounds	0800-1300
Saturday 04 May	F1A&C Fly-offs from Friday		0700-0800
	F1B	5 x 1 hour rounds	0800-1300

### AFFS Championships (World Cup Event)

Sunday 05 May	Widgiewa Cup F1B Fly-offs from Saturday	0700-0800
	Combined %	3 flights no rounds 0800-1300
	F1G*	5 x 1 hour rounds* 0800-1300
	F1H*	5 x 1 hour rounds* 0800-1300
	F1J*	5 x 1 hour rounds* 0800-1300
Monday 06 May	REST/WEATHER/PRACTICE DAY	
	Evening AFFS AGM (Narrandera Club)	1900
Tuesday 07 May	Combined % Open Fly-offs from Sunday	0700-0800
	F1A&C	5 x 1 hour rounds 0800-1300
	P30	3 flights, 120s max 0800-1300
Wednesday 08 May	F1A&C Fly-offs from Tuesday	0700-0800
	P30 Fly-off from Tuesday	0700-0800
	F1B (Jim Fullarton Mem.)	5 x 1 hour rounds 0800-1300
	E36	3 flights, 120s max 0800-1300
Thursday 09 May	F1B Fly-offs from Wednesday	0700-0800
	E36 Flyoffs from Wednesday	0700-0800
	Combined Vintage	3 flights no rounds* 0800-1200
	Combined HLG/CLG/TLG	0800-1200
	Scramble (Russ Hammond & Ivor F Mem.)	0900-0930

Evening. Presentation Dinner 1800

Venue: Morundah Hotel Bus from Narrandera provided.

**General Notes/Comments:**

- 1) Sunrise 03 May 0651hrs sunset 1731hrs. Sunrise 09 May 0655hrs Sunset 1726hrs.
- 2) \*F1G/H/J - ~~First Round~~ will be "High Time" NOTE: (6 min max ~~first round~~ only. NB time above 2 min max will only be used to resolve ties)
- 3) # F1A,F1B & F1C - ~~First round~~ duration will be 4 minutes (Weather permitting)
- 4) COMBINED VINTAGE - ~~first flight~~ will be "High Time" & must be launched before 0830 (6 min max first round only. NB time above 3min max will only be used to resolve ties) Entry in more than one class allowed however only 1 (best) score to count for AFFS Champion. . Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009.
- 5) WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
- 6) Flyoffs for F1A, F1B & F1C will be 10 minute duration.
- 7) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 8) Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)
- 9) COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 10) HLG/CLG/DLG are combined into one event. Only 1 set of scores allowed per competitor All flights from the box marked by 4 cones.
- 11) Radio Dethermalization (RDT) is allowed in all events.
- 12) PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
- 13) All Competitors must be in possession of a current MAAA/FAI licence.
- 14) AFFS Annual General Meeting. Please forward agenda items, nominations etc. to the Secretary, Phil Mitchell by 1 April 2019. PO Box 44 Terrigal or [filnoels@bigpond.net.au](mailto:filnoels@bigpond.net.au)
- 15) The Presentation Dinner will be on the evening of Thursday 09 May 2019 at the Morundah Pub. There will be a bus from Narrandera. Cost (including bus) will be \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
- 16) Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land.
- 17) Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
- 18) RISK/HAZARD MANAGEMENT and CASA INSTRUMENT APPROVAL issues will be addressed at compulsory event briefings (see following notes).
- 19) All entrants before flying in the Widgiwea Cup & AFFS events must attend daily compulsory event briefing(s) 05-09 May at approx. 0745 hrs.





## ENTRY FORM



### 42nd Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

May 2019

Name: ..... FAI No:.....

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

Phone: .....E-mail .....

#### Events entered

Event	Tick
1. F1A World Cup Event	
2. F1B World Cup Event	
3. F1C World Cup Event	
4. Combined % Open	
5. Scramble (Russ Hammond/Ivor F)	
6. F1G (Coupe d'Hiver, see note 2)	
7. F1H (A1 Glider, see note 2 & 7)	
8. F1J (see note 2 & 8)	

9. Combined HLG, CLG, DLG	
Event	Tick
10. Combined Vintage. (entry in more than one class allowed, see note 4)	
11. P30	
12. E36	
Dinner(s)	
AFFS sub for 2018/19	
FFDU paper copy 2018/19	

<b>Fees:</b>	World Cup events F1A, F1B and F1C	\$40
	Any number of other AFFS events	\$30
	Any number of WC and AFFS events	\$60
	Presentation Dinner	\$35/person
	AFFS membership including e-FFDU for 2019/20	\$10
	Non AFFS Member competing in AFFS & Widgiewa	
	Cup Events (covers both Events)	\$10
	Posted paper copy of FFDU (in addition to membership)	\$35
	<b>There are no fees for juniors</b>	

#### Fee calculator

Select entry one entry option, membership option, dinner if attending	Fee	
AFFS World Cup events (any or all)	\$40	
AFFS events only	\$30	
AFFS World Cup events and all other AFFS events	\$60	
Dinner	\$35/person	
AFFS membership for 2019/20 (includes electronic FFDU & Admin Fee)	\$10	
Competitor not AFFS Member (Admin Fee)	\$10	
Posted paper copy of FFDU 2019/20 (in addition to AFFS membership fee)	\$35	
<b>Total Fee</b>		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 1, 2019.

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

Albert Fathers, Treasurer AFFS  
7 Esperance Close Elanora QLD 4221 Australia

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

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

[fathersplace@smartchat.net.au](mailto:fathersplace@smartchat.net.au)



## ENTRY FORM



### Widgiewa Cup 2019 - Open International F1A, F1B, F1C

Narrandera, NSW

May 2019

Name: .....FAI No:.....

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

.....

.....

Phone: .....E-mail .....

#### Events entered

Event	Tick
1. F1A World Cup Event	
2. F1B World Cup Event	
3. F1C World Cup Event	
<b>TOTAL (any or all)</b>	<b>\$40</b>

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 1, 2019.

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

Albert Fathers, Treasurer AFFS  
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[fathersplace@smartchat.net.au](mailto:fathersplace@smartchat.net.au)



NSWFFS has five WWI peanut scale kits for sale at just \$15 each plus post, or pick them up at Richmond on flying days.  
Email Roy at: [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)

Austin-Bell A.F.B.I  
Bristol Scout D  
Thomas – Scout S-4C  
Fokker Dr1  
Dornier D1

*Made by Lees Hobbies Sunnyvale CA*

Date	Social Events	Rego Centre FF/RC Indoor	CL Aerobatic McAllister	CL Speed WW Airport	CL Combat Redman	FF AB Field	RC O/T AB Field	RC Heli Gun Club	Airport and AB Field	RC Pattern Scale/Airport	RC Glider Airport
Wed 24	Opening Ceremony Ind/ Stadium	8am-5pm Registration	Practice	Practice	Practice	Practice Fun fly every day see CD daily	Practice	Practice	F5B Practice	Practice	Practice
Thu 25	Anzac Day DawnService	9am- O/Rubber Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	10am-5pm 1/2a COMBAT Slow Combat	8am-2pm P30, F1J VIN RUBBER & GLIDER	10am-1pm 1/2A Texaco 1.30pm-5pm STD Duration		10am-6pm F5B Glider		IMAC Practice
Fri 26		-12pm FF Static Judging 12-5pm Practice 6pm-9pm F1D,F1L 6-9pm	9am-4pm F2B AEROBATICS ADV & EXP	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm Jnr Combat F2D Combat	8am12pm Vintage Power OPEN POWER	1pm-5pm Duration		9am-6pm F5B Glider	9am-5pm F3A PATTERN Expert & Advanced, Sportsman	9am-5pm IMAC B,S,I,A,U.
Sat 27		6pm-9pm IHLG,ICLG H/Rat, H/R Scramble Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am VINTAGE A T/R	8am-11am F4A SCALE  8am-2pm F1B	9.30am-10am Sport/Cabin SCRAMBLE 11am-5pm Texaco	PRACTICE		9am-5pm F3A PATTERN EXPERT & ADVANCED SPORTSMAN	9am-5pm F5J GLIDER IMAC B,S,I,A,U..
Sun 28	Swap Meet Auction 6- 9pm	Last day to register Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B T/R	7.30-8.30am SCRAMBLE 9am-11am HLG, CLG,DLG 9am-2pm E 36	10am-1pm Gordon Burford EVENT 1.30pm-5pm Nostalgia	9am-5pm F3C SPORTSMAN, Adv/Exp F3N	PYLON SETUP, PYLON PRACTICE	9am-5pm F4C, F4H F4G Open and Clubman	F5J GLIDER 9am-5pm IMAC B,S,I,A,U.
Mon 29	6pm-7.00pm Night Scramble 7.30pm BBQ AB field	CLOSED	Control line scale Demo/try /fly day	9am-11am Round 1&2 F2A SPEED GOODYEAR.	8am-5pm VINTAGE COMBAT	8am-2pm F1C, F1A Open Rubber	10am-1pm 2cc DURATION 1.30pm-5pm '38 ANTIQUE,	am-5pm F3C SPORTSMAN, ADVANCED. EXPERT. F3N	9am-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	9am-5pm F4C,F4H F4G Open & Clubman	Open Electric Glider
Tue 30		CLOSED	9am Classic Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm F1H, F1G OZ DIESEL	10am-2pm Old Timer GLIDER	am-5pm F3C SPORTSMAN, ADVANCED. EXPERT. F3N	9-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	9am-5pm F4C F4H F4G Open & Clubman	9am-5pm F3K R/C HLG, Open Thermal
Wed 1 May	Celebration dinner WW Services club	CLOSED	Vintage Stunt	Reserve Day	Reserve Day	RESERVE DAY	RESERVE DAY	RESERVE DAY	F5D	RESERVE DAY	F3K R/C HLG, Open Thermal 9am-5pm





## MAAA 71st National Model Aircraft Championships

West Wyalong - 24 April to 1 May 2019

### Pilot Entry

Surname
Street Address
Home Phone

First Name
Town/City
Mobile Phone

FAI Number
Post Code
Email Address

### Team Member Entry

Event
-------

Team Member Name
------------------

Team Member FAI Number
------------------------

RADIO CONTROL	
Gordon Burford	
Old Timer Texaco	
Old Timer 1/2A Texaco	
Nostalgia	
38 Antique	
Sport Cabin Scramble	
2cc Duration	
Standard Duration	
Duration	
Old Timer Glider	
F3C Helicopter	
Helicopter Expert	
Helicopter Advanced	
Helicopter Sportsman	
F3N Helicopter	
F3A Aerobatics	
Pattern Expert	
Pattern Advanced	
Pattern Sportsman	
AUS 1 (F3D mod) Pylon T	
Pylon Quickie 500	
Pylon F 400	
F3T Pylon T	
F5D Elect Pylon	
F5J	
IMAC - Basic	
IMAC - Sportsman	
IMAC - Intermediate	
IMAC - Advanced	
IMAC - Unlimited	
F5B	
F4C Scale	
F4H Scale	
F4G Scale	
Open Scale	
Clubman Scale	

CONTROL LINE	
F2A Speed	
Combined Speed & Jet	
F2B Aerobatics Exp.	
F2B Aerobatics Adv.	
F2D Combat	
Open Combat	
Vintage Combat	
Slow Combat	
1/2 A Combat	
F2C Team Race T	
F2F Team Race T	
Goodyear T	
27/10 Goodyear T	
Open Rat Race T	
2.5cc Rat Race T	
JNR.2.5cc Rat Race T	
Vintage A T/Race T	
Classic B Team Race T	
Classic FAI T/Race T	
F4B Scale	
Vintage Stunt	
Classic Stunt	

FREE FLIGHT - Outdoor	
F1A Glider	
F1B Wakefield	
F1C Power	
F1G Coupe	
F1H Glider	
F1J 1/2A Power	
Open Power	
Open Rubber	
E 36	
Day Scramble	
Night Scramble	
Outdoor HLG	
Outdoor CLG	
Outdoor DLG	
P 30 Rubber	
Vintage Rubber	
Vintage Power	
Vintage Glider	
OZ Diesel	
F4A Scale	

FREE FLIGHT - INDOOR	
Open Rubber Scale	
Peanut Scale	
Indoor HLG	
Indoor CLG	
F1D microfilm	
F1L	
Hangar Rat & HRS	

SOCIAL EVENT - How many attending ?	
Opening Ceremony & Indoor RC	

NEW CATEGORY	
NON COMPETITION SPORT/FUN Fly	
Admin Fee Only - No Event fee !	
Non Comp Sport RC - Outdoor	
Non Comp Sport RC - Indoor	
Non Competition Sport C/L	
Non Competition Sport FF - Outdoor	
Non Competition Sport FF - Indoor	

GET YOUR ENTRY IN EARLY	
Closing Date for Entries is 28 February 2019 - we will accept a late Fee of \$50 for any late entries	

GOODIE BAG - includes a Nats metal badge and a Nats Decal. If you want more order it here !
--

EFT Details - A/C Name - NSWFFS Inc 71st Nationals BSB - 062 336 A/C # - 1040 9062 Ref - FAI Number plus first three letters of your surname
--

Cheque Details Cheque Payee - "NSWFFS Inc 71st Nationals" Postal address for Entries and/or Cheques is ; 71st Nats Registrar 5 Williams Road, North Rocks, NSW 2151
---

**STATEMENT OF AGREEMENT:-** I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 71st Nationals if I am asked to

Signed.....  
PILOT / TEAM ENTRY FORM

### Payment Method

Electronic Funds Transfer or
Cheque

### Fee Calculator

Events	Qty	\$ Each	Total	Max Fee
Admin - ALL Entrants	1	\$50	\$50	\$50
Late Fee		\$50		\$50
Senior Events		\$15		\$50
Junior Events		\$2		\$10
Team Member		\$5		\$20
Fun Fly only		\$0	\$0	\$0
Sub Total		A		

Goodies & Dinners				
Metal Badges		\$5		NO Limit
Decals		\$3		NO Limit
Cap with Logo		\$20		NO Limit
Hat with Logo		\$25		NO Limit
Polo Shirt & Logo		\$40		NO Limit
Country BBQ		\$20		NO Limit
Closing Celeb'n Dinner		\$25		NO Limit
TOTAL		B		

GRAND TOTAL A + B

# World Championships Team Selection Trial

**DALBY**  
**15 September**

Report and photos by  
Malcolm Campbell

Matt Hannaford's F1A

## QUEENSLAND TEAM SELECTION:

On Friday, we all agreed to run all three classes on Saturday. We started at 8 am, deciding to run with 1.5 hour rounds and kept to that duration for the first 3 rounds, stopping for lunch and restarting the final rounds at 1.30 pm. These were 1 hour rounds.

Roy Summersby and I elected not to fly as our places on the team were assured no matter what happened at Dalby or next month at Lost Hills.

There were positions up for grabs in all 3 classes. Wind speed for R1 was typically 6 - 8 m/sec with 9+ gusts and short quieter periods. It stayed that way for the first 3 rounds. I even saw a few gusts crest 12 m/sec with one reaching 12.8 m/sec. Everyone made motorised retrievals where possible and they really benefited from this as models were travelling over 2 km. We were so lucky the wind blew in roughly the same direction for the whole day.

Gary Pope had damaged 2 models earlier and elected not to fly **F1C** while Shannon Tolmie flew the first round but failed to make the 4 mins by over a minute and withdrew. Gary is going to Lost Hills next month so he still has the chance to capture 3rd spot on the team from Shannon.

In **F1A**, Matt Hannaford was Albert's threat and he turned up with three models, including a 3 servo 6

panel L'il AL from Vasily - it was Vasy's own model and it looked very good in the air on Friday. On Saturday Matt broke two models, his best two, in the strong winds. Both need new booms plus stab and fin repairs. Albert put up some good flights including a 4 min R1 score but suffered stab damage in two of the early rounds. The repairs finally let go in his R4 launch when the stab exploded into many pieces. The model flew inverted without a tail and landed safely after about 30 seconds. So the comp counted for naught, for both of them, but it means Albert is on the team.

**F1B** was great to watch as three people could still gain 3<sup>rd</sup> place on the team. Vin had a bad start with three low scores but maxed the final two

rounds in great style. Gary Goodwin gained the 3<sup>rd</sup> place on the team, by scoring 915 secs on Saturday. He flew a marvellously forgiving model that got him out of trouble on a couple of occasions, as it did during the Queensland State Champs in June. After losing a model on Friday Bruce Hao went on to break a wing and retired after R4. I timed for Richard Blackam who flew magnificently, never putting a foot wrong and was the only one to max out on the day. One flight DT'ed at 400 metres and recorded 140 metres at prop fold – some neat thermal! Richard's score moved him to the top of the table, ahead of Craig Hemsworth.

It would have been fun to fly and I was tempted, because I have flown in windier conditions. It was probably sensible not to.

The decision to run all events on Saturday proved very wise because Sunday was even windier, predicted to be 50% windier but perhaps not quite that bad on the day. Socially, it was a great decision as we caught up with our visitors for drinks and then had a great time at the hotel where we had 12 flyers enjoying a rowdy 2 hour dinner. The comp ran well and they all had good words for the field, DMAC and the organisation of the weekend.



Vin Morgan launches in F1B



Both days were bad, but the prediction for Sunday made Saturday our best option

## TEAM SELECTION TRIAL - Dalby 15 September 2018

### F1A

Name	R1	R2	R3	R4	R5	Total
Albert Fathers	240	139	180	0	DNF	559
Matt Hannaford	151	94	0	DNF	DNF	245
Malcolm Campbell	DNF					DNF

### F1B

Name	R1	R2	R3	R4	R5	Total
Richard Blackam	240	180	180	180	180	960
Gary Goodwin	195	180	180	180	180	915
Vin Morgan	162	121	86	180	180	729
Bruce Hao	154	180	150	180	DNF	664
Graham Maynard	DNF					DNF
Ron Munden	DNF					DNF

### F1C

Name	R1	R2	R3	R4	R5	Total
Shannon Tolmie	177	DNF				177
Gary Pope	DNF					DNF
Roy Summersby	DNF					DNF
Ron Munden	DNF					DNF





## Driving the extra mile .....

a recovery story with a difference

by Malcolm Campbell

Bruce Hao was unlucky enough to have an F1B fly away during Friday practice at Dalby. The wind was gentle in the afternoon and the signal remained strong for maybe two hours before it faded. A group went out later in the day and searched without success. They had a signal and then they didn't. Maybe it fell from a tree?

About a week later Bruce got a call to say the model was found in good condition; only its stab was missing.

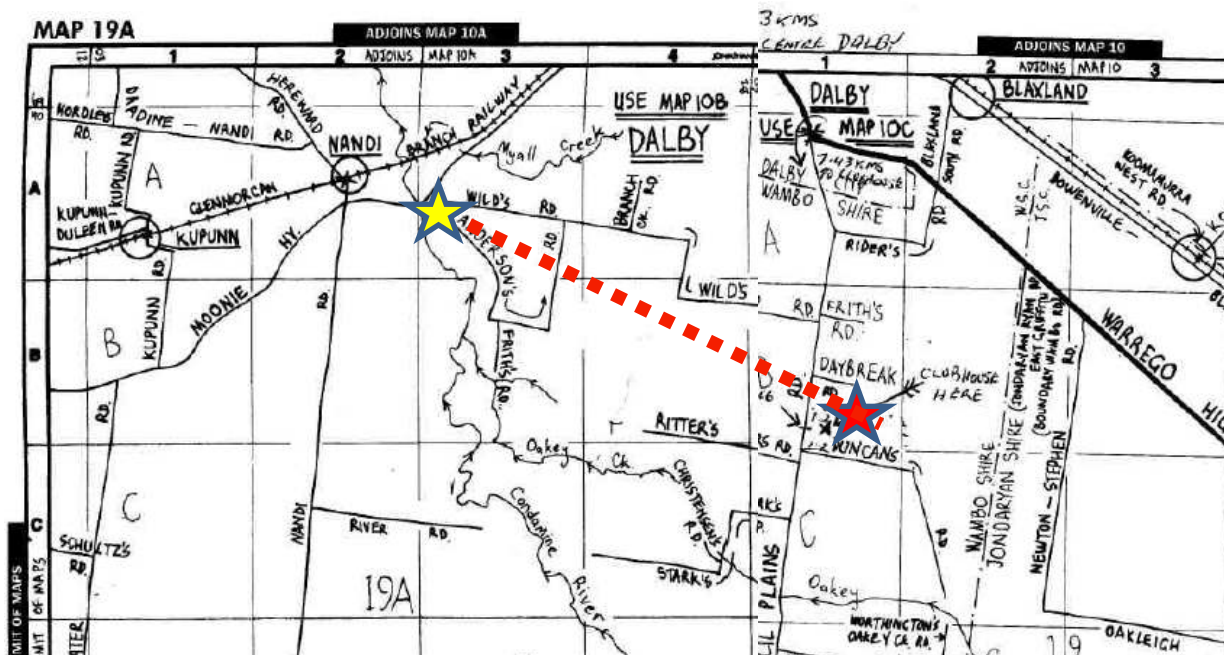
Bruce contacted me and gave me the finder's phone number. I phoned on the same day and he

told me where it was found. From my map this was about 10 km from where it was launched. He was a cotton farmer and said he nearly ran over it with his tractor. He planned to take it into town that night to give it to an RC modeller for safe keeping. Bruce was happy and said he'd drive up to get it - just a simple 2,000 km return trip! It was then that good Samaritan Albert Fathers chimed in to say he'd pick it up and bring it down to West Wyalong at the end of October. It was not too far out of his way.

As the weeks passed by, the model was handed on to another

Dalby modeller, one who flew both FF and RC. In a change of plan Albert chose not to go to WW but decided to go to Dalby anyway to pick up Bruce's model and to test out his new tent. That was so good of Albert but local Dalby food was not so good for Albert - he was up all night with a tummy bug! Poor Albert, he'd planned to drive home via Coominya to do some F1A testing, but driving straight home was all that he could.

So Bruce's model was in very safe hands wrapped up for its trip home via the postal system, after Bruce gets back from China.



Flight path of Bruce Hao's F1B

BREAD IS LIKE THE  
SUN. IT RISES IN THE  
YEAST AND SETS  
IN THE WAIST

I took the shell off my racing snail,  
thinking it would make him faster.

Unfortunately, it just seems to have  
made him sluggish.

# LOST HILLS, CALIFORNIA USA ENDLESS OCTOBER

## 2018 F1A REPORT

### ***DROUGHT, DUST DEVILS AND THE DIRTY DOOR***

*Report and photos by Phil Mitchell*

Well, my trek back to Lost Hills this October was, in part, a mission to revisit flying and field conditions that we can expect to experience during the 2019 World Championships. Believe me, it is a very different scenario with respect to the flying conditions that we experience at Lost Hills during the Fab Feb Competitions each year.

After my early morning arrival at LAX I was kindly met by Roger Morell. I visited his and Lindy's home for most of the day as I had a "Puddle Jumper" flight late that afternoon from LAX to Mammoth Lakes Airport to meet up with Brian and Janna Van Nest. I spent

a few days at the Van Nest's lovely home in Bishop, walking, sight-seeing and preparing to "haul out" for Lost Hills with Brian in his Ford Super Duty "F" Truck with their 4.5 tonne 5<sup>th</sup> wheeler in tow. I think it's always a good idea to spend a few days in the US before flying models to recover from jet lag.

Brian and I arrived at the field on the Tuesday before the Competitions to get set up, retrieve our motorcycles from the shed and prepare for some practice sessions. There was no green grass in sight, in fact, the field was bare as.... very dry

and dusty. California has been in *drought* too for some 10 years now.

I was keen to give my new Flapped LDA a work out with a new tube spar stabilizer. Sergey Makarov gave me the heads up on flying the model with the new stabilizer.....*"You will need some (program) changes...."* Well, he was certainly right and it took quite a number of flights to get the launch trajectory back to near vertical....big changes were required to the "pitch up" timing and intermediate cruise settings. Only minor adjustments were required to the glide settings.

*Continued on next page*



Certainly not much grass at Lost Hills in October



Phil Mitchell (left) and Albert Fathers set up in the dirt



Now for the contest flying.....note that this report only covers F1A flying as the FFDU Editor Mal had lined up others to report on the B and C Events at Lost Hills:

### KOTUKU CUP 2018

Near perfect flying glider conditions (though, maybe a little too calm at times) greeted Albert and I for the first competition, the Kotuku Cup. It was overcast with a stunning cloud array (see photo). A couple of test flights before the start proved the air was "fat", stable and good for the 240 second max as long as launch tension was achieved. Unfortunately, Albert struggled a little in the calm early morning rounds.

By the second round conditions changed rapidly, the "fat" air was gone and things started to get tricky. It was still calm but small bumps and sinks became evident on the line, so I opted to stay with the LDA long model and keep the glide circle open so as to navigate a flight path that averaged out the air.

Relatively light conditions prevailed for the rest of the rounds....I changed to my Short LDA but it was tricky, models would climb away for what appeared a certain max only to be dumped....some made a max.....some didn't. The "*Dust Devils*" were a feature of the later thermal rounds. Albert got in some really good circle towing practice and maxed rounds 4-7 for a respectable score of 1105 seconds.

I maxed the 7 rounds and made the first 5 minute fly off late in the day flying my short LDA. The lift in this fly off was so strong that after the model DT'd it flew for another 25 minutes to land some 6kms away....over the trees and close to State Highway 46. Some interested cows caused some minor damage to the model.

The final fly off was scheduled for the following morning....it was time to bring out the big guns with only 5 flyers left. Conditions were relatively calm with a light drift no more than 1

m/sec. I made two test flights with the Flapped Long LDA before the 7 minute fly off window commenced and was good to go after some very minor trim changes.

My previous experiences in early morning fly offs in Lost Hills (mostly unlucky) had taught me that it seems best to go early in the fly off round. I towed up on the hooter made one check circle, pulled the model down and put "the pedal to the metal" just as the nose came up out of the bottom turn. The pre-launch trajectory was perfect and the model climber near vertically to bunt over at 103m. The glide transition was near perfect as well. The altimeter graph indicated some helpful air during the flight and my model made 9 mins 34 sec to win. Ken Bauer finished 2<sup>nd</sup> and Jes Nyhgen 3<sup>rd</sup>.

Although I previously indicated that I was only reporting on F1A competitions I would like to make a special mention of Gary Pope's excellent win in the Kotuku Cup early morning F1C fly off...congratulation again Gary, well done!!

Go the Aussies winning two of the three Kotuku World Cup Events!

### SIERRA CUP 2018

Similar conditions prevailed for the Sierra Cup, though maybe a little windier. Albert did very well maxing the First Round. Then as per the Kotuku Cup condition it got very tricky.....Albert was unlucky to drop Round 2 but then continued to max out for an excellent total score of 1252 sec.

I maxed out using my Long LDA but came unstuck in the 5 minute fly off. I had one attempt, not quite making a downwind circle on the line, and re launched with 2 minutes left but couldn't find any air in the remaining time. I finished 5<sup>th</sup>. Rene Limburger won the early morning fly off, Jes Nyhgen 2<sup>nd</sup> and Enes Pecenkovic was 3<sup>rd</sup>.

### US TEAM FINALS

I stayed on for another week to assist Brian Van Nest flying F1A in the Finals and also to assist with time keeping. The "*Dust Devils*" prevailed on the field and the tricky conditions kept on claiming "scalps" during the Finals Competitions. I still prefer our "Multi Trial" team selection process however the US Finals selection process seems to have general acceptance from the prospective US Team contenders....its a long.....somewhat tough.....very regimented.....well run...2 consecutive 7 round competition format with daily fly offs. It basically selects the best performing 9 flyers on "the day"(s).....it may not however, actually select the best performing/most consistent flyers in the country.

### THE "DIRTY DOOR"

Well, for all us Lost Hills tragics, the end of an era seems very close. "*The Dirty Door*" is actually a very good old but very small Mexican Supermarket in the Lost Hills township. The staff are very friendly and greet us each year as we call in for provisions. It's moving to a new nearby location that has been under construction for some time now.....but it's looking very close to opening....the carpark is finished and line marked....maybe Feb Feb next year will see "*The Dirty Door*" closed for the final time.

And....ooohh yes..... the Tarantulas were out too !!...see photo.



Their bark is worse than their bite



# F1B at Lost Hills October 2018

*Report and photos by Vin Morgan*

Although a lot of Australians, including me, have flown in the Max Men competition at Lost Hills in February I hadn't been there in October since 2008. It's a bit different. February is the middle of Winter and even in Southern California it can be cool and the field often has large areas of short green grass. October however is Autumn (alright Fall). The Summer has seen off the grass and left a field of fine gypsum sand. I had neglected to take the large stooge pegs however Walt Ghio showed me how to dig down 20cm or so to where the ground was firmer and a winding stooge could be safely anchored with normal pegs. The large serving spoon provided with the RV made a useful spade. Craig didn't dig his pegs in so I had to stand on them while he wound but as he doesn't break many motors I wasn't too nervous.

I shared a van with Craig. We shopped in Malibu, which was a pleasant change from Walmart in Wasco and topped up at the Dirty Door in Lost Hills. When we arrived at the field Roy and Albert were already there practicing, but there were not many others. In fact, I was surprised over the whole weekend at how few flyers were there. I had expected lots wanting to check out the field at the same time of year as the World Championships. We had a pleasant dinner with Roy and Albert helped along by a couple of bottles of red and some whiskey.

Friday was a nice day. We did quite a lot of practice and found

the new motor-bike to be excellent!

Saturday dawned cool and calm for the Kotuku Cup. I flew one of my oldest AA models; 4-panel wings, wooden prop. It looks a little elderly now that all the smart money are sporting 6-panel wings, moulded carbon skins, moulded carbon covered propellers etc but it's a reliable six-minutes-plus-in-still-air model.

Flying wasn't too difficult in the good conditions. The wind got up to about 3m/s in the late morning but this made lift-picking, or at least the timing part of lift-picking somewhat easier. LH is more difficult in Summer, thermals are stronger so sink is stronger and timing is crucial. I made all the rounds (7!!!) using the warmlift as well as other models to indicate thermals.

Craig was slightly handicapped for the competition because he hadn't brought his model box. He had been yachting in Europe – as you do – before coming to LH and he didn't want to be restricted by carrying a box of aeroplanes. He only had two models brought to LH by Albert, and limited support equipment. One of the models did have 6-panel wings and moulded tips but the R-thrust and downthrust had been mislaid by loose thrustline screws so the model in round 4 went L at the top of the burst and looped.

Everyone who maxed-out made the 5-minute flyoff in the late afternoon. In the 10-minute flyoff



Craig Hemsworth was set up well, clear of the dust



F1A flyer Jes Nyhegn tried F1B



Lindy Murrell - trick or treat?

held the next morning I launched early and got a very moderate 4:08. The model sank like a stone in terrible air. The winner, Sevak

*Continued next page*





Malhkasian got 8:17. I was sorry to let the side down, Phil Mitchell won the F1A flyoff and Gary Pope won F1C.

Conditions for the flyoff were good but shortly afterwards, during preparations for the Sierra Cup, the wind came up sweeping clouds of dust across the field. The competition was cancelled with the expectation of flying it the next day. We drove back to Malibu because the van had to be returned the next day and I was flying out that evening. Also, there was a party on Sunday evening.....

So that was LH in October. The flying days, Friday and Saturday, were warm but pleasant with temperatures in the mid 20s. It is unflyable (uninhabitable) in a strong wind but the wind had gone by the next day. The week before we were there the temperature was up to 37C. Shade shelters required.

*Vin Morgan*



Aussie F1B flyers had no trouble with the big spiders - they had a big hammer.

### Back in Malibu, Vin and Craig saw the Space-X launch

*"What's really got people talking, though, is the awesome light show that the launch created in the sky over Los Angeles. Like some cross between the Northern Lights and the scene from Independence Day where the aliens arrive, it was utterly mesmerizing on every level. As the rocket shot through the sky, people from as far away from Arizona were treated to a display of blue and white clouds across the sky.*

*The otherworldly display was caused by the rocket's exhaust vapor, which condensed to form ice crystals in the frigid upper reaches of earth's atmosphere. These crystals were then lit up by the setting Sun, creating a glittering burst of colours that lit up the darkening California sky. The explanation might be simple, but the spectacle's impact on people watching below was anything but.*" From [www.digitaltrends.com](http://www.digitaltrends.com)



## Notice to all Aeromodellers

The MAAA 71<sup>st</sup> National Model Aircraft Championships will be held at West Wyalong from  
24<sup>th</sup> April to 1<sup>st</sup> May 2019





## F1C AT LOST HILLS October 2018 Kotuku Cup and Sierra Cup



I must admit I was expecting far bigger numbers. A lot, in fact most of the Americans, elected not to fly in these competitions saving themselves, and models for their team selection trials to be held a few days after the Sierra Cup. Overseas competitors in F1C, with the exception of China and us from OZ, were not to be found.

Lost Hills hasn't seen rain for a long time and the field was one very large dust bowl. Where the flight line was, the land had been cultivated with carrots some years back and the top soil was very soft, resulting in a covering of very fine dust, which the F1C models disturbed when held

vertically. Let's hope they get some rains before October next year. Five of the six Aussies that made the trip stayed on the field, the other taking the luxury of motel 6.

### Kotuku Cup

The Kotuku Cup was held first, and had 12 competitors, 6 from USA, 3 from China, and 2 from OZ. All classes were flown along the one long flight line. Conditions were very good and maxes were easy to come by. Saying that, there were times in the later part of the day where the air went very dead, in fact nothing happened for 25 minutes at one time. This will present a problem in the world champs next year, as you really only

have 15-20 minutes to fly. After round 6 and before the first fly off the wind had came up to such a strength that making a 5 min flight would put you in the nut trees, so the fly off was to be next morning. This was also to be the Sierra Cup day, but as it happened after the fly off the wind came up very strong so the competition was cancelled till the following day.

### Sierra Cup

This day was very much a

carbon copy of the Kotuku Cup, light winds and easy maxes. It seemed strange to have a terrible day in between two very nice days. Again there were long spells without the air showing any sign but down, and it was a waiting game. When the signs came good a mass of models were thrown into the sky. Sadly there were only six F1C competitors - three from China two from OZ and a lone American.

Summing up, it was a good trip and we have a better idea of what to expect next October.

No doubt a few Aussies will make the trip next February; this is certainly a much bigger gathering. In the last few years there have been up to 33 countries represented. Make the trip in February if you can, you won't be disappointed, it's well worth it.

*Report and photos by Roy Summersby*



Lone US flyer Mike Roberts waits his turn in F1C



Enthusiastic Chinese flyers set up their models



Roy Summersby, in the dust bowl



More little spiders



# IN SEARCH OF A TEAM PLACE and SOME PLEASANT SURPRISES

## GARY POPE TELLS OF HIS TRIP TO LOST HILLS



Gary Pope sets up for a dream run in the Kotuku Cup

### Preamble

After much travel and a long and frustrating season of flying, at the end of August I found myself in 4<sup>th</sup> position for a 3 man team to the 2019 World Champs to be held in Lost Hills. I was determined to do my utmost to make the team. My last opportunities to do so were the Dalby comps in mid-September and the Kotuku and Sierra cups to be held in Lost Hills in October. I had resolved to enter all of these. All I needed to make the team was 5 consecutive max's and these competitions theoretically provided 4 opportunities to achieve my goal.

Unfortunately my trip to Dalby was fruitless. On the practice day the outer wing hinges on my two best models (Geared Slava Folders) failed and I could not repair them in time for the comp. As it turned out it didn't matter as the comps were effectively blown out by high winds (*Ed not really correct, winds were within limits and most who had to flew*). Thus 2 of 4 opportunities to get on the team

were gone. I was getting really nervous now.

This was disappointing but I still had 2 chances to make the team provided I could get the good models repaired in time. To add to my woes I received some extremely distressing personal news on the drive home. I had 12 days to deal with this upsetting news and get the good models repaired and trimmed before departure to the US.

Thankfully Terry Bond came to the fore and we repaired the hinges under his calm and confident guidance. The models trimmed out OK on Friday 28 September at Richmond so I packed my bags and models over the weekend and caught the shuttle to the Airport at 5.45 am on Tuesday 2 October.

At this point things started to turn around. After nearly a year of frustration, reversals, unexplained hiccups and a succession of unkind events, serendipity returned and things started to fall into place.

### Travel

The shuttle to the airport was fine. Check in was fast and easy. Immigration was fast and easy. The wait for boarding was not so bad. I was bumped from my preferred seat to a better seat with more legroom. I was sitting next to a recently retired NRL player and his mates. Their behaviour was impeccable. I left them to themselves for the entire flight but made contact as we prepared to disembark. All the guys in the group knew my son in law Nathan and were aware of my daughter Erin's business (Three Birds Renovations) with two other WAGS – Bonnie Hindmarsh and Lana Taylor. We had a pleasant chit-chat as we waited. Turns out they were on their way to be in the crowd for the McGregor fight in Las Vegas. Each to their own.

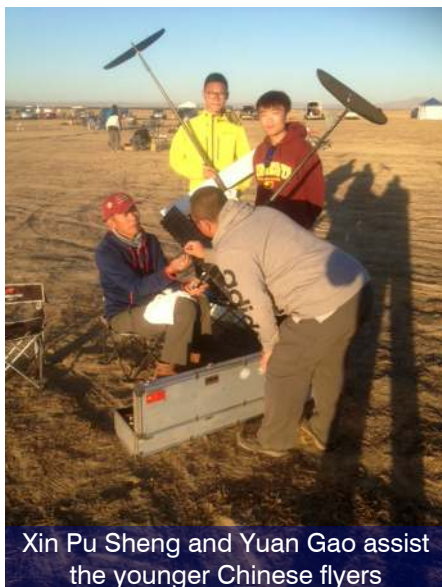
The flight was suitably uneventful as was disembarking, customs clearance and getting a shuttle to the Four Points by Sheraton for 24 hours of rest before picking up the hire car and driving out to Lost Hills. I arrived at the hotel at 8 am and checked in without delay. I had a lovely nap and that evening at the bar I struck up a friendship with a couple from Maryland (Curtiss was an aerospace engineer in town for meetings and Audrey his wife was visiting friends while Curtiss was at meetings). We had a great time drinking wine and dining at a local Thai restaurant. A good night's sleep ensued.

Serendipity continued the next day with an easy check out, a walk across the road to the Budget hire car depot and a very easy 2.5 hour drive to Lost hills (go north on Airport Boulevard, after 4 blocks turn right onto La Tijeras Boulevard, then turn left onto the I405 North, veer left onto the I5 North, take exit 278 and turn left (west) onto the I46 and you are there after 2.5 hours.

Check in at Motel 6 was a piece of cake. I went to the field to check it out. All was good and the weather forecast was pleasant. I collected some supplies from the storage and travelled to Walmart at WASCO for



Mike Roberts seemed happy enough



Xin Pu Sheng and Yuan Gao assist the younger Chinese flyers

some fresh food, drink and other supplies.

All was in order.

### Practice

The next day I joined the other Aussie flyers (Roy, Albert, Craig and Vin) for some practice flying. The #38 Slava Geared Folder (sibling of #37 the 2015 World Champ) went well after a few flights. It is a superb model. The #10 Slava Geared Folder (fixed wing converted to folding wing) went well after a half a dozen flights. This is an excellent model but not as good as #38. Next was the Straight Drive Babenko Style series 1 Folder. I cobbled this from bits and pieces so it is not a true factory Babenko machine. It was troublesome, I think mainly due to the fact that I got the CG wrong when putting it together. By the end of the day it was OK and should have been capable of a few 3 minute maxes in calm air.

### Kotuku Cup

Round 1 – I got #38 away soon after the round opened. Achieving the 4 minute max was not a problem. My launch was OK, the model was superb and the conditions excellent.

Round 2 – I again got #38 away soon after the round opened. My launch was OK, but something was wrong. The glide was far too tight. I suspect a damaged tip. The 3 minute max was achieved. Inspection revealed some

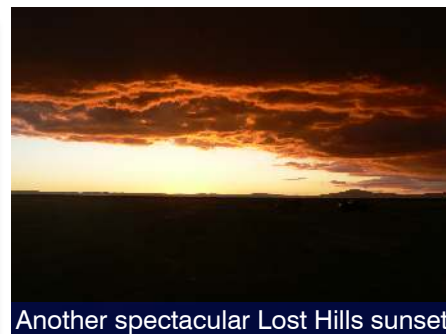
structural problems at the tip joint. The hinge was OK, but there was something amiss in the structures that the hinge was attached to. It was time to retire this model and bring out #10.

Round 3 – Again I got away early, this time with #10. The climb, transition and glide were very good. A few people commented on how strong the engine sounded.

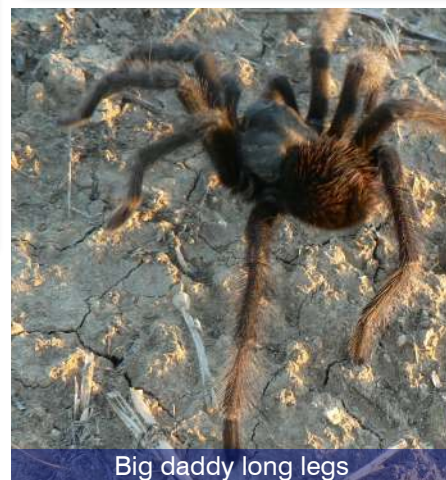
Round 4 - I tried to get away early again, but this time there was fuel pouring out of the front end. I suspected a split fuel tank, but that shouldn't happen as the tank was recently replaced. It was time to stay calm and fix the problem. I pulled out the engine/pan assembly to reveal a tank sealing disc that had slipped. This was promptly fixed and the model put back together and refuelled. I went back to the line, fired up and launched. Again the climb, transition and glide were very good.

Round 5 - I tried to get away early again, but this time the engine wouldn't start. The glow plug had failed so I replaced it. I went back to the line, fired up and launched. Again the climb, transition and glide were very good. At this point my goal of achieving 5 straight maxes had been achieved. Yahoo! Anything after this was upside.

Round 6 – no problems, a max



Another spectacular Lost Hills sunset



Big daddy long legs

Round 7 – the wind was picking up. Again #10 maxed but it went a long way downwind. I elected to walk after it for the retrieval. Little did I know the model was 20 metres from the corner of the Orchard. It took a long time to get to it but thanks to a good line and Vin Morgan's tracker system I walked onto it, about 2.5 km away from the flight line! The walk back was quite arduous, but I was thrilled that I had qualified for the fly-off.

### Afternoon Fly off

When I finally got back to the flight line I was exhausted and a bit dehydrated. I was given some water and rested in the shade after some mild prompting from Janna Van Nest. I noticed that most of the flyers and their kit had moved to a new location for the afternoon fly-off. I decided not to complete in the fly-off as I was too spent and had already achieved my goals for the trip. I packed up slowly and eventually made it over to the new flight line.

Some fly-offs were attempted but the wind was still brisk and the organisers decided the wise thing was to postpone the fly-offs till the morning. I was quite pleased as this



meant I could compete in the F1C fly-off. I went home, cleaned myself up and had a lovely meal of grilled fish, salad and chips at Denny's. I slept well this night.

### Morning Fly-off

This was to be a 10 minute fly-off in calm morning air so I did two things;

1. I reset the DT for 10 minutes and
2. I jacked up the stab by half a turn for a better glide in calm air.

When the round opened I fired up almost straight away and I think I must have been the first to launch. I made a good launch, the model speared into the sky at a great rate,

transitioned beautifully and settled into a lovely glide. All was perfect in my world. After a long and very slow flight it was lost out of sight. My time-keeper counted of the obligatory 10 seconds stopped the clock at 8 minutes 36 seconds and gave me my time of 8 minutes and 26 seconds. I hit the DT button. Soon after someone told me I had won the contest !! I was stunned. In a single competition I had made the Australian Team, won my first F1C fly-off and won my first F1C World Cup comp. Mum told me there would be days like this! Happy Days!

I must mention the great competitive companionship shown by

Mike Roberts during this day. It was a pleasure to simultaneously fly with and against Mike. Mike also did a super job of retrievals on his motor bike. I should also acknowledge the patience & insights provided over the years by my F1C mentor, former World Champion Roy Summersby.

I did fly in the Sierra Cup the next day but that is another story.

In closing, the trip home was a breeze, a mirror of the trip to get here in the first place. It is interesting how the body and mind can be awake and functioning for 42 hours straight.

*Report and photos by Gary Pope*

## Lining Up A Scale Model



Glenn Crouch photo

*I was planning to update my old Piper Cub J3 and I asked scale expert Stan Mauger what he uses for control surface markings and other fine lines.*

**Stan Mauger from NZ had this to say:**

I have a several suggestions for indicating the lines of control surfaces. See the attached picture.

### A. Ruling pen lines

This requires a spring bow compass end on a ruling pen handle. If you use this method, you can use thinned enamel, lacquer or even acrylic paint. The leaves of the pen control the thickness of line. If you haven't used a ruling pen before, some tests on a same paint surface other than your

model would be essential to get the feel of the pen to learn how to control it and importantly to avoid bleeds and splodges. It is essential that the pen is clean of paint before you start and that paint is laid into the leaves from the side of the pen. It cannot be dipped into paint! Ruling pen lines give the most precise result.

### B. OHP pens

A much easier method is to use a fine tipped spirit based pen. Select one that will give you the width of line that you want. Again do plenty of tests on a similar paint surface using a swatch of the paint separate from the model, to check that you can control the pen and get the result that you want. Check that this media is fuel proof. It can be sealed with polyurethane spray.

## SCALE IDEAS



Tools of the trade

### C. Tapes

You can apply fine auto striping tapes available in colours. I have been given some of these but haven't used them. These are relatively easy to apply, but can look like an after thought if they are too wide or edges are not properly burnished or adhered.

### D. Lines cut from self adhesive Vinyl film

You can also cut strips from self adhesive vinyl fleet-marking signage colour film available as off-cuts from your local sign and display firm.

**So what did I do?** I went for option C, auto pin striping. It worked for me.

*Malcolm Campbell*



**VALE Paul Henry Lagan****6 Jul 1941 - 6 Nov 2018****Editor's Tribute to Paul Lagan**

On Tuesday night 6 November 2018, New Zealand lost a very special individual when Paul Lagan passed away. Paul was a Master Aeromodeller, a wonderful mentor and a really good person. The path of his illness was unavoidable but he showed such fighting spirit that many did not realise he was ill. He should be an inspiration to us all.

Paul was undoubtedly the best all-round aeromodeller ever to grace the flying fields of Australia or New Zealand. His achievements in F1A, B and C were exceptional. He could fly all three classes in the same weekend, such was his stamina and focus.

Paul competed in many world championships right up to 2017, and sometimes in more than one classification. He placed 4<sup>th</sup> in F1B at Taft USA in 1979, 3<sup>rd</sup> in F1A at Spain in 1981 and 2<sup>nd</sup> in F1A at Goulburn Aus in 1983. His efforts earned him places in the MAAA Hall of Fame and the MFNZ Hall of Fame.

I for one will certainly miss him, for his wise words, his encouragement and his will to win. Paul Lagan RIP.

*Malcolm Campbell*

**A selection of my photos of Paul Lagan since 2011**

<https://www.flickr.com/photos/motor-racing-photography/albums/72157675401815388>



After I volunteered to write a few lines for Malcolm about the time Paul Lagan was with the VFFS in Melbourne I realized I would need to do a little work. Locating the ancient copies

of Flypaper only took a day or so of intermittent rummaging through the boxes of model mags and going through them actually proved quite interesting – all those old names, all those local competitions with huge entry lists, all those places where we used to fly.....

Paul arrived in Melbourne in late 1980, about a year after Martin Williams and I had come back to free flight and had joined the VFFS. Peter Lloyd was the editor of Flypaper which proclaimed "*It's official, Paul Lagan is arriving Melbourne in November*".

Paul's arrival had an immediate effect on the Club. By March 1981 Paul was on the top of VFFS club points and the rather laid-back attitude to contests had given way to a considerably more serious approach. Paul flew everything, and although he didn't always win – which was heartening for the rest of the flyers – he flew to win and he came to contests with trimmed, well prepared models.

Paul was a thinker. He was full of ideas and these came out at club meetings, in comments on the flying field and also in his writings. We already knew something of these from occasional reading of SIN (South Island News from New Zealand) however in Melbourne the VFFS newsletter Flypaper became his outlet.

June 1981 featured his classic "*The Pick of the Crop*", recommendations and comments on models to build for various classes. Most of the models were quite simple designs, selected to be easy to build, but also Paul himself often flew relatively basic models. It was just had them properly sorted out and of course he was a good competitor.

*Vin Morgan*

## From Model Flying New Zealand/NMAA Paul Lagan (1941-2018)

*Citation from his Hall of Fame induction July 2000*

Paul Lagan has been modelling since a very young age. While best known for his FF success, he has flown in all classes of Aeromodelling. He has represented both Australia and New Zealand internationally on many occasions, and was awarded the FAI Alphonse Pernaud Diploma in 1993. Not only a dedicated modeller and competitor, he has also served in key administrative roles in the NZMAA on several occasions.

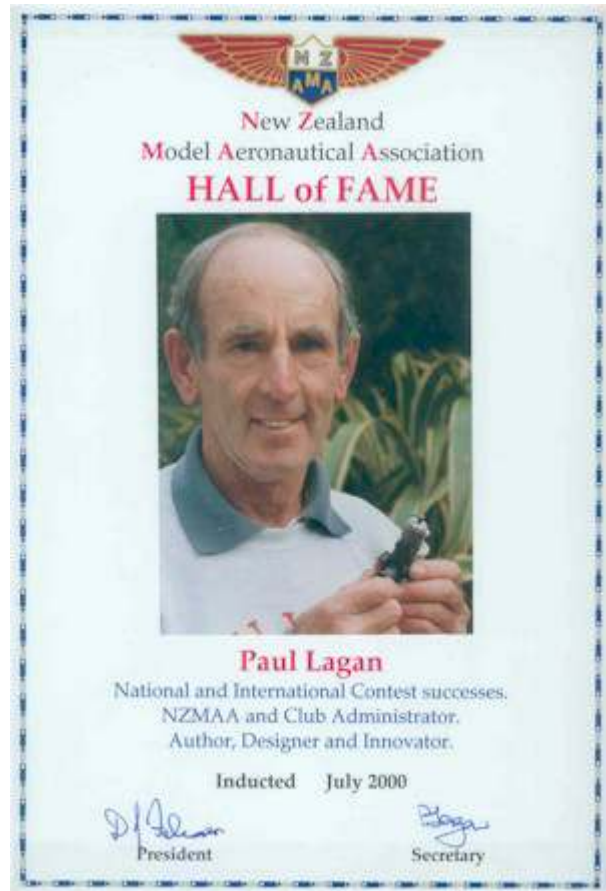
Paul Lagan was born in Christchurch in 1941 and flew models from a very early age with the Christchurch M.A.C. He chose an Airforce Avionic Engineering career and married Pamela in 1961. No matter where his job took him, Aeromodelling has formed an inseparable part of his life. Perhaps best known for his successes in Free Flight competition, Paul has flown, and continues to fly all disciplines; an inveterate and consummate aeromodeller.

A regular Nats and South Island competitor, at National level Paul has won more events and broken more records than any other. This includes winning the National Champion of Champion award an outstanding 18 times. Paul first achieved National success and recognition when he won the Radio Control event at the 1959 Blenheim Nationals. At International level he started in 1965 with proxy flown Free Flight representations. And from 1971 Paul has travelled to World Championships in Sweden, Spain, U.S.A, Australia, Switzerland and Israel. He has placed 2nd and 3rd at World Championships for F1A (A2 Glider) and 4th in F1B (Wakefield). Paul has won the individual Trans Tasman title in Wakefield, FAI Power, A2 Glider, Thermal Soaring and R/C Pattern and has represented NZ 35 times in these events.

Paul and family shifted to the RAAF in Australia from 1980 until 1986 with no letup in his model activities. Indeed, so successful was he during these years in Australian National and International competition, that in 1989 Paul was inducted into the Australian MAAA Hall of Fame.

For his contest achievements, Paul was awarded the 1993 Alphonse P'naud Diploma by the FAI. Only one such diploma is awarded each year by the FAI and is a high honour for Paul and for New Zealand.

As an administrator, it would be difficult to find a position or role that Paul has not filled. Never one to seek the limelight, he sees the real issues and just gets on with it. By his own admission he is the gnome that gets the work done, whether at club or international level. He has built up a formidable range of contacts locally and worldwide. Paul Lagan has been through the ranks at club level, and helped to establish two clubs as well as the FFONZ association of Free Flyers. He



served on the South Island M.A.A twice as President, and served as NZMAA Secretary for two separate terms. He has organised several New Zealand Nationals and Trans Tasman Championships. In 1982, he also ventured into the commercial world as a NZ agent for two Radio Control systems.

Paul produced Club and SIMAA Newsletters for many years, the South Island News (SIN) becoming a widely read and respected technical journal. He developed and published many designs for Free Flight, RC Aerobatics and Soaring, many were published internationally as full-size plans and some of which were kitted. The most notable include 18 Tons, FAI Power in 1963; Papanui Tavern HLG in 1968; Inglefinger, RC Soarer in 1972; Kiwi-2 A2 in 1966.

Paul has promoted and fostered participation in many Aeromodelling codes and has twice completed extensive revisions of the NZMAA Flying Rules, the most recent in 1999. He is a Life Member of both the Christchurch M.A.C. and the NZMAA, and has been a recipient of the Macdonald Memorial Award for outstanding service to Aeromodelling.

## Tributes to Paul Henry Lagan (6 July 1941 – 6 November 2018)

*Reflections on Paul Lagan's life by New Zealand friends who remembered him at his Service*

*Every 100 years comes along a colossus of a man and in this day and age it was Paul. It didn't matter what it was that he did, he did it to a level of expertise that most of us could never hope to achieve. Be it as a trails motor bike rider, photographer, cycle tour manger/organizer, husband, father, grandfather and finally his absolute passion for aero modelling. It didn't matter what he did, he was recognized the world over for his passion to aero modelling, competing at many world championships and while he didn't win the top spot he was close on several occasions such was his ability.*

### A tribute by Barry Lennox ex NZMAA President

Regrettably, Dianne and I cannot be here today, as we are currently in the USA. However our thoughts are with you, Pam, and all the family as you remember and celebrate Paul's life. I would also like to acknowledge my longstanding association and friendship with Paul, both professionally and socially.

Paul joined the RNZAF as a radar fitter at Boy Entrant School on the 10th January 1959 with 64 others. In 1969, after several years' employment as a Radar fitter, he was commissioned and completed a Junior Signals Officers Course at No 2 Technical Training School at Wigram. It was on the same course a year later that I first met Paul. Paul returned to the school some 20 years later as the Commandant.

As fellow Avionics engineers we did not serve on the same bases together, but had a number of common professional interests, obviously including the special case of radio control. This cemented our friendship.

I don't need to tell you all how dedicated, ethical and professional Paul was in aeromodelling circles, but you can be assured that extended into his RNZAF career as well. For instance, while Commandant at No 2 TTS, he

developed and introduced an ethics module for young Avionics trainees.

Many of you will know that Paul spent 6 years in the 1980s with the RAAF, where he served both the Australian military and modelling community with distinction. However, on the other side, he was always keen to share with me, the many shortcomings of the RAAF and Australian "system" he experienced (and that I have more recently discovered and laboured over!)

Over the period 1997 to 2001 Paul and I also served together on the NZMAA council, where he was probably the most hard-working, dedicated and productive council member seen for a long time. He had a keen eye for detail, and the ability to quickly and accurately spot the nub of a problem, with a low tolerance for time-wasting. Perhaps above all, I recall his uncannily accurate ability to judge fellow humans. He will be fondly remembered by both Dianne and I.

A patient sufferer who persevered until the end, may you now rest in peace, good friend.



### A tribute by David Mitchell

I know Paul would be impressed with the gathering here today for his farewell. It surely demonstrates the high regard in which he is held.

Paul and I first became aware of each other when our parents enrolled us in 1946 as five year olds at St Mary's Primary School in Colombo Street. We also discovered that we almost lived opposite each other, just down the road from the school.

My next recollection was as nine year olds discovering balsa wood and aero cement. That was the beginning of a lifetime of aviation for us in one form or another. We used to bike up to 'Jonesy's Little Wonder Model Shop' in Victoria Square and gaze at all the treasures inside. One I remember well was a Tomboy, ED Bee in the nose,

in red and yellow Modelspan, exactly like the one on the cover of the 1950 Christmas Aeromodeller. How we would have loved to have owned that model!

Then we were thirteen and joined the CMAC with such mentors as Arthur Kotoul, Ian Henry, Vern Long, Malcolm Woods and Dave McKinley. These seniors were to have quite an impression on Paul whose competitive nature was beginning to emerge. However it wasn't all competition and I recall one escapade we got into.

Paul had just taken delivery of a brand new Oliver Tiger destined for a class A team racer, an absolute treasure to a fifteen year old who had to work hard at finding the money to buy it. He had been running it in the back yard until his mother complained about the noise. This particular Sunday we were able to borrow his mum's old Ford Prefect and, with a variety of models in



the back, we headed out to Brabis Run for the local club day. After a good days flying Paul had given the Oliver some air time in a Vic Smeed's Electra.

Everyone else had left when he suddenly had this notion. "Let's fly the Electra back to Christchurch and land in Hagley Park. One refuel should do it". At first I thought he was joking, then I could see that he wasn't. So entering into the spirit of things I helped get the Electra ready.

The squeeze bottle we had used all day for refuelling became the tank rubber banded on behind the engine. I wound the escapement up with more turns than I had ever dared to before. Paul was in the passenger seat cradling the HMV transmitter in his lap and the aerial out the window. About this time I started to have some misgivings about this exercise. There would be a head wind and I could see the likelihood of the model, radio and all being towed by a precious Oliver disappear into the distant sky, never to be seen again. But Paul was full of confidence.

Right click, left click, right click, the escapement was working perfectly. I started the motor, set it slightly under compressed, nodded to Paul and, with the Prefect's engine running, walked back twenty paces then sprinted up beside him and hurled the model into the air, raced around and got into the driver's seat. We were on the way.

Burnside Road (now Memorial Ave) in those days was a shingle road surrounded by farmland. Paul had the model perfectly under control, quite high. I figure we got about half way, still in the country when the motor stopped. In the glide it covered quite a lot more ground. Paul landed the Electra in the grass beside the road on the outskirts of town. So far so good! A refuel and with a few more winds on the escapement saw us airborne again. But this time we were among houses and trees making it tricky keeping the model in sight. The model was performing well and we were nearing our goal but still had to be well above the very tall pines on Harper Ave end of the park.

Well the Oliver must have known something because it cut out right above the pines giving us time to move from the car and out into the park for Paul to execute a copy book landing, the model rolling almost up to his feet. We jumped up and down with excitement. We'd done it. This would have been the first cross country in our area.

A year later, I'd say to him *"Hey 'Top Kneddy,' do you remember when we flew the Electra in to Hagley Park"* and he'd smile. Paul continued to make his mark in club competitions.

In 1959 when we both left Christchurch to join the Air Force Paul, by then, was well established as a top competitor in the club. The Air Force was quick to recognise Paul's considerable ability and soon vectored him off for training as a radar mechanic, the toughest trade in the Air Force. By 1961 Paul had met Pam. They were married in this very church. I had the privilege of being his Best Man, a favour I was able to return on my marriage sometime later.

By now it was 1970 and Paul was commissioned to the rank of Flying Officer at Air Staff in Wellington. This location enabled him to concentrate his efforts on the Nationals and he started producing a wide range of models. The skill to compete and win with such a collection bears testimony to his considerable talent. On returning to Wigram some years later he took command of the school he had trained in, No 2 TTS as Squadron Leader.

In the meantime Paul and Pam had adopted two children as well as having a daughter of their own. By 1980 a similar position in RAAF beckoned and the family moved to Australia for six years. On his return he once again took command of 2TTS, a position he held until the closure of Wigram in 1993. After this he commuted to Woodbourne helping set up the avionics school there until he eventually retired with Pam to a lifestyle block in Blythe Valley.

The next memorable event, at least for me, was the New Zealand Model Aeronautical Association Golden Jubilee in 1997. Paul was expected to be Champion of Champion, a position he won quite comfortably. But what wasn't expected was the position of runner up which I won and nobody was more surprised than me. This trophy I hold dear as it is the one and only time I got close to 'The Master' in competitions.

Like many others, I used to follow his bi-annual trips to the Free Flight World Championships somewhere in Europe, often accompanied by Pam. Although aeromodelling was a huge part of Paul's life he also enjoyed photography and for a couple of years lead cycling tours both in NZ and Ireland.

It's hard to believe Paul is no longer with us. After such a long struggle with illness, it is comforting to know he is now at rest with his son John. I am sure he would say "Don't grieve for me, instead celebrate my life."

He will always be remembered, among my generation at least, as the greatest aeromodeller that NZ has ever produced and whose versatility we're unlikely see again. Rest in peace old friend. It has been an honour and a privilege knowing you .



## A tribute by Gary Burrows

My name is Gary Burrows of the Christchurch Model Aero Club and wish to make my tribute to a great New Zealand aeromodeller and who, I believe, is unique in the world as a modeller who has done every facet of the hobby to the expert level as witnessed by his results over his life time

I have known Paul for about 60 years and am amazed by his dedication and achievements in the sport of aeromodelling, also his willingness and friendliness to engage with all. Born in 1941 he was the secretary of the club in 1958 at the age of 17 (a junior) and had already made his mark as he held club records in Hand Launched glider, A1 Glider, Open Rubber, 1 Hour Aggregate, Class 1 Control line speed and Class A control line Team Race.

February 1959 saw him resign as Secretary to join the RNZAF as a boy entrant. By 1963 he was again the secretary and editor of the club bulletin and by this time he held a NZ record in Class A power "Rise off Water" which has never been beaten and not likely to be with the current state of free flight power. He also still holds NZ records in Open Glider (nearly 43 minutes) 1979, and as recently as 2016 records in Tip Launched Glider, and one in Catapult Glider (which he took off me).

Paul's ability to produce consistently winning models during his time in the RNZAF was unbelievable. I have seen some of the workshops that he had to use -- 6 by 4 foot garden sheds attached to RNZAF houses. Paul's competitive nature as witnessed by his 18 year run of consecutive national championships will not be beaten. To give you an idea as to this competitive drive, after one Nationals he and I were driving home when he said that he was going to quieten down those radio aerobatic fliers who reckoned that he wasn't flying real models. Paul said that he was going to take up the challenge just to shut them up. Paul then proceeded to build a "Little Stick" powered by a OS .15 and fly it every chance he could get (which meant 5 to 7 days a week weather permitting) all the while he was building a fully contest-designed aerobatic ship for the next Nationals. He was realistic on his chances of winning first up as his performance was in front of judges and he said that the halo effect of the current champion, Don Putt, would be against him even if he flew better. He got second- the silence was deafening. Paul preferred a stop watch to give him his results. Paul should have been a world champion in at least one of the free flight classes but it was not to be, as he said later "You had to have the little Green Leprechaun on your shoulder"

The closest he came was at Goulburn in Australia 1983. In A2 glider he placed second to the American Matt Gewain in a fly off for first. In this case the little green man was missing and as later assessments by Martyn Cowley said that Paul made the mistake of not doing a Americas Cup yachting tactic of covering your opponents. Move while you are in a dominant position. If he had done what Martyn suggested he would have won but that was not Paul, he wanted to make sure, and came unstuck by an Aussie sink hole (and there were many in that flying site) which he stumbled into and caused a premature unlatching of the model.

Paul was a communicator and was known and respected around the world as he met the top competitors of aeromodelling at various World Champs plus other major world contests and he certainly went to a lot. A real globe trotter Paul always kept up with all the latest trends by this ability to communicate. Paul also designed many models some of which are "Papanui Tavern" HLG, "Kiwi 2" A2 glider, "18 Tons" Power model, "Inglefinger" RC Soarer, and Rasputin a Wakefield rubber model.

Paul loved the little book "Jonathan Livingston Seagull" which I think epitomized his way of thinking -- rise above the aeromodelling flock by trying and testing himself to the limit—he considered writing a sequel called "Menacing Martha Magpie" humorous of course, might have had something to do with his time in Australia!!!

His administrative roles were many, organizing nationals, Trans Tasman events, NZMAA secretary, Club executive positions in a number of clubs as he moved around the country with his job, writing and producing the South Island News, later Radio Control News, getting Vintage modelling going with AVANZ (Association of Vintage Aeromodellers NZ Inc) , plus FFONZ (Free Flighters of NZ). He was always thinking and promoting all aspects of aeromodelling.

His awards, some of which are Life member of both the CMAC and NZMAA, inductions into the Halls of Fame in both NZ and Australia and the F.A.I Alphonse D'naud Diploma.



FREE FLIGHT DOWN UNDER  
Pictorial Tribute to Paul Lagan

December 2018



Paul in the single men's quarters at a Fielding Nationals creating a hydrogen balloon for steering Indoor models that night. Note how weary he looks; such was the effort he put in at the Nationals, flying in a tremendous amount of events each day starting at 0500hrs and finishing 2200hrs, if he was lucky!!!



Paul Tweaking the tail of a "Papanui Tavern" HLG while watching how the other competitors were going.



Paul launching I believe the first electric power glider in NZ; a Graupner Amigo

*A keen photographer, Paul liked Black & White*



Paul with a modified Graupner Cirrus glider also used for the Cirrus competition.



Left to Right Paul Lagan, John Ensoll and Gary Burrows cutting a cake celebrating 21 years of the "Cirrus" trophy a competition between club teams of glider fliers using the "Formula 500" rules. Both the competition and rules were thought up by Paul.



Craig King lighting up the D/T fuse on Paul's Open Rubber ship at a Christchurch Nationals.



Paul and USA Flyer Matt Gewain after the Goulburn World Champs F1A fly-off in 1983.





The Old Master with Zingara HLG



Paul, deep in thought, Omarama April 2010



Ever observant, at Omarama



2011 F1B World Champs Argentina



Kiwi Strike Force at Lost Hills - Roger Morrell, Rob Wallace, Paul Lagan and Paul Squires, together for the last time.



Paul walks off the world stage for the last time at the F1B World Champs in Hungary 2017. With Roger Morrell and Lindy Murrell helping, he placed 19<sup>th</sup> out of 110 under gruelling weather conditions.

Paul was not well then but few knew. He still managed his trademark smile.

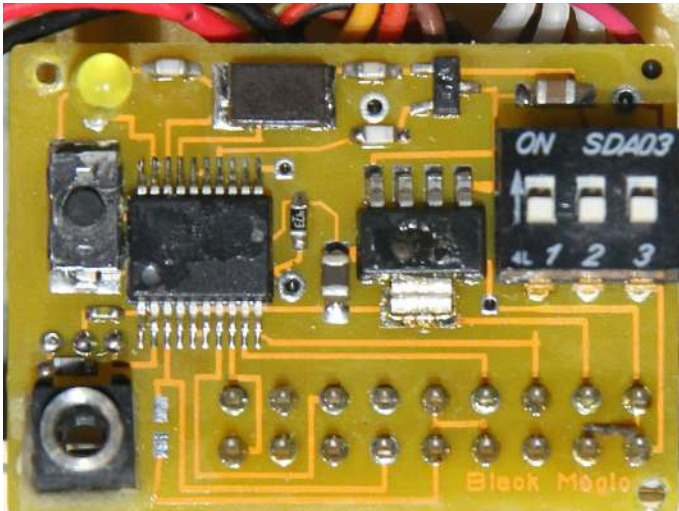


And finally, Paul with Pam, his good wife of 56 years. This was at the AFFS dinner at the Morundah Pub in 2014. Paul made many trips to the AFFS Champs at Narrandera NSW.

# Black Magic Timers

## SERVO BASE POINTS AND MULTIPLIERS EXPLAINED

Source Roger Morrell 31 May 2018



The RC standard says that the servo is controlled by a pulse of between 1 and 2 ms in length.

The **base number** sets the low number; a value of 20 gives a 1ms pulse.

The **multiplier** gives the difference between the shortest and the longest pulse. A value of 4 or 400 makes the difference 1 ms

Note that the 1 and 2 servo timer have an integer multiplier e.g. 4 or 5, and all others have a number with 2 decimal places with an implied decimal point; so 500 means 5.00

So if you want to set the number so they conform to the RC specs they should be 20 and 4 or 20 and 400, depending on the timer version.

Most RC servos will work outside this range. Some designers of F1A equipment do not take this RC standard into consideration - after all it is mere RC standard and they, being free flight professional sportsmen, know better. So some pieces of free flight equipment need more movement than the standard settings will provide. Also there is no real standard as to how many degrees a RC servo must move so a stab setup might work with one make of servo but not another.

In general it is safe to use a base of 17 and multiplier of 500 (or 5). This gives a bit more movement and most servos will handle this.

Note that as you increase the multiplier and decrease the base, the potential is there to adversely affect the ends of the servo travel. That is, the travel near 0 or 255 in your flight program. The more you stretch the servo multiplier the more likely the servo will jitter. Some servos can draw high current levels. Then the servo will just not work.

A good set up is to start with 17 / 500 on the stab servo and 20/400 on a WW or rudder. It is OK to set the WW and rudder to 17/500 if you don't get enough movement.

Some servos - notably the "anointed" **Hitec HS 65** can behave very badly if you move them much more than 17/500. What can happen is the servo will still move but can draw as much as 1 amp. This servo was pulled apart by both M&K and Stamov, who liked the mechanical aspects, gears and price performance etc - they did not test the current draw if they drove it outside the RC limits - so others said it must be good because M&K and Stamov liked it - then abused it more by stretching the multiplier further.

- If you change either the base point or the multiplier you will need to re-trim the model so it is good to get them right to start with.
- If you put the program from a 2 servo timer in a 3 servo or vice versa you will need to change the multiplier - it is not converted automatically.
- Internally the 3 servo timers "work better" and timers going forward will use this technology.

The fractional multiplier is there because Victor Stamov liked to have the same numbers in the user program for all his and his customer models. But the characteristics of individual servos of the same make and model varied so Victor would calibrate them and adjust the multiplier accordingly. Before the fractional multiplier was available he would make a different diameter pulley on the servo to compensate for the servo variations. Victor liked to be able to look at a customer's flight program and tell right away if he had made some inadvisable trim change.

*Roger Morrell*



# SERVO CHATTER

## E36

*Phil Letchford from WA has been building and flying E36s longer than anyone else in Australia. Maybe Paul Rossiter comes close but Phil appears to have a bigger collection of models. Here are three that he thought you'd be interested in:*

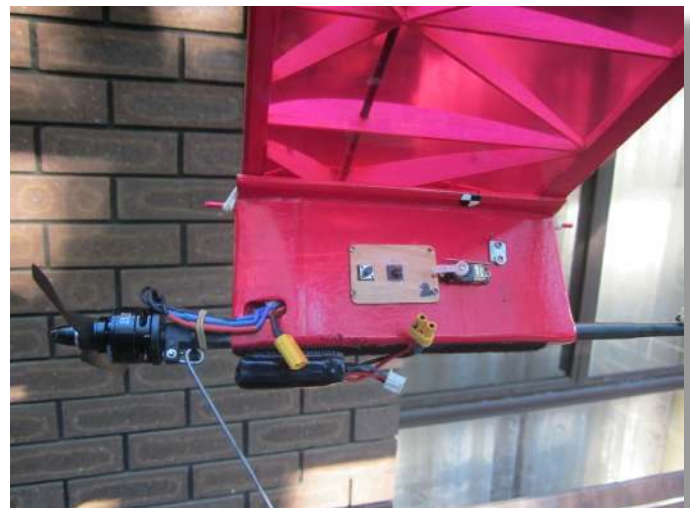
### Model # 1

The balsa fuselage model is based on the Pearl but with my own fuselage which uses different incidence angles. The original tailplane was built very light and developed a little washout so I built another with full geodetic ribs and a 2.5 spruce spar. The warps are as per plan and the covering is Litespan applied with Balsaloc, the fuselage is covered in Esaki tissue doped on. The motor is a DYS 1806 2300Kv turning a 6 x 5.5 prop and the ESC is a 12A Turnigy Plush. The battery is a 300 mAh Nano-Tech which fits neatly inside the fuselage tucked up against a piece of foam which I cut to length to adjust the CG. The timer is made by Paul Rossiter and is infrared programmable using a little programmer he also makes. Ready to fly weight is 148g. Trimmed but it might need a little adjustment with the new tailplane.



### Model # 2

This one is based on the Clarkson Trainer surfaces and has 3mm carbon fibre spars sourced from a cheap Chinese fishing pole. The wing has odd spaced ribs and came out a little heavy so the next one I build will use the ribs from the Pearl which will make the bays even and the wing lighter. No washout in the tips just 2.5mm wash in on the right inner and the wing area is 216 sq inches. The fuselage is similar to the first model but uses a carbon fiber tube with a HobbyKing motor mount glued onto the front. The motor and prop are the same as the first model, the ESC is a Mystery Cloud 10A, the timer is a Rossiter and the d/t servo is a 2.5g Emax. Flying weight with a 300mAh Nano-Tech is 168g. This fuselage has been trimmed using the Pearl wings and will just need a little trimming with the new surfaces to get it into the groove.





**Model # 3**

Model number three is based on the Doubloon 1/2A power model but I shortened the span, added dihedral to the centre panels and used geodetic ribs instead of parallel ribs. The left tip has 2.5mm washout, the right tip has 1mm washout, the centers are flat and the wing area is 232 sq inches. The motor is a 2050 kv C20 turning a 7.5x 4 Graupner folder. It has a 12A Turnigy Plush ESC, a Rossiter timer and the battery is a 360 mAh nano- Tech. All up weight is 189g and the model is partly trimmed.

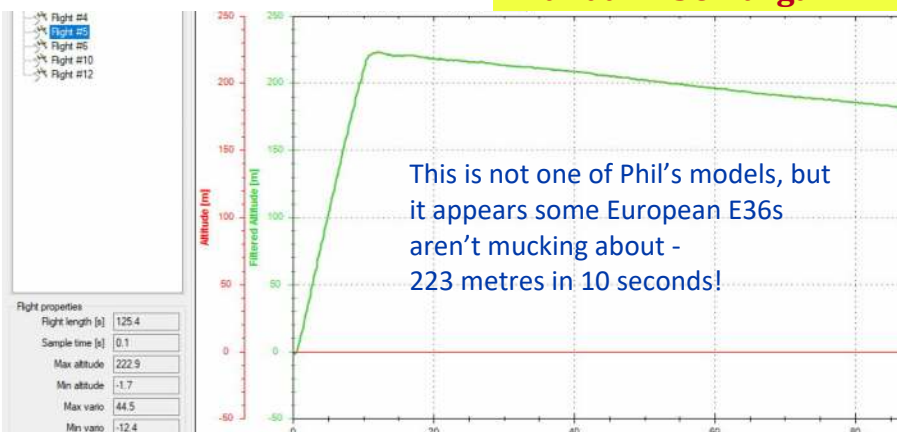
**Model # 4**

The last one is a reduced span Starduster X built from an R&N kit. The spars are tubular carbon and the covering is Solarlite. The motor is a DYS 2206 2000kv and it turns a 7x5 Gemfan prop. The ESC is a 12A Turnigy Plush and the timer is a Smoothie fitted with a remote start switch. The wing area is 235 sq inches and it has 2.5mm wash out in the right tip. At 217g it is not a serious contender but it should be a little fun.

Regards, Philip Letchford



**Want an E36 Bargain? Turn to page 44, quick!**



**ED:**

*Interest in E36 is certainly gathering momentum, no doubt due to its simplicity, cleanliness, almost silent operation and fantastic "bang for buck" performance. I'm sure others would be interested with what E36 you have on the building table.*

*Drop us a line telling us what you've been up to.*

# F1B THE WAY IT WAS

## THE FIRST WAKEFIELD COMPETITION

*Submitted by Roy Summersby*

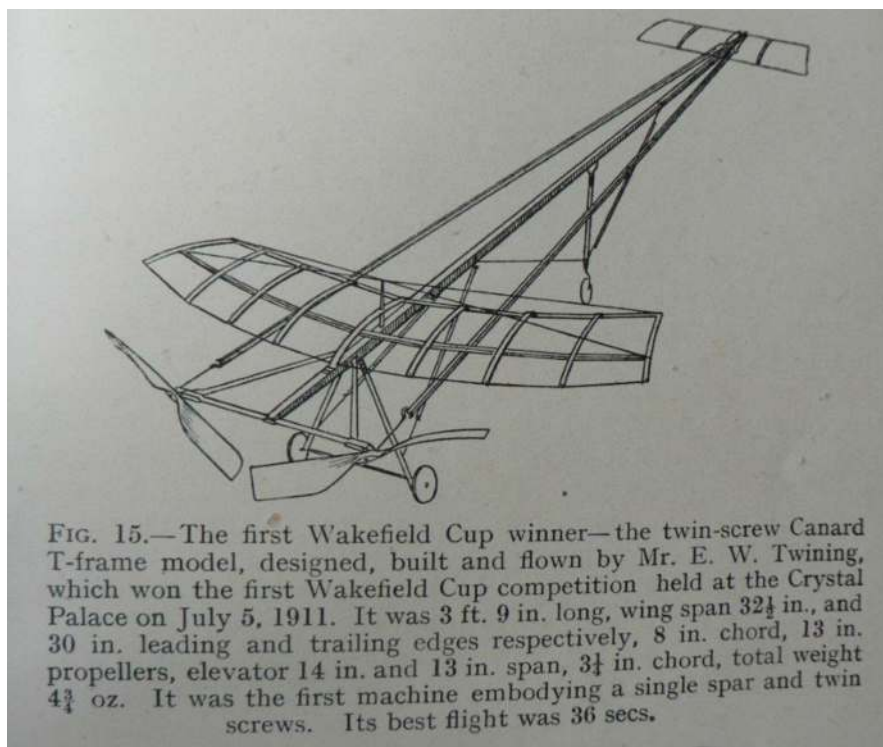


FIG. 15.—The first Wakefield Cup winner—the twin-screw Canard T-frame model, designed, built and flown by Mr. E. W. Twining, which won the first Wakefield Cup competition held at the Crystal Palace on July 5, 1911. It was 3 ft. 9 in. long, wing span 32½ in., and 30 in. leading and trailing edges respectively, 8 in. chord, 13 in. propellers, elevator 14 in. and 13 in. span, 3½ in. chord, total weight 4½ oz. It was the first machine embodying a single spar and twin screws. Its best flight was 36 secs.

Most of you would know, F1B as it is now called was Wakefield. The name came from Lord Wakefield, and his name has carried on down with this rubber event, for the last 109 years.

The first Wakefield competition – The Wakefield Gold Challenge Cup Competition has now stood the test of time, and is considered the blue ribbon event (*Roy: F1C flyers do not agree with this*). It is worth recording that the competition was somewhat different than it is today.

When the Kite and Model Aeroplane Association was formed in 1909, the late Lord Wakefield (then Sir Charles Wakefield) gave a gold challenge cup (not to be confused with the present cup) to the Association. The very first Wakefield contest was held at Crystal Palace on July 1911. The competition was for models weighing over 4 ozs rising from the ground under their own power, 40 marks being awarded respectively for the shortest run before rise, and 40 for the duration of the flight; in addition, 20 marks

were awarded as a maximum for stability of flight. Three flights were allowed for each competitor.

Twenty entries were received, and of these fifteen took part in the contest. The shortest run before take off was 2ft 11in, by a model flown by F. Rogers, flying a Webb Rogers monoplane. The longest flight was 48 sec, made by G. Rowlands, flying a Roland twin screw monoplane.

The competition was won by E.W Twining, who flew a Twining monoplane and was awarded 86 marks. The second prize (a silver medal) went to V.E. Johnson flying a Johnson monoplane with 84 marks. Third prize (a Bronze medal) was won by G. P. Bragg- Smith flying (you nearly guessed it) a Brag- Smith biplane) with 80 marks.

At the conclusion of the contest, the prizes were awarded by Sir Charles Wakefield. It was certainly the most interesting model competition held up to that time. In drawing up the rules for the competition it was necessary to combine two features; the run before rising, and the duration of flight. It was thought that other things being equal the machines rising from the ground after a shortest run was not likely to be the machine that would make the longest flight and vice versa.

A third condition had also to be considered, that of stability. It is one of the most difficult of all things connected with model competitions to award marks for stability of flight, since there is no definite basis upon which to go, and the award must be left to a great extent to the discretion of the judges. Note that no

Name	Shortest run before rising (feet) Max. Marks 40.			Duration of Flight (seconds) Max. Marks (40).			Percentage of Marks.			Total
							Shortest Run	Duration	Stability	
	1	2	3	1	2	3				
	ft. in.	ft. in.	ft. in.	sec.	sec.	sec.				
E. W. Twining	5 6	—	3 6	14	—	36	39	30	17	86
V. E. Johnson	4 3	4 0	5 0	28	35	28	38	29	17	84
G. P. Bragg-Smith	12 6	7 5	3 6	37	30	34	31	31	18	80
F. Rogers	4 6	3 7	2 11	20	20	26	40	22	15	77
G. Rowlands	16 0	14 6	15 0	48	28	30	17	40	17	74
C. B. Ridley	15 6	15 0	16 1	35	34	44	16	37	19	72
A. E. Cartledge	15 0	14 9	10 9	22	27	26	24	23	14	61
W. R. Ding	9 6	13 6	—	23	25	—	27	21	17	65
A. Chastagner	4 4	11 6	14 6	9	12	12	37	10	10	57
C. Davies	13 6	15 9	19 0	20	15	8	—	17	10	27
R. F. Mann	16 0	15 8	15 0	24	23	15	16	20	21	48
H. B. Sayers	13 6	15 3	11 6	23	22	16	23	19	14	56
C. Owen	15 0	15 0	13 0	22	20	26	20	23	13	56





SIR CHARLES WAKEFIELD ENTERTAINS WOUNDED SOLDIERS—AND GENERAL MACKINTOSH.

consideration was given to the length of the glide after the motors had run out.

In this first Wakefield contest only four models glided at a satisfactory angle when the propellers ran out,

and only three models had a path of flight that was at all even. In the majority of cases the models (most of them were under-surfaced and under powered) rose very steeply after a short run only to dip at an excessively steep angle after a few yards of flight.

It might seem curious to modern model flyers that the winning model made neither the shortest run on the ground nor the longest flight, nor obtained the highest marks for stability. Mr Twining's model gave the best average performance under the conditions of the contest.

*This article has been stolen by Roy Summersby from a 1949 book by F.J. Camm.*

## Lost for 40 years

*Report by Hans van Leeuwen*

The event was an "all in free-flight contest" at Jim Roberts' property at Goomalling, a town some 132 km North-East of Perth and around 45 km North North-East of Northam. The model was flown as an Australian rules Open Power model. Tuned pipes had been banned by the F.A.I. for use in F.A.I. Power during 1970, just after a friend of mine brought the piped Rossi from Italy for me. The model it was in was an own design FAI Power model and I still have 2 complete sister ships right now. These were powered by Supertigre G15s or Rossi 15s.

The Rossi, a Rizonanza, was used in an FAI airframe for Open Power. The model was lost in a boomer thermal on a relatively still day. I had followed it and was directly underneath it, lying down looking at it through my binoculars till I lost it out of sight vertically upwards. At that stage there was no point in looking for it because I had no idea of direction, other than straight up. It was

### November 1973 WINDSOCK report



*Flying from amongst the cars and using his electric start outfit was Hans van Leeuwen with his very fine Rossi-powered FAI ship, Seelig timed, sheeted wing and all the trendy goodies. Motor was piped, for the Open Comp and really sweet though very hungry for glo-plugs. Hans lost the model on this flight due to a combination of unpredictable factors.*



The model (#6305) in a display the day before it was lost



never seen to determine its direction nor where it may have landed.

Various models had been lost from that field before and most had been found and returned by farmers and others as they found them. This model was never heard of again, yet I have always been confident that sometime its remains would come to light, if only because it was the only piped Rossi ever flown in this State and that it would be recognised by someone sometime.

Imagine my surprise when my friend John Voak, who lives in Northam, phoned me on Sunday night July 7, 2013 and told me that he may have spoken to someone who found a model aircraft sometime ago and that the description fitted my piped Rossi powered model.

The person concerned had promised John that he would bring it to him as soon as convenient and, if it was my model, he, John, could return its remains to me.

It was indeed my model and it is now back in my possession, albeit somewhat different from when I last saw it. It is, however, in remarkably good shape, considering that its 40 years ago that it went missing.

The model was found by Errol Croft. He told me that he was actually looking for another lost model and came across the remains of mine at the edge of a windrow. He's not absolutely certain but thinks that that was around 32 years ago. He took it home and put it in his shed. Although my address was readable, he did not bother to contact me as he believed that I may well have moved because he figured that this thing had been there for a long time. Thus, the model was out in the open for something like 8 years. He's also not exactly sure of the location because he was cross country running when he



The model, as it was returned



The Rossi would need a very good clean-up!

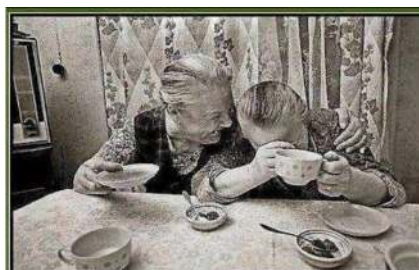
found it, but thinks that it was about 16 miles (25Km) from the launch point.

This find was the result of a chance conversation between my friend John Voak and the finder, Errol Croft, a magnificent coincidence.

I will attempt to restore the Rossi to its former glory if possible.

*Hans van Leeuwen, VH 6305, SAM 27014*

**My dream...when I retire,  
with my savings, living on  
a small island somewhere!**

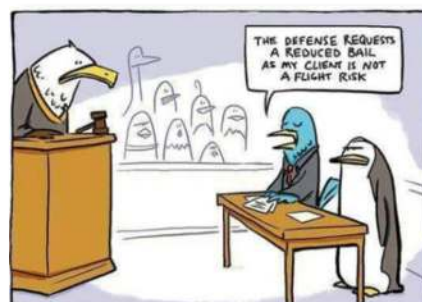


**What kind of tea is that???**  
**I don't know, I found it in my  
grandson's room.**

**8 vowels, 11 consonants,  
an exclamation mark  
and a comma appeared  
in court today.**

**They are due to be  
sentenced next week.**

Nothing makes me feel so old as  
having to scroll  
down to find my  
Year of Birth.



# FFDU visits - John Voak!

ED: it's been a while since we last received one of these fascinating exposes by the one and only George Car. Thank you George for taking the time to do this and for supplying the article ready to print. And it's totally coincidental that the previous article on model recovery in this FFDU also mentions John Voak!

*Octagenarian John really enjoys building and flying – and has done since soon after WW2! John lives in Northam, WA. There's a suitable flying field literally 5 yards from his side entrance, a good local field 10 km away, and he regularly drives to his club, Wanneroo MAC, about 100 km away.....*



A happy man in his big shed! John has a large number of models – all electric RC now, though there are still a few parts of F1A and suchlike models about the shop....

So, how did I get into Modelling? John mused...well, soon after the war, Father bought a KK kit, and asked me to help him build it – you know the sort – a rubber job with 1/16th stringers on the long nose...quite a build, but we managed it. The instructions said to dope the tissue once covered, but Father found a bottle of dope was the price of a packet of fags... 'Cant afford one this week, son...' so we flew it undoped. It managed a powered glide, and when wound fully and launched firmer – a longer powered descent! "Later, I learned that the porous rag tissue let in too much air, it needed doping to actually fly! Later, in London, I saved up enough to buy a motor and flew control line with the other lads at school. Bit of a gap while emigrating, starting a family and running my own business, but then when the boys were little, I started building and flying again – and haven't stopped! The elder lad wasn't interested, but Greg was, right from the start. He would persevere, and showed talent, flying FF and also radio glider, representing Australia in the world champs..... yes, I've really enjoyed building and flying models – and still do!"

John had worked at a number of things over the years – installing car radios, TV antennas, air conditioners – "but the best thing I did was to design and start making my 'Bushman' wood heaters! Just myself and one employee, here in Northam. I ordered the steel, cut to my sizes from Perth, we folded, fitted and welded them up here – and they took off – I couldn't keep up with demand! And they were good heaters" – John still has one now, warming the house throughout winter.....

Favourite motor....well, I guess the Taipan 2.5 diesel – I had a lot of success in Power FF with it, but then – the Merlin in Scramble – that was a great motor! But well, let me see, I suppose my favourite is really the Cox TD 051 – I had a lot of success with it in 1/2A FF, great motor to start, boy, would it rev with hot fuel! ..... (interesting perspective as he had the hot Super Tigres, Rossis and OS motors of the day for FF Power/F1C, and later flew 4 stroke glows in RC models... although now he flies nothing but electric RC ...start right away..... need more power? Just add another cell...).

Most memorable event? – the Northam Nats! "Well, I had put a lot of effort into organising the Nats held in Northam, such that I was keen to fly in my main events – FAI power and Open Power. During FAI, one competitor's model lodged in a tree. Unknown to me, he went into town, bought an axe and I found him cutting it down! – well that was no good, annoy the farmer no end. So I thought hard, what to do – then remembered I had installed a TV aerial on a farm some distance away towards Meckering. "Yes, John, said the farmer, you can fly here – just don't set the place alight!" (it was a hot summer – John assured him they had fire-fighting gear...). So Open Power was flown on a large, baking hot and dusty paddock – and, gee, it was HOT! John put up good flights, and when it came to the last flight, he had to max to win. But – in the event, he launched left! The model climbed left, then did two loops – this was bad – and just as it got out of the second loop and close to ground, the motor cut, it zoomed up a bit then flopped about, stalling, and circling! Well, it was all over, might as well pack up and go home! After a few moments however, he noticed the model kept stalling gently and circling – but not losing height – it had snagged a thermal! Miraculously, it kept circling and stalling – for a max! But then, the joke





The two trophies from the 25<sup>th</sup> MAAA Nats, Northam, 1971-72, a 1<sup>st</sup> in Open Power and a 3<sup>rd</sup> place in FAI power – though the one on the left reads “1st Rat Race”....



was – when prize giving came, it turned out that there had been two “1st place, Rat Race” trophies cut, but no Open Power!

“Nationals were great – I attended the ones here in WA and quite a few over east. Of course, you get to meet a lot of fellows. Ivor F was quite a character and I got to know him well. At one Nats in WA, in the Scramble, Ivor’s model landed on a passing train.... “Don’t stop the watch” he yelled, “it hasn’t landed yet!” and ran after it – luck of the devil, a gust of wind blew it off the train and he got to carry on flying!

And the ten year retrieval! Hans van Leeuwen lost an open power model – DT failure – in a thermal, the model not to be found. A decade later John was at the nearby light aircraft field, chatting to the various pilots, when the topic of model flying came up, so John asked the farmer-pilots –

His first model, a KK Competitor, may have seemed large to the young lad, but surely the Mercury IV is as tall as he is now! “Both the Mercury and the 150% KK Southerner are great fliers – easy to fly, stable and just so pleasant in the air.....”

anyone come across a model plane on their lands – one fellow had indeed, a few years previously, spotted a model – wings had been damaged by sheep in the years it had been in the paddock. It turned out to be Hans’! Motor still works OK and it is now fully restored.

Although his free flight days are over, John still flies models regularly, to the extent of having a set of models at a friend’s place in Victoria, for when he visits, which is often.....

George Car



## Six days of competition Two World Cups



See you at Narrandera from 3 May to 9 May for the AFFS Champs





# MEMBER PROFILE

Roy Summersby AUS 2153



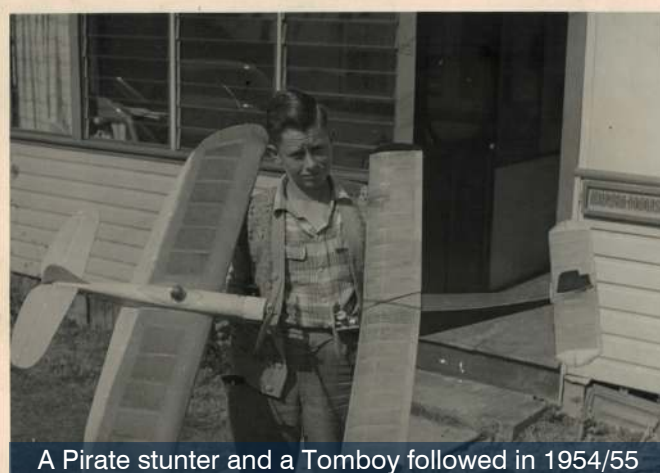
Roy kindly volunteered to be the first to talk on his aeromodelling career, although Dave Shackleford tested the waters last year with an excellent article on his early days. Roy started off his life-long hobby as humble as the rest of us but made a huge splash on the world stage in France in 2013. Strangely, this plays no part in Roy's story. We salute our Word Champion, Roy Summersby *"Aussie, Aussie, Aussie, Roy, Roy, Roy!"*

Born in London in 1942 it could possibly have been the aircraft flying over that first inspired my interest in the air. The Australian government decided to pay my passage (they were looking for another future tax payer) so in 1948 at the tender age of six, I arrived with my family and we settled at Toongabbie, about 10 km west of Parramatta in NSW.

My modelling career started in 1953 when I was in primary school trying to build small scale rubber models; these were naturally, a total failure. Santa then bought me a Frog Goblin rubber powered kit, and this was the first model that actually made

some flights, I was on the road to success.

On entering secondary school my older brother's mate lent me an ED Bee. With this motor, and with the help of school mate Ross White, I taught myself to fly control line. Soon after this I was told of a modelling club in Doonside, so Ross and I pedalled our bikes along with models etc to be introduced to Ivor Stowe and boys like ourselves. In the



A Pirate stunter and a Tomboy followed in 1954/55

months that followed our building and flying skills improved in leaps and bounds, there's no substitute for a little instruction and guidance, and my thanks must go to Ivor and fellow club members.

School work didn't hold my interest, but modelling sure did, before school, after school and every weekend. I can remember carving balsa propellers which were sold for profit, and along with collecting beer bottles and cow manure all produced funds for my modelling.

About this time a very fine gentleman and expert modeller, the late Pete Johnson, was a member of Doonside club. Pete would turn up with a new model nearly every week, if he damaged one he would pass it onto one of the juniors present. I was lucky enough to be given a Blue Pants



Roy's stellar aeromodelling career commenced with this little Frog Goblin rubber model and a Scatter Brain control liner



Roy progressed to an All American stunter in 1958

stunter and with this I learnt a lot about control line flying.

They were good days; we flew anything and everything, we didn't specialise in any one class. However, I must have possessed more skill in Jetex for at my first big competition, the 1958 NSW State Championships at Camden, I managed to take first place, finishing in front of big names like Les Fahey and Basil Healy. This little trophy still takes pride of place in the show case. It is more important to me than all those that were to follow in my later life, well not quite, over the last few years I have won a couple of

medals that had to be framed and hung in the lounge room.

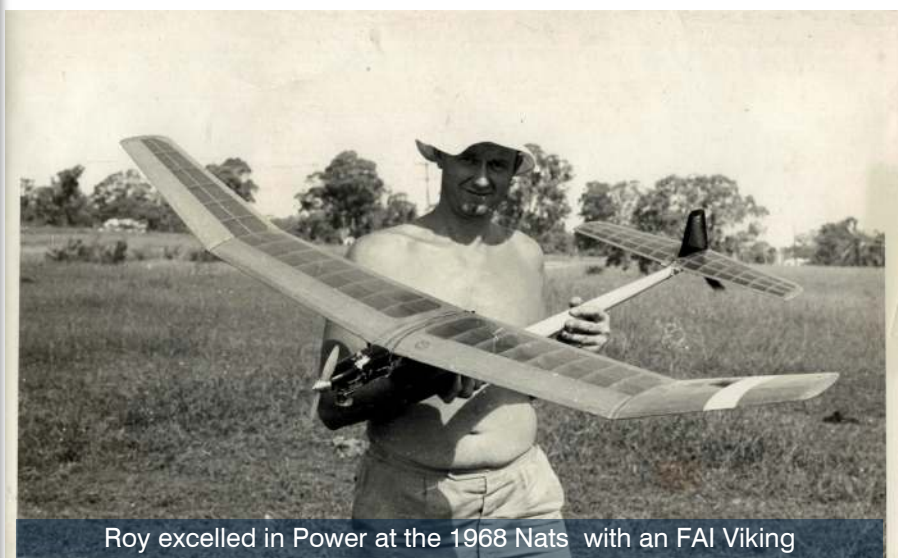
In 1959 my family moved to the Central Coast and being 100 km away from the modelling world and 17 years of age, my interests changed for a short time. It wasn't long before I was back on track, married, built a home and producing kids (2). To help my income we opened a slot car track and hobby shop in Woy Woy. Half the stock was aero modelling gear and in no time we had a good following at the local high school, flying every Sunday afternoon. With the collapse of the slot car industry I was back to working just 40 hours a week instead of the 90 hours that I had been doing. This enabled me to get back to modelling with a vengeance. I attended the Warrnambool Nats with new models, all free flight. No one was more surprised or pleased than I, finishing with three firsts and two second places. The following Nats I decided to chase the Champ of Champs Trophy (you had to gain a place in more than one category) so I entered in some control line events as well as free flight. With wins in F.A.I. Combat, Open Combat, F.A.I. Power and third places in A2 and Class 1 Power I gained enough points to collect the Champ of Champs Trophy. This I held for two

consecutive years. Over the years I've had great enjoyment flying at Australian Nationals; they have taken me all over the country, meeting many modellers which would not have happened without our Nationals.

Since the 70s my main interest has been in free flight power models of all sizes. I have had a 40 size model in the cupboard for most of the time, these are a lot of fun, the motors are cheap and they don't have to be high tech. I became keen on FAI Power models in the late 60s starting with Carl Goldberg's Viking. I had 2 of these and I am very seriously thinking of building another just for old time's sake. After the Vikings came the Night Trains designed by George French, a beautiful model and at the time with a Super Tigre G15 on pipe was just wonderful. From here we went to sheeted balsa wings then balsa foil-covered wings, then onto built-up wings using carbon D-Box, these are extremely good and quite satisfying to build, even if one can't make them as light as they do in Ukraine. Now that I am buying moulded carbon folders there is plenty of time to build a few scale models, and this is what has been happening over the last 10 years. The big problem with scale models is they take up so much



Roy did well with an A2 Sans Egal at the 1968 Nats



Roy excelled in Power at the 1968 Nats with an FAI Viking



room, maybe I have too many or they are too big, but you have to use up your balsa somehow.

I hate to see my building board without something under construction, but with the hobby we have, I don't think there is any chance of that happening as the list of "wanting to build" seems to grow.

*Roy Summersby*

**ED:** *One thing that comes across in Roy's profile is that he is humble. He failed to mention his immense success in the last decade in F1C, culminating in becoming Australia's only F1C World Champion, an honour bestowed upon him in the 2013 World Championships in France. He went on to place second in the World Champs at Mongolia, two years later.*

*Roy also is one of the prime movers at West Wyalong. Actually Roy is probably more like a D9 than a prime mover. Under his guidance as a retired chippie, the clubhouse and surrounds at WW have become very livable once again. A lot has happened at West Wyalong in the last four years, thanks to the NSWFFS and those who donated to the cause.*



Roy developed a penchant for large noisy power models and this Super Jacker with an extra 10" in the wing in the 1990s was the start of it.



The launch that stopped a nation  
(of free flighters)



An unforgettable moment



It was necessary to beat The Master



Bearing size compared to a rice grain

### How's this for tiny?

This commercially manufactured ball bearing from Minebea had a 1.5 mm OD and 0.50 mm ID. It is 0.65 mm wide and can spin at 5,000 rpm. It has six ball, each 0.25 mm in diameter. Made in stainless steel it sells for \$100 US.

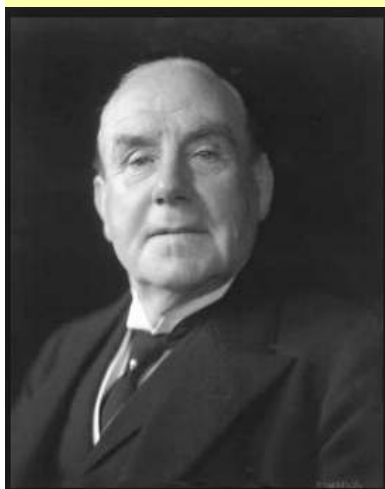
I KEEP HEARING PEOPLE TALK ABOUT WHAT THEY'RE GOING TO DO WHEN THEY RETIRE. I'M GONNA HAVE TO WORK RIGHT UP TO LUNCH ON THE DAY OF MY FUNERAL.

IF AT FIRST YOU DON'T SUCCEED, SKYDIVING IS NOT FOR YOU.



## So who was Lord Wakefield?

**ED:** Thanks to Mr Google, the FAI website and Wikipedia, I discovered the following detail. It may be of interest to modelling historians.



Charles "Cheers" Wakefield, 1st Viscount Wakefield, GCVO, CBE (12 December 1859 – 15 January 1941), was an English businessman who founded the Castrol lubricants company, was lord mayor of London and was a significant philanthropist.

Lord Wakefield of Hythe sincerely believed that the world would benefit from an interest in aviation through the development of aeromodels. In 1911, then Sir Charles Wakefield, held a competition for aeromodels on the grounds of the Crystal Palace. This is a very large arboretum building which had been constructed for the nineteenth century International Exposition near London, England.

For this contest managed by the "Kite and Model Aeroplane Association", Sir Charles had made a sterling silver-gilted cup, standing about 18 inches high. In fact this "Gold Cup" was very similar to the present "Wakefield Cup", and was probably made by the same Master Silversmith in London: Sansom & Creswick. The Wakefield Gold Cup contest of 1911 was won by E W Twining, of London, on July 5, and Sir Charles Wakefield was in attendance to watch the competition, and to present the "Wakefield Gold Cup" to Mr Twining. The aeromodel that Twining flew was a canard. Twining patterned his aeromodel after the theories of the Wright Brothers famous "Flyer", and Santos Dumont. Twining mentioned that the original "Wakefield Gold Cup" was last won by either a Dutch, or Belgium competitor, whose family may still have this trophy.

World War I intervened and this trophy was lost, but not forgotten. In 1927, now Lord Wakefield of Hythe, was asked by F de P Green of the SMAE if the 1911 "Gold Cup" could again be used for an aeromodelling event, only to learn that the 1911 "Gold Cup" was lost.

At this time Lord Wakefield decided to sponsor a new aeromodelling competition.

## GETTING THE MESSAGE OUT

Over the last six years, I have taken thousands of interesting free flight photographs and loaded them to an international website for free access. This is a promotional vehicle for our sport and it has received quite a few hits. Naturally international events generate the most interest but you may be surprised how much attention our Australian events receive. Does this translate into more overseas visitors? Maybe, but I do believe it has helped place our major flying sites on the international radar.

If you are interested, start of at my home page by clicking on the following link and pick whichever event/album that interests you:

<https://www.flickr.com/photos/motor-racing-photography/albums/with/72157692009735871>



Free Flight Event	No. of Hits	Free Flight Event	No. of Hits
2012 Fab Feb Lost Hills	8,814	2018 70 <sup>th</sup> Nationals	1,127
2014 Fab Feb Lost Hills	5,882	2014 West Wyalong Grand Opening	885
2015 World Champs MONGOLIA	5,062	2016 Richmond Scale Rally	847
2016 Fab Feb Lost Hills	4,134	2014 67 <sup>th</sup> Nationals Springhurst	728
2018 Fab Feb Lost Hills	4,318	2017 AFFS Champs	708
2013 World Champs FRANCE	4,003	Scramble	614
2013 Fab Feb Lost Hills	2,911	2017 SCC	575
2017 Fab Feb Lost Hills	2,848	2013 AFFS Champs	515
2011 Fab Feb Lost Hills	2,662	2016 AFFS Promo	399
2012 FF in AUS and NZ	1,890	2018 AFFS Champs	390
2014 AFFS Champs and SCC	1,860	2016 69 <sup>th</sup> Nationals West Wyalong	250
2016 AFFS Champs	1,497	2013 NSW State Champs	209
2017 World Champs HUNGARY	1,219	Wings Over West Wyalong	129
2015 AFFS Champs and SCC	1,141	Free Flight in NZ	101

# My World Championships 1983-2019

Roy Summersby

World championships for me started in 1983 when Australia hosted them in Goulbourn. I failed to make the team but was there for the full time as a helper. One could see the companionship of flyers from all over the world and I guess the seed was set for me to have a go. I put a bit more effort into F1C over the next year and gained a place on the Australian team for Yugoslavia in 1985. Along with the other F1C flyers on the team, we were hopelessly out-classed. Being in an overseas country with fellow flyers that I had met two years before was very inspiring and I wanted to be part of it. I knew there was much to do in bringing myself and models to be even close to competitive, but why not give it a go.

Minor family problems (divorce etc) stopped me attending world championships till 1997 when it was held in the Czech Republic. By now I had reasonable models and I would have made the first fly off if the Seelig timer hadn't failed in round seven. My model was in a super climb right in the middle of a huge thermal and then it DT'ed. It was very disappointing. For Israel in 1999, I had competitive models and in fact made third place in the warm up comp finishing behind Verbitsky (GOD) and Stafford Screen. I must have peaked too early as a bad launch in the first round put paid to any hopes. USA 2001, and I was looking good only to have a Russian timer fail once again in round seven when a gear striped at the top of the climb (vibration on gear models hadn't been solved). Over the next few years I gained a few places in world cup events but couldn't do much good in the big event. Some problems were model related but the main problem was me.

For France 2013, I was equipped with new electronic timers and new, for the time, moulded carbon wings, which I had been testing and experimenting with for Artem Babenko. Over the nine months prior I had found the weaknesses in the

wings and these were fixed here in Oz. By the time I left for France I had four models all going equally well and I was confident of finishing in the top ten. That is if I could keep myself together and not make any mistakes. France was the biggest F1C comp for many a year, and to crack this one would be special; 73 competitors from 27 countries (Ken Faux words). I did have some minor problems but, having full confidence in all four models, I just changed models and carried on. To beat the world's best, finishing number one was just unbelievable for me, I was on a high for months.

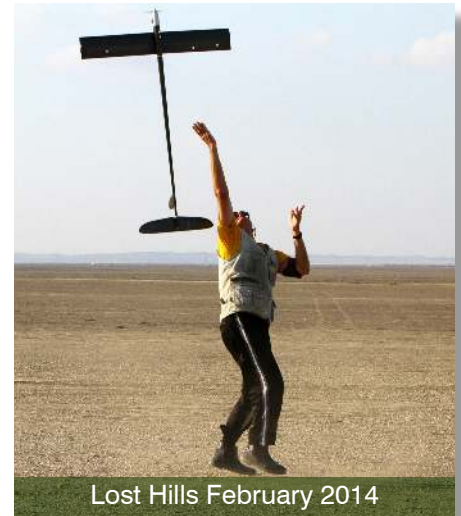
Once you are on top there is only one place you can go, and this saw me with a second place in Mongolia 2015; let's not talk about Hungary 2017 as I missed the thermal in the last round. So what happens in USA 2019, will I be on my game? I will certainly be there trying.



Lost Hills February 2011



Lost Hills February 2012



Lost Hills February 2014



Lost Hills February 2016



Lost Hills February 2018





## AFFS Survey on possible changes to F1A/B/C/S rules.

Paul Rossiter.

### 1. Introduction.

Provision for the optional confirmation of flight times in flyoffs by review of altimeter records has been included in Volume F1 of the Sporting Code at paragraph F1.2.7, but as yet there is no specification for the altimeters that may be used. Ian Keynes has circulated some draft EIDC (CIAM Electronic Devices in Competition) specifications for comment, as well as draft specifications for energy limiters for F1Q and autonomous flight recording systems.

There has also been an increasing use of special means of determining flyoff results under conditions of adverse weather or field restrictions, including time to ground or altimeter reading following early DT. There is no provision for these measures in the Sporting Code and it has been proposed that they may only be used to determine a local result, with any World Cup points allocated on the basis of the normal official flights.

AFFS Vice President Graham Maynard is currently the Australian delegate to the CIAM Free Flight Technical Committee and has been soliciting comment from AFFS members so that he can respond to CIAM accordingly. In order to assist in this process we held a survey to gauge members' opinions concerning these issues. The results are given below and may be summarised as follows:

1. FAI fliers are comfortable with the idea of recording flight times for models going out of sight, possibly from altimeter or automatic logger records. Non FAI fliers are not.
2. There is little support for using early DT and either altitude or time to ground to determine results in limited field conditions.
3. There is little support for reduced working time in fly offs.
4. FAI Fliers generally do not want changes that further limit model performance. Non FAI fliers are ambivalent.

### 2. An Important Consideration.

I would like to add further comment to the idea of recording times for models going out of sight, possibly from altimeter or automatic logger records.

I have been trying to follow the latest developments in European, UK and USA legislation in relation to flying model planes, given the push for regulations to control the use of drones. We also have the recent CASA approvals that clarify the Australian situation. I mention this since, at the moment in some jurisdictions at least, model aircraft operations are being given some latitude and leeway from the raft of drone legislation. For example, under the EU legislation, it is stated "*Model aircraft are within the scope of this Opinion,*" but it also provides for national aviation regulators to issue exemptions from some of the more onerous drone requirements to model aircraft clubs or particular locations. In the USA, model aircraft are regarded as a separate category with some dispensations. We are also currently treated favourably by CASA.

I think it very important that CIAM is not seen to be flouting the intent of these special dispensations for model aircraft in case they are withdrawn.

One of the common features of all of the regulations is that the model aircraft must be kept within the line of sight. This is quite explicit. For example the European EASA states “*beyond-visual line of sight (BVLOS) flights will only be permitted within the “specific” category*”. This means that anyone contemplating the possibility of OOS flights will need to go through the regulatory process designed for commercial operators. In the German regulations: “*Drones or model aircraft weighing less than five kilograms must be kept within the operator’s visual line of sight at all times. (Id. art. 2, no. 5, § 21b, ¶ 1, sentence 1, no. 1.)*”. Similarly in the USA, the FAA Modernization and Reform Act that has now been passed by both the USA Senate and Lower House requires the model to be flown within visual line of sight. Finally, in Australia CASA generally requires the models to be kept within sight but acknowledges that we might occasionally lose sight of the model, but this is acceptable only so long as it is not the normal way of operating.

Why do I think this visual line of sight issue could be so important? The answer lies in whatever was behind the original decision of CIAM to allow altimeters to be used to determine flight times. It may be that this was done to remove (or reduce) the need for timekeepers or provide an avenue for appeal in case of a timing dispute. There are perfectly valid reasons. However, if it was to allow times to be recorded for models flying out of sight as a matter of course, then I think there is a danger that it could be seen to be violating the intent of the various legislations and jeopardising the privileged position that model aircraft tenuously hold.

I thus firmly believe that the EDIC document (and the CIAM rules) should state quite clearly that it is not the intent to use altimeters to record OOS flight times as a matter of course. I am suspicious of motives since the draft specification for autonomous flight systems specifically includes under their use the clause EF3.2 (g): *The fact that flights could be timed beyond visual range*. I think that is very ill-advised.

Finally, since the national bodies representing model fliers are the chosen avenue for discussions with air safety bodies and deciding upon any dispensations from the drone legislation, it is essential that we maintain a strong AFFS and excellent working relationship with the MAAA.

### 3. The Survey.

The survey was sent to 78 people (AFFS membership plus FFDU associates). 28 responses were received with an average completion time of 2min 56sec. (amazing things these survey engines!).

Question 1: Should CIAM promote rules that allow times to be recorded for models that fly out of sight as a matter of course?

	Yes	No
FAI fliers	12	7
Non-FAI fliers	2	7



Question 2: Should altimeters be accepted as a legitimate means of determining a flight time?

	Yes	No
FAI fliers	11	8
Non-FAI fliers	4	5
All responses	15	13

Question 3: Would you be prepared to pay for an upgrade or new “authorised” altimeter to record flight times?

	Yes	No
FAI fliers	13	6
Non-FAI fliers	3	6
All responses	16	12

Question 4: Would you be prepared to pay for an automatic logger/transponder to record flight times?

	Yes	No
FAI fliers	13	6
Non-FAI fliers	2	7
All responses	15	13

Question 5: Do you agree with the use of time to ground from early DT to determine a round or fly off result?

	Yes	No
FAI fliers	5	14
Non-FAI fliers	1	8
All responses	6	22

Question 6: Do you agree with the use of altimeter recordings at an early DT to determine a round or fly off result?

	Yes	No
FAI fliers	6	13
Non-FAI fliers	1	8
All responses	7	21

Question 7: Would you be prepared to pay \$100+ for an “authorised” altimeter?

	Yes	No
FAI fliers	13	6
Non-FAI fliers	2	7
All responses	15	13

Question 8: Should there be a reduction in working time for fly offs?

	Yes	No
FAI fliers	5	14
Non-FAI fliers	1	8
All responses	6	22

Question 9: Should CIAM be asked to implement changes that further limit F1 model performance?

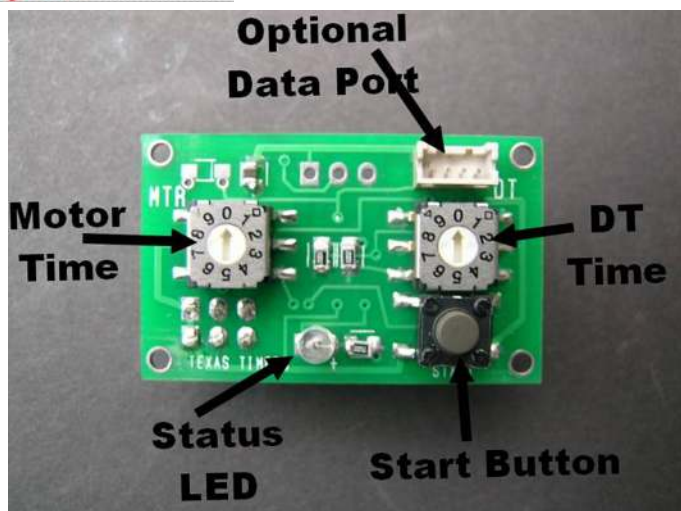
	Yes	No
FAI fliers	5	14
Non-FAI fliers	4	5
All responses	9	19

Question 10: Do you currently compete in one or more of F1A/B/C/S?

	Yes	No
All responses	19	9



**E-36 Fliers - order now and save 33% by buying in bulk!**



Texas Timers have offered me a special bulk deal on the eMAX timer. We can save 33% by ordering a minimum of 6 timers for delivery at Lost Hills in February. This means each timer will cost 40 USD instead of 60 USD, with no US postage. RDT pigtails are 7.50 USD extra.

The eMAX timer has some great features and you can check these out on their website.

[http://www.texastimers.com/eMAX/emax\\_main.htm](http://www.texastimers.com/eMAX/emax_main.htm)

It's a fairly busy web page but the information is all there.

1. **Do you want in?** Please let me know asap via my email address how many timers, pin configuration and what options are to be added. The timers can have any pin style, Straight, 90 Degrees (the most common), or the new H style. The H offers the

thinnest possible installation as well as the narrowest. There is no charge for the different pin styles but RDT pigtails are 7.50 USD extra. So contact me asap at [actrain@ozemail.com.au](mailto:actrain@ozemail.com.au)

2. **Then what?** Once I see that we have reached the minimum order level, I will contact you for payment, using the current exchange rate. You will deposit to my bank account and I will then be able to transfer the total order amount to Texas Timers. **Prompt attention to this step will be essential to guarantee the timers will be ready in time for Lost Hills pickup.**
3. **Delivery?** I shall be back from Lost Hills late February and will contact you re delivery. I will need for each order a suitable prepaid self-addressed envelope (*safe packaging is your responsibility*).

#### eMAX advantages:

The eMAX has two rotary switches, for motor and DT times. Each switch has ten positions. You can mix any motor time with any DT time. The shortest motor time is 2.5 seconds and the shortest DT time is 1.3 seconds. This fast DT time is referenced to when the motor stops. It is used for the critical early test and trim flights. All the times needed for E-36 events are included. Motor run times of up to 30 seconds are there and DT times of up to 300 seconds.

Switches mean there is no need to count LED blinks in the sun light. And, if you want to fly again with same motor and DT times, you do not need to do anything at all, just fly!

And RDT under power, and the motor stops and model DTs 1.3 secs after, all on the one press of the button!



# FINAL TEAM TRIAL SCORES FOR 2018

	Kiwi	North American	Max Men	Tui Cup	Widgiwa Cup	AFFS	Nats	NSW St Ch	Vic St Ch	QLD St Ch	QLD Trial	Kotuku Cup	Sierra Cup	Sum of best three	Sum of best four	Sum of best five	Sum of best six
	10/2/18	14/2/18	16-17/2/18	16/4/18	18/4/18	12/5/18	24-29/4/18	9-10/6/18	11-12/6/18	16/6/18 30/6/18	15-16/9/18	6/10/18	8/10/18				
<b>F1A</b>																	
Phil Mitchell	x900	x960	960	935	960	810						x960	x960	2855			
Malcolm Campbell	x792	x779	937	794	896	870	821			836				2703			
Albert Fathers	x486	918		594	763	528				681	559	745	x892	2426			
Matt Hannaford								867	784		245			1896			
Tahn Stowe	x887	932	x812											932			
Vin Morgan							812							812			
Van Richards-Smith							653							653			
John Lewis										607				607			
<b>F1B</b>																	
Richard Blackam				929	957	960	960	960	960		960			2880	3840	4800	5757
Craig Hemsworth	x785	x867	960	960	960	960		941	960			913		2880	3840	4800	5741
Gary Goodwin				910	960	742	960	887	960	960	915			2880	3840	4755	
Vin Morgan	x900	x960	960	921	905	931	925	942	960	960	729	x960		2880	3822		
Bruce Hao				902	960	879	960	960	933	925	664			2880	3813		
Paul Rossiter	x900	x960	960	696	908	856								2724			
Graham Maynard				664		952	281							1897			
Ben Lewis										918				918			
John Lewis										910				910			
Gary Odgers							264							264			
<b>F1C</b>																	
Roy Summersby	x900	x960	960	960	960	960	960	960	936			x960	x960	2880	3840	4800	5760
Shayne McDonald				960	897	942	960	960	960					2880	3840	4782	
Gary Pope	x240	912	x789	960	914	560	858	862	960			960	782	2880	3794		
Shannon Tolmie				707	833	953	941	960	953		177			2866			
Andrew Linwood							819		960					1779			
Neil Pollock				132	759	849								1740			
Mike Pettigrew							951							951			
x	Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.																
1st round time to 240 counted																	



# BRISBANE FREE FLIGHT SOCIETY

## 2019 Flying Calendar



Month		Date	Start	Event	Location
February	✂	Sat 2 <sup>nd</sup>	12pm - 4pm	Club general meeting plus "show and tell"	John's place
	😊	Sun 24 <sup>th</sup>	7am - 1pm	Club day E36/2min class fly in and trimming (3 flights)	Coominya
March	IND	Sat 2 <sup>nd</sup>	3pm - 6pm	Delta Dart (club sponsored)	BSHS
	🏆	Sun 17 <sup>th</sup>	7am - 2pm	<b>F1H State Champs</b> (5 flights), E36 club event (3 flights)	Coominya <b>CP</b>
	😊	Sun 31 <sup>st</sup>	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	🏆	Sat 6 <sup>th</sup>	7am - 12pm	<b>Open Power State Champs</b> (5 flights)	Dalby
	🏆	Sun 7 <sup>th</sup>	7am - 12pm	<b>F1J State Champs</b> (5 flights)	Dalby
	IND	Sat 13 <sup>th</sup>	3pm - 6pm	HLG/Catapult State Champs	BSHS
	🏆	Sun 21 <sup>st</sup>	7am - 12pm	<b>F1G State Champs</b> (5 flights)	Coominya
		Wed 24 <sup>th</sup> Apr - Wed 1 <sup>st</sup> May		<b>71<sup>st</sup> NATIONALS</b>	<b>WEST WYALONG</b>
		Fri 3 <sup>rd</sup> May - Wed 9 <sup>th</sup> May		<b>AFFS CHAMPS</b>	<b>NARRANDERA</b>
May	IND	Sat 4 <sup>th</sup>	3pm - 6pm	F1L (EZB) State Champs	BSHS
	🏆	Sat 18 <sup>th</sup>	8am - 1pm	<b>F1A State Champs</b> (5 rounds, first round 4 min)	Dalby
	🏆	Sun 19 <sup>th</sup>	8am - 1pm	<b>F1B State Champs</b> (5 rounds, first round 4 min)	Dalby
June	IND	Sat 1 <sup>st</sup>	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sat 8 <sup>th</sup>	8am - 1pm	Reserve day F1A State Champs	Dalby
	🏆	Sun 9 <sup>th</sup>	8am - 1pm	Reserve day F1B State Champs	Dalby
	😊 CP	Sun 23 <sup>rd</sup>	8am - 2pm	Club Fun Day (Sports model rally and ½ Hour Walking Scramble)	Coominya
	✂	Sat 29 <sup>th</sup>	12pm - 4pm	AGM with BBQ lunch	John's place
July	IND	Sat 6 <sup>th</sup>	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 14 <sup>th</sup>	8am - 1pm	<b>Scale, HLG and CLG State Champs</b>	Coominya
	CP	Sun 28 <sup>th</sup>	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
August	IND	Sat 3 <sup>rd</sup>	3pm - 6pm	Peanut Scale State Champs	BSHS
	🏆	Sun 11 <sup>th</sup>	8am - 1pm	<b>E36 State Champs</b> (5 flights)	Coominya
		Sun 25 <sup>th</sup>	8am - 1pm	Reserve day	Coominya
September	🏆	Sun 8 <sup>th</sup>	8am - 1pm	<b>Open Rubber and P30 State Champs</b> (3 flights each)	Coominya
	😊	Sun 22 <sup>nd</sup>	8am - 2pm	Club day - Vintage, Sports models and limited RC	Coominya
October	CP	Sun 13 <sup>th</sup>	7am - 2pm	Col's Vintage Rally, LSq/100 and No Frills (3 flights each)	Coominya
	CP	Sun 20 <sup>th</sup>	7am - 1pm	100gm coupe and A1 Glider (3 flights each)	Coominya
		7 <sup>th</sup> - 27 <sup>th</sup> October		<b>World Free Flight Championships</b>	<b>USA</b>
November		Sun 10 <sup>th</sup>	7am - 2pm	Reserve day	Coominya
		Sun 30 <sup>th</sup>	12pm - 3pm	BFFS Xmas Party and prizes presentation	Malcolm and Kathy's

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

### CONTACTS:

📞 John Lewis 07 3848 4280

📞 Malcolm Campbell 07 3278 7164

📞 Albert Fathers 0755 34 34 90





# NSWFFS Contest and Fixture Calendar 2019



Date	Event	Venue	Time	CD
Dec 30 Jan 2	New Years Eve BBQ & Fun Fly No comps just Fun Flying	W. Wyalong	Flying anytime Book in and stay on the field	
Jan 13	New Year Recovery Day	Richmond	7.00am – 1.00pm	
Jan 18	General Meeting	Dundas Sport	7.30pm	
Jan 27	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 9 -18	Maxmen etc USA	Lost Hills		
Feb 10	Combined % + Scale Fun Fly	Richmond	7.00am – 1.00pm	Matt Hannaford
Feb 24	Combined F1 G,H,J & P30	Richmond	7.00am – 1.00pm	Gary Goodwin
Mar 10	State Champs P30 + Comb Vintage	Richmond	7.00am – 1.00pm	Gary Pope
Mar 15	General Meeting	Dundas Sport	7.30pm	
Mar 17	Gary Goodwin's Hinton Day	Hinton	7.00am – 1.00pm	Gary Goodwin
Mar 24	State Champs Scramble + Combined % Control Line flying and BBQ Lunch	Richmond BYO Food	7.00am – 1.00pm	Terry Bond
Apr 7	Big Kev's Abomination Day	Richmond	7.00am – 1.00pm	Peter Jackson
Apr 24- 1May	Australian Nationals and Southern Cross Cup	W. Wyalong	See Nationals webpage	MAAA Terry Bond
May 3-9	AFFS Champs	Narrandera	See FFDU	
May 18-19	Veterans' Gathering	Muswellbrook		
May 24	General Meeting	Dundas Sport	7.30 pm	
June 8-11	NSW State Champs F1A, B, C, O/Power, O/Rubber+ Victorian States Champs for A,B,C	W. Wyalong A B Field	8.00am – 1.00pm	Dave Thomas
June 16	Scale Practice	Richmond	7.00am – 1.00pm	Jim Christie
July 6-7	Scale Rally Weekend. Scale comp Sat 7 <sup>th</sup> , Sun 8 <sup>th</sup> ½ Hour scramble, Fun Fly, C/L flying and BBQ Lunch	Richmond Saturday BYO Food	7.00am till dark Trans Tasman	Tahn Stowe
July 14	State Champs F1G,H,J (Combined)	Richmond	7.00am – 1.00pm	Matt Hannaford
July 19	General Meeting	Dundas Sport	7.30 pm	
Aug 4	Combined % (multiple entries)	Richmond	7.00am – 1.00pm	Bruce Hao
Aug 18	Scale Rally, P30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 24-25	Cowra Oily Hand Weekend	Cowra		
Sep 8	½ Hour Scramble and Fun Fly BBQ Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 20	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 22	Combined % (5 flights)	Richmond	7.00am – 1.00pm	Matt Hannaford
Oct 6	Combined % (multiple entries)	Hinton	7:00am – 1:00pm	Gary Goodwin
Oct 25-27	Wings Over West Wyalong All Disciplines FUN FLY	W. Wyalong A B Field	7.00am – Till Dark	Plenty of Room for ALL
Nov 10	B Alcock Biplane and Tomboy Day ½ Hour Scramble + Scale rally	Richmond	7:00am – 1:00pm	Peter Jackson
Nov 16	General meeting	Dundas Sport	7.30 pm	
Dec 1	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 8	½ Hour Scramble, Combined Vintage with SAMS and Fun Fly.	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO Food	Terry Bond

- Notes:**
1. All scrambles start as close to 8.00 am as possible
  2. Sport FF, CL and RC flying welcome on AB Field at West Wyalong. Plenty of room.
  3. BYO FOOD, DRINK and CHAIR to all BBQs at Richmond



## West Australian 2019 Free Flight Contest Calendar



DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
3 March	Combined Open	Meckering	9.00 am	Chris Behr – 0449826820
31 March	HLG/CLG State Championships	TBA	TBA	
As above	Power Scramble State Championships	As above	TBA	As Above
21 April	Free Flight Electric F1Q/F1S	Meckering	9.00 am	Chris Behr – 9448 9922
19 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
2 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
16 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
7 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
28 July	Nostalgia	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	Combined Open / Free Flight Cup	as above	as above	As Above
17 – 18 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
28 – 31 September	Free Flight Electric F1Q/F1S	Meckering	9:00am	Paul Rossiter – 9316 0250
as above	Old Timer Electric and Limited Height Gliders	as above	as above	Chris Behr – 9448 9922

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