

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 51 NUMBER 2

WINTER 2019

FULL REPORTS ON
71ST NATIONALS
42ND AFFS CHAMPS

WHAT TO DO WITH
OPEN POWER?

PLUS ALL THE
AGM DETAILS



FRONT COVER: Ukraine flyer Igor Vivchar launches in the AFFS F1B competition. Igor did very well in Australia, placing in all events entered. He placed 2nd in the Nationals, 1st in the Widgiewa Cup and 3rd in the AFFS Champs. Gary Goodwin looked after him and learnt a lot.

Free Flight Down Under

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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred. Please keep photos separate and no smaller than 200 kb each.

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***** U R G E N T *****

Your articles are needed for the September edition of Free Flight Down Under. Surprise me and get started now, with 3 months to go. You may even surprise yourself.



9

The 71st Nationals



23

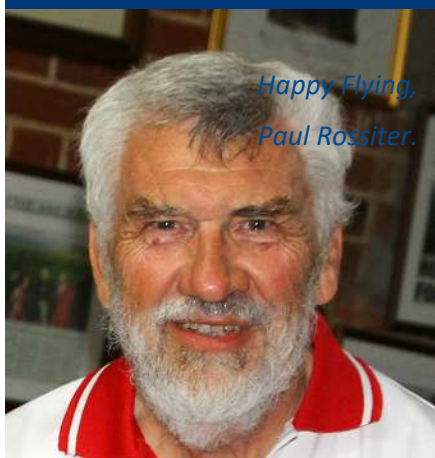
The 42nd AFFS Champs



What to do about Open Power?



PRESIDENT'S REPORT



A fairly brief report this time as we are awaiting some fairly important outcomes relating to the future of the Nationals (that could impact on the timing of the AFFS events) and the model aircraft/drone legislation. The implications of the pending legislation have received extensive coverage in FFDU and we expect a final pronouncement later this year, hopefully along the lines that our activities will continue to fall under

the authority of MAAA and be exempt from any of the drone provisions (registration, licensing, training etc).

The future of the Nationals has come under consideration by the MAAA and, thanks to feedback from the last Council meeting from Graham Maynard, I understand that no organiser for the 2020 Nationals has yet come forward and a sub-committee was formed to look at the Nationals in general. One possibility is to hold them at WW for a five year period to justify some desirable infrastructure investments by the West Wyalong Council. However, it is not clear if those arrangements can be put in place in time for a 2020 Nationals. Another aspect is the timing, since a number of the Special Interest Groups have long-established events over the Easter period and so some other time might be necessary to attract them back to a combined Nationals (possibly the traditional Dec-Jan period?).

Those weighty matters aside, the AFFS events at Narrandera were again held successfully, largely thanks to the efforts of Phil and Noels and a fortunate window of fine weather. This being a World Championship year, not unexpectedly the number of overseas attendees was down a bit. However, the standard of competition remained high with a number of the Australian Team members honing their skills. An unexpected bonus was being invited to Wayne and Betsy Durnan's homestead to celebrate 40 years of competition at North Oak/Widgiawa. More details and photos (thanks again Malcolm!) are given elsewhere in this issue. Finally, the AFFS AGM and discussion Forum were held, with the Committee continuing for another year unchanged. Again, the minutes of the meeting and notes from the Forum are included in this issue along with my AGM report.

Paul Rossiter

FROM THE EDITOR



Well, we're just back from the 71st Nationals and the 42nd AFFS Championships. Both events were excellent and very well run.

Numbers seemed similar to last year and we had predominantly good flying weather. Socialising is the added bonus of attending National events particularly when internationals come to compete.

And the 42nd AFFS Champs also had a surprise for us. Wayne and Betsy Durnan, the owners of North Oak and pretty much all the land for miles around there, invited all flyers to their home for an evening BBQ.

They did this because this year marked the 20th anniversary of our partnership with them. This was an extraordinary gesture because they are doing us a big favour - we use their land. They told us on the night how much they appreciated us and the way we cared for their property.

So this edition of FFDU pretty well focuses on the Nats and the AFFS Champs. You'll notice I wrote both articles and took all the photos.

Not so for next edition - it's your turn to contribute articles, contest reports and photos, please.

See you downwind,
Malcolm Campbell



AFFS 2019 AGM President's Report

Following the 2018 AFFS AGM and Discussion Forum, the Executive Committee has been active on a number of fronts, namely:

1. AFFS fees/FFDU subscriptions

The Annual membership fee was set at \$10 as was the fee for non-members competing in AFFS events. Electronic FFDU is included in the membership fee and will be made available without cost to anyone from overseas who requests it, though a voluntary donation from such persons would be requested (via FFDU) . The posted paper version will cost \$35 within Australia, and overseas at actual cost.

2. MAAA advice on FAI ID numbers

This is an on-going discussion.

3. Jim Fullarton Memorial trophy

This has been arranged.

4. Sponsorship of NSWFFS Trans-Tasman Scale Rally

This was arranged and very well received by all flyers, judges and supporters. Phil and Noels provided homemade Anzac biscuits, fruit cake and tea and coffee on both mornings as well as a Sunday BBQ lunch. The total cost covered by AFFS was \$130 and this was acknowledged at the prize-giving ceremony.

5. Defibrillator

AFFS VP Graham Maynard followed this up last year with MAAA but the response was not very enthusiastic. Subsequently, in March MAAA opened its grants program making funds available to clubs. Graham enquired if this could also apply to a SIG like AFFS but has yet to receive a reply.

Other activities we have been engaged in throughout the year include the following:

- **CASA Field approval for North Oak at Narrandera**

Following a change to the MAAA process for field approvals, AFFS Secretary Phil Mitchell has had to make application to CASA via MAAA for approval to hold the AFFS events at Narrandera. This involved a detailed risk assessment and fortunately Phil had already had this prepared and had it approved at the 2018 AFFS AGM . MAAA required some further clarification regarding "before and after considerations of the mitigation measures for the hazards" which Phil subsequently provided. After some further iteration the CASA approval was finally granted with a 1500 feet ceiling. The approval is valid until the end of 2023. However, a NOTAM must still be requested at least 48 hours prior to the event.

- **AFFS Championships WC status**

Phil successfully submitted the FAI-CIAM FF World Cup Event Nomination forms to the MAAA for recognition of the AFFS Championships and Widgiewa Cup as World Cup events. Due to the proximity of the Nationals to Easter and the difficulty of finding accommodation at Narrandera over Easter, it was decided to run these events after the Nationals and not before, as has been past practice. In arranging the programme, the Committee has been mindful of falling membership due to our aging demographic and so stage events acknowledging this shift and also to encourage new or popular events such as P30 and E36. We understand it's always difficult when you drop some one's pet event (like say Oz Diesel), but we need to keep the programme compact and cannot continue to run events for just 1 or 2 people.

- **World Championship FF Team selection**

The Team Trial process was completed and all F1A, F1B and F1C places filled, with Vin Morgan as Team manager assisted by Mike Pettigrew. We wish them every success at the World Championships to be held at Lost Hills, USA, later this year and we thank Vin for compiling the results.

- **FAI regulations and CIAM Plenary**

Our delegate to the CIAM Free Flight Technical Committee is the President of AFFS and so Graham Maynard served for the earlier part of the year and then I took over the role. A number of changes to the regulations for some of the FAI classes were circulated by Ian Keynes to national FF groups for comment. The AFFS ran a short survey to get feedback from the members and this was later extended by an e-mail survey of active F1C fliers on a matter specific to that class. Countries voted on the proposals and the results considered by the CIAM Plenary in April. The main outcomes for Open Internationals of our concern were:

- RDT allowed in F1S (E36)
- Non-standard fly off procedures (only to be used under special circumstances): early DT/time to ground not approved (no way to standardise DT trim etc.); altimeter height at early DT approved for use when F1 altimeters have been approved by CIAM EDIC. The draft proposal for this is available at www.fai.org/page/ciam-f1-free-flight
- F1C motor run times determined by demonstration on the ground was not approved; mandatory use of electronic timers was similarly not approved
- Only the FAI identification number would be recognised from 2022 (not the national identification number).

- **Editor of FFDU**

Malcolm Campbell has continued his excellent work, not only as editor of FFDU, but also for his aeromodelling photography skills (now recognised world-wide) and promotion of free flight through articles in other publications such as Airflow and the BFFS magazine. Unfortunately his job is made more difficult by a lack of contributions from much of the AFFS membership, as revealed in a recent analysis that shows that only four people have been regular contributors: Malcolm himself, Roy Summersby, Vin Morgan and myself. Others have contributed one or two articles throughout the year and this is greatly appreciated. However, relying mainly on a just a few contributors is probably not sustainable in the long term and we either need to find ways to motivate some others to contribute or maybe rethink the role and format of FFDU.

- **71st Nationals**

At the time of writing this report, the 71st Nationals will shortly be held at and around the NSWFFS AB Field in West Wyalong and again the “old” format of having the competitions for a number of different classes all within the same town proving popular (initially 84 events planned across 5 sites!). NSWFFS are to be congratulated for all the planning and effort it takes to ensure the success of such a large undertaking.

- **CASA, drone regulation and model aircraft**

Later in 2019 CASA proposes to introduce a remotely piloted aircraft (RPA) registration and RPA operator accreditation requirement, as a way of monitoring the safe and lawful operation of RPAs. However, the RPA registration and accreditation requirements are not proposed to apply to the following:

- RPA 250 grams or less operated recreationally or
- Model aircraft at CASA-approved model airfields or
- RPA operated recreationally indoors.

The draft RPA proposal was circulated and comments invited via an on-line survey with 2548 responses noted. The official MAAA input emphasised the procedures (MOPs) already in place for safety management, aircraft identification and pilot training (pilots have already undergone testing and certification in order to gain their “wings”), supporting the proposed exemption of model aircraft operated by MAAA members. They also argued that no extra registration/accreditation process or fee was warranted. Input from other aeromodellers was mainly concerned about what was an approved field (e.g. slop soarers using multiple sites, depending upon weather, MAAA approved or not MAAA approved).

However, as I recently wrote in FFDU, all of the proposed model aircraft regulation applies to RC models under the control of a certified pilot and is not clear just where free flight fits into this scheme. Indeed, the definitions in the proposed regulations AC101-03 v1.1 specifically assume remote control:

This is in direct contravention of the definitions of free flight by both CIAM and the MAAA:

CIAM: Free flight model aircraft must be launched by the flier, and must not be equipped with any device that allows them to be flown automatically to a selected location or controlled remotely during the flight other than to stop the motor and/or to terminate the flight.

MAAA: After release, they are free to soar in the rising air currents.

Model aircraft	A remotely-piloted aircraft that is used for sport and recreation and cannot carry a passenger.
Remote pilot	The person who manipulates the flight controls of a remotely piloted aircraft or who initiates and monitors the flight and is responsible for its safe conduct during flight time.
Remote pilot station	The station at which the remote pilot manages the flight of an unmanned aircraft.
Visual line of sight (VLOS)	Close enough to see, maintain orientation and achieve accurate flight and tracking

This lack of clarity and inconsistency is not good news for free flight modellers since, if free flight is not recognised as a specific model aircraft activity, we could get caught under restrictions that might be quite appropriate for RPA's or radio controlled model aircraft but which are not appropriate for free flight model aircraft.

Areas of concern are:

- The claim of pilot training and certification through the MAAA wings system
- Models to be kept in visual line of sight
- A 120m/400' height limit unless specific approval is obtained from CASA
- The ability to remotely control the model and clear the airspace should a piloted aircraft appear

So far the MAAA has argued that "FF model are still under the control of the pilot through calculated and thorough considerations of the performance of that model", and that this is how our FF community has been conveying the operation of FF models in the Risk Assessments. I do not consider this to be a true representation of free flight and so made a submission to the CASA review along the lines that *Free Flight model aircraft are a special sub-set of model aircraft that are not under the control of an operator during normal flight, though many have provision for remotely terminating a flight.* Having alerted CASA to this concern I believe that we have now acted with integrity, whatever the outcome, and can't be accused of trying to fly under the radar.

We should know by November if and how any of these new regulations will impact Free Flight aeromodelling.

• Closure

I would like to close the report by thanking all members of AFFS for their continued support and memberships, Vin Morgan for maintaining the Team Trial scores and handling numerous mail-outs and all members of the AFFS Executive for their on-going efforts throughout the year in keeping the AFFS alive and healthy.

Paul Rossiter
AFFS President
April 2019



Australian Free Flight Society Inc

Annual General Meeting 6 May 2019 Narrandera

Meeting opened: 7.10 pm
Members Present: 14 **Guests:** 6

1. Minutes of Previous Meeting

The minutes as published in Free Flight Down Under (FFDU) were proposed for acceptance Malcolm Campbell 2nd Gary Pope. Accepted.

2. Business Arising From Minutes

Nil

3. President's Report

Paul gave a summary of his Presidents Report (to be published in FFDU) and thanked the Committee for their efforts during the year.

Moved Presidents Report be accepted: Roy Summersby, 2nd Vin Morgan.

4. Treasurer's Report

The Treasurer tabled the AFFS Accounts for the past financial year to
31 December 2018 for the members' consideration:

Total Income	\$4225.95
Expenditure	\$4271.25
Profit/Loss	\$ -45.30
Current Assets	\$6655.06
Value of Assets	\$ 610.00
(Non current)	

Proposed acceptance of the Treasurers Report by Malcolm Campbell 2nd Gary Goodwin. Accepted.

5. Formal Agenda Items:-

Nil

6. Election of Office Bearers

Nominations were received in writing as per the Model Rules for Incorporation Associations NSW. No positions were contested. The meeting unanimously accepted Office bearers' election as follows:-

President:	Paul Rossiter
Vice President:	Graham Maynard
Secretary/Public Officer:	Phil Mitchell
Treasurer:	Albert Fathers
Editor FFDU:	Malcolm Campbell

7. Formal Meeting Closed at 7.30pm.

Continues next page

AFFS Forum – Items Discussed**Field Status**

The Secretary indicated that Wayne Durnan is happy for us to continue with use of the field at “North Oak”. Status Quo remains for AFFS use of the field. Wayne Durnan has also indicated that we may borrow the Defibrillator from the Fire Truck on Widgiewa during our competitions. **Action:** Secretary to arrange.

AFFS 2020

Committee to determine dates/program on advice of Nationals date(s) from MAAA Council.

Memorial Trophy 2020

In memory of Alan Edwards – Provision of Trophy for F1B 2020.

Mongolian Team Selection

As no formal process is in place to select this Team due to late notification by the FAI. AFFS Committee is to seek urgent approval from the MAAA taking into consideration the MAAA MOP and the remaining events considered eligible for Trial Selection Processes. (Secretary Note: This has now been actioned with MAAA Executive Approval issued on 13 May 2019 prospective Team Members have been advised accordingly).

Team Trials Process

Shannon Tolmie raised the issue concerning changes to venues/dates of various scheduled State Trial events due to unforeseen circumstances. Action: AFFS Committee to closely monitor any proposed changes to ensure all prospective team members are treated fairly, not disadvantaged and given timely advice of program changes.

Thank you

Paul Rossiter made special mention of the excellent efforts of Malcolm Campbell, Phil Mitchell & Noelene Lyon over the past year.

Roy Summersby's little box of joy





71st National Model Aircraft Championships West Wyalong NSW

24 - 30 April 2019

Report and photos by Malcolm Campbell

Craig, Albert, Kathy and I took the long drive down to West Wyalong for the 71st Nationals. Our little Mazda was loaded to the gunnels with 20 models and clothes for 3 weeks. That's no record. Des, Col and I hold the benchmark, with 32 models! We broke the trip with an overnight at Gilgandra. Craig and Albert travelled in style in Craig's new Forester. Being both long haul drivers there were no stopovers. Peter Nash also came down with Helen who continued on to Albury/Wodonga for family things. Peter camped on the field in his little motor home whereas the rest of us stayed in town.

Wed 24 Apr

I went to Registration early and registered for four (including Albert and Craig) and we were on the field by 11 am to check out our vintage gliders amongst a few power flyers. We came out again after lunch to play with our E36s until dark, alongside Mike Pettigrew, Slava and Gary Odgers. We packed up so late

we missed the Opening Ceremony.

DAY 1 - Thu 25 Apr

It was a superb day to start the Nats with Vintage Rubber, Vintage Glider, P30 and F1J competing in near still conditions.

P30: Leigh Morgan's first flight max in P30 put her just 2 metres from the CD table on DT, although she did get some exercise in the remaining two flights. Only two maxed out so it was another Morgan affair as Mike Glaister became the bridesmaid, well off the pace. High drama in the FO ; the timer lost sight of Vin's model, still high in the sky, so for marital bliss to continue first place was shared.

F1J: Not quite the same in F1J where Roy Summersby and Slava both

maxed out in F1J – Roy took 1st and Slava 2nd, something about it being too windy for a FO! Harry Sokol and Peter Nash with their older balsa models put in a great effort. I'm not sure what happened to Harry, dropping two maxes, but Peter had a VIT malfunction that ended his first flight in 58 seconds. The rest were maxes. Peter Lloyd got in one flight that ended abruptly. That's perhaps why he didn't feature on the score sheet.

Vintage Rubber: Albert and Craig really enjoyed Vintage Rubber, with Albert's Boxall and Craig's Yardstick apparently battling for the lead. Really it



Aleksandrov Viacheslav launches in F1J, Mike P timing



Vin or Leigh Morgan's P30 with its nose up for another Max



Peter Nash with his OD F1J; he should have maxed



Albert Fathers and Craig Hemsworth had a ball in OR



Craig made Albert think he was right on his hammer

wasn't a battle. Craig was talking up his side as Albert was 75 seconds ahead after two flights. By the way they talked and wound up hard, I really thought there were only seconds in it. Then Craig used some decent rubber and the pair of them maxed their final flights. While this was happening I failed to notice that Mike Glaister had quietly racked up 3 maxes to win with his XL56b. Brian Hammond (with helper steadying him) did well with his Korda to finish 22 seconds behind Craig with Danny Maslowicz's Gollywock trailing the field.

Vintage Glider: In the first three hours there was no way we wanted to try to pull our gliders up to the full 100 metres. So Kathy and I waited until a breeze appeared later in the morning. I saw Albert was using a shorter line so the three of us shared my 100 m line. Albert's quaint Korda

Open Glider Winner 1942 was out of trim on the first flight, turning tightly into the ground. His second flight wasn't much better. Things went from bad to worse in his final flight when he pulled the model from Kathy's hand, removing Kathy's cap and the model's critical flying surfaces. I was the only one to max out with my Nebula although the last flight was a heart stopper, the model fluttering along at 100 feet for the full 3 minutes. It was fun timing for Kathy as the line didn't release easily, the pin that started the timer failing to pull free at launch. This happened each time (must fix that problem) but her final flight took 20 seconds for the line to fall free, then it started to climb, so high that it took 3 minutes to land after DT. We sure had a few long retrieves.

That night we had Albert, Craig and Gary Odgers over for a very pleasant roast lamb dinner, in our stately Bank BnB in the centre of town.

DAY 2 - Fri 26 Apr

Today's events were flown in windier conditions and there were some prangs.

Open Power: Roy Summersby and Slava both flew F1Js in Open Power. The winds were up before the first flights and Peter Nash, like most flying bigger models, found the wind really played havoc with his launches. He was flying his oldest F1C. Seven flew and there were no full houses. Surprisingly, Harry Sokol led the way from Slava and Roy Summersby who narrowly held onto 3rd place from Peter Nash. I was fazed to see Wally Bolliger's helper – it was his twin. I'm an identical twin so it shouldn't have affected me but I thought they



My Nebula flew beautifully in Vintage Glider



This is not Photo shopped. There really are two Bolligers!



Vintage Power and Roy is on his way to another win



Peter Scott with his reserve, a Dream Weaver

looked similar and the more I looked the more similar they became. Of course it didn't help when Wally just said he was a friend! First twins on a FF field?

Vintage Power: Peter Scott badly damaged his Swiss Miss when the motor cut at 50 feet; the model hit hard breaking the wing and damaging the crankshaft. He swapped to a Dream Weaver but his woes continued. Roy Summersby had no such trouble with his Swiss Miss, with a customary max out, finishing well clear of Martin William's forever trustworthy Stomper.

I left my scale model at the clubhouse for static judging – Scale was going to be a drawn out affair.

Later I whipped around to see **F5B** RC electric glider event, the models were giants, sleek with a very thin wing and 5 m span.

Their objective was to land as close to the 10 minutes in a designated spot. I saw one land at 9m 59s, so I thought he was in with a chance! And then it was off to the **F2Bs** handling turbulent conditions at McAllister Park. Albert and Craig were there already. **Team race** at the airport had been postponed and the **F3A Pattern** flyers were grounded while a passenger aircraft was using the airport, so there was no action there.

IHLG: That night, after an early dinner I walked up to Registration hall to watch FFers Craig Hemsworth, Albert Fathers, Shannon Tolmie, Peter Lloyd Harry Sokol and Mike Towell exercise their throwing arms. Craig won and Mike narrowly squeezed Shannon out of 2nd place. Albert did pretty well too flying a loaner although Shannon tore the wings off one of his little

models. I didn't see any **ICLG** flown.

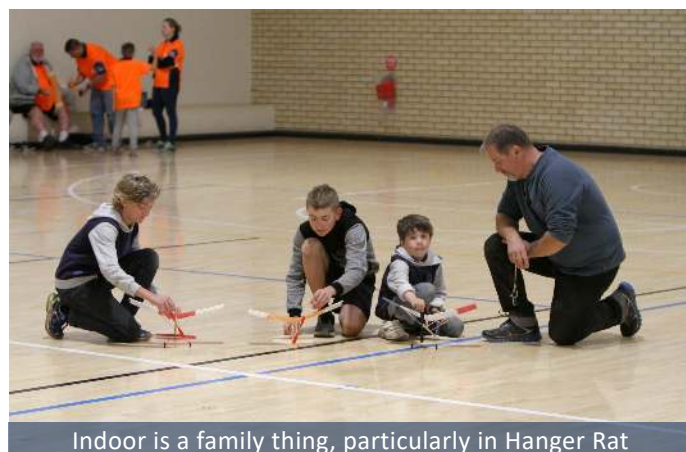
HANGER RAT: Like 'em or loathe 'em, nine brought models along and all flew. Mike Towell dominated the results with the highest single score but he was just 6 seconds ahead of Phil Warren when the highest two scores were selected. Danny Maslowicz followed up third. It was great to see the family interaction in Hanger Rats and, although the scores don't record it, there was no Hanger Rat Scramble but I did see a "Hanger Rat Last One Down" being organised by CD Percy Wright. I can say the Mr Rat himself, Mickey Towell, was last down.

DAY 3 – Sat 27 Apr

F1B: Day 3 was cold and windy, with F1B being delayed to run with the F1A and F1C on Monday.



Craig Hemsworth again, this time in IHLG



Indoor is a family thing, particularly in Hanger Rat



Hanger Rat mass launch for "Last man down"



The air was sometimes full of Rats

Scale: I wasn't interested in flying this day but I had a long distance entertaining view from the clubhouse of Phil Warren and Maris Dislers attempting flights. The models survived but the flights weren't pretty. Phil had to put in a flight as he was going home the next day. A decision was made that those who wanted to could fly and others could wait until the late afternoon before Night Scramble. So I decided to wait for the latter and left my little Piper Cub in the

clubhouse for static judging. I returned to the CL circles.

DAY 4 – Sun 28 Apr

Scramble: Day 4 was to be a repeat of Saturday but it turned out nice at the start with very light winds for the Scramble flyers. The wind initially ran down the paddock but swung towards the cars and the campers in the last 20 minutes. FF's greatest hope Gary Odgers with a top shelf team of helpers was first to retire, just 5 minutes

in. What a disappointment. Everyone was having fun; there was model damage, collisions, prop cuts, exhaustion and all things that go to make each Scramble memorable.

I was aware of the close battle between the Carpets of Andrew Heath and defender Tahn Stowe, keen to defend his title. With 5 minutes to go, Tahn found the trees; his Carpet was four metres off the ground. A mad rush by his team to bring a pole out to extract the model came too late



Tahn Stowe, defending last year's title



Andrew Heath, Tahn's arch nemesis in Scramble



Planes everywhere, watch your head!



Wazza's model looked a wreck - wait till the Night Scramble

so Andrew cruised to a win from a consistent Matt Hannaford and Mike Towell. The score? A number of people came up after the Scramble and took their cards. The results were checked twice to confirm the placings but the times were unfortunately not recorded. True fact.

HLG, CLG and DLG: The results in these events were, in the main, disappointing, with very few decent scores.

HLG: Only three recorded score a HLG and Craig Hemsworth had the highest single score and could/should have won – but he had 4 throwaway scores. Geoff Hungerford got the better times to win and Tahn got one good flight, and 5 bad ones. No maxes were recorded.

CLG fared much the same way with no maxes. Tahn had three models in play, and I should know, I kept bring a couple back for him each time! Of course, none of them had a DT! I only got one decent score and the others were so so. I just couldn't pick the air. Maybe there wasn't any as no one maxed. Kathy totalled one of her models comprehensively – I hope I can fix it – her scores were much lower and she just pipped Tahn by 2 seconds for 2nd place.

DLG: I watched sole DLG flyer Peter Lloyd put up some good flights so, because I dragged my model all the way from Queensland, I decided to have a go. I'm really not good at this class whereas Peter has been flying it forever. Peter maxed out, I got 30% of his score – enough said.

E36: Sadly only seven flew in E36, two less than last year but four maxed out, twice as many as last year. So that's a good sign. There were a number of different designs flown – four Pearl 202s, and one each of Apache, Joulebox and Blizzard. Kathy and I had a ball – we love the class.

Sadly Peter Nash's first flight sidelined him and he retired. Mickey Towell, after waxing lyrically about his wonderful new "flew off the board " model, dropped his first two flights. But he was so enthusiastic. Power man Roy also dropped his two flights thanks to a stall. Kathy and I made it to the fly-off with Harry Sokol and Leigh Morgan. And that's where it ended for us, both making errors that could have been avoided (dodgy engine run for me with only 3 secs of power, missing tail tilt packing for Kathy). Our qualifying flights were good and Leigh, Kathy and I all gained exceptional height,

making for long retrieves. In my third flight a large eagle joined in and it continued to swoop low across my model targeting the stab area. With a max nearly assured I RDT'ed to get rid of the pesky bird – it was still a big max. We all used our cars to retrieve a couple of times. Leigh Morgan deservedly won the event, after I won it last year. The girls placed 1st and 2nd, with me a further 29 seconds behind. Hopefully we'll see more in this entertaining event next year.

That night we joined a large bunch of flyers at the Royal Hotel for a relaxing dinner.

DAY 5 – Mon 29 Apr

This was a nice day; we had winds of 3 – 5 m/sec for F1A, B and C. I really enjoyed using my new Pyxis GPS as it enabled me to retrieve other models while not losing track of mine, and it makes the retrieve more manageable as it displays how far out you are, and how much further to go as you walk out. And Graham Maynard, you can never get lost again, because it has a Go Home function!

We had to change the flight line after R1 when planes got close to the trees. That set us back about half an hour as we debated the best spot.



Warren Leadbeatter now mixes it with the Big Boys of F1C



Yuan Gao of China sets up his F1C model



It was great to see the Nats El Supremo back with his F1Cs



Roy Summersby looked relaxed at the Ford Coffee Shop



Leigh launches Vin's F1A - he did very well



Gary Goodwin improved as the week progressed

F1C newbie Andrew Linwood misplaced two F1Cs, spending several hours looking for them. Part of his problem was sharing a tracker system with Warren Leadbeater but he found them, eventually. A record ten flyers competed with three making the FO. Yuan Gao was so unlucky to miss by one second with his final flight and Warren Leadbeater did exceptionally well to place 7th in his first F1C competition. Flying in F1A, it was hard to note what else was going on.

F1B had seven flyers and five maxed out, so the air didn't seem much of a challenge for them. Yunsheng Wu would have to wait until Narrandera to make amends for his 6th placing. Vin Morgan flew the whole F1B event but dropped R4. He was also flying F1A and helping time for Leigh in Open Rubber. Nothing's too much for Vin,

although he did launch one F1A flight right on the hooter,

F1A: So there were lots of good F1B flights but not many in F1A, although Vin was going well and Albert was not far behind. One of my later round retrieves was 1.42 km out and I saw Bs in the distance, those models covering three paddocks. Luckily only one fence got in our way, but there were stiles for that. We were overflying a line of small trees at that distance but fortunately no one got caught up. Vin was 25 seconds short in R1 but easily maxed the other 4 rounds. He looked like he was enjoying it. Albert also only dropped one round but Martin and I both



Shannon Tolmie undertakes some on field repairs

dropped two and Matt Hannaford three. He was testing a new model.

Martin also misplaced his model in R4 and swapped to his reserve. I saw the lost model overhead and redirected his search path to the correct area, but it was much further down the field. I saw it at about 40 feet and the model must have just kept flying for quite some time after that. It was not found until the last competition day after 3 hours of



Leigh Morgan looks the picture of concentration in ORubber



Maris Dislers launches his Luton Minor in Scale

searching. Martin was relieved to find it.

Open Rubber:

This became a two horse race when Danny "A to Z" failed to show. When you're up against Leigh Morgan in Open Rubber, you really need to have a FO model in your hands but that was not the case for young Gary Odgers who only managed one max. But knowing Gary, he would be pleased for making his three flights and probably pleased he didn't have to do a fly off as well.

So today, the grass was short and the ground easy to walk on but it was a tiring day for me, at least. Many were driving their cars to the first fence line to reduce the walk each way by 500 metres, a wise move.

Scale: We eventually got to fly Scale at 4.30 pm, before the Night Scramble. Maris Disler's

Luton Minor flew well but my little Piper Cub flew better, like on rails. It was glorious, scribing out two perfectly level circles and rolling to a stop in each of its two perfect landings. This was its best ever flying performance, and it won!

Night Scramble: The LED adorned models in Night Scramble provided the anticipated spectacle and the weather was superb – hardly a breeze. That made the helpers pretty wary as models didn't stray far from the flight line. The spectators loved it. I don't mind using my camera amongst the bedlam but one has to be pretty careful at night. Throttled back Mills are not too noisy amongst the shouts from excited helpers. Mickey Towell had a light malfunction and wisely retired. Warren Leadbeatter was the standout flyer, although he had to survive a direct "prop nut to

prop nut" collision that resounded along the whole flight line and spectator gallery. His model kept flying but the involved Dart needed plenty of surgery to keep it aloft but limping after the collision. Warren recorded an incredible 2,125 seconds, well clear of Robert Fitzgerald and Mark Poschkens. As CD Terry Bond said *"The Night Scramble in particular was a stunner. The weather was perfect with a field of about 17 flyers. The scores were high, and the expertise demonstrated by the top three control line flyers was exceptional. Good model handling and very fast engine starts."*

So it was great to retreat to the roaring fire at the clubhouse after the Scramble for the country BBQ of roast lamb and veggies. Chris Bush did his usual excellent job stoking the fire and



Aaron Booth sets up his colourful Scramble model



No, no, not the Dart! Repairs after the collision



The fire at the Adrian Bryant field club house looked very inviting after a cool Night Scramble



Our Chinese visitors always enjoy the BBQ



Roy looked fairly happy in his aeromodelling pyjamas

cooking the juicy and tender lamb. I must also thank the NSWFFS and other clubs who helped serve over 100 people in a very short time. There was plenty for seconds and many did go back. Terry Bond MC'ed a large and happy crowd that only wanted to go home when the embers failed to keep the night warm.

DAY 6 – Tue 30 Apr

This was the final day for waking up early. We jumped out of bed and were driving towards the field when we both remarked how dark it was. We were an hour early! Somehow my phone was displaying the wrong time – I blamed Telstra. So we went home and put the washing on and still got back in time to watch

the F1C and F1B fly-offs, both very exciting.

Once again, the weather predictions looked grim, a bit warmer than the last two days but 5 m/sec by 8 am is not something to look forward to when it's supposed to be cresting at 8 m/sec by 11 am. Thankfully, the F1B and F1C FOs were conducted early in very calm conditions.



Looking very focused - Shannon Tolmie in a big F1C FO



Igor Vivchar appears to have a pair of KGB agents as timers



So what are they so seriously discussing after the F1B FO?



Terry makes a deal with Jeff, or so it seems



All winners are gridders, Igor grinned the most



Shannon Tolmie flew off against two World Champions

FOs: We would soon learn the wind direction was different higher up. F1C went first with three in the 7 minute FO window. Shannon launched first with Roy going soon after, both models drifting high up towards the west. This was fortunate for Slava as his starter battery was failing. With a new plug his motor wouldn't fire. He first moved to Shannon's starter but his battery was even weaker. With minutes to spare he tried Terry's starter. Success – his launch was good but his model drifted in a different direction, towards the clubhouse, and a slight stall developed. Roy's model was still in the air, clocking off at 8m 20s with Shannon recording a very credible 5m 34s. Slava, not that far behind, only made 5m 21s, because of his time robbing stall.

Now for the F1Bs – Terry, Gary, Igor, Craig and Bruce were in the

FO. Craig launched first, off to the right, not good. Bruce's DPR failed on launch, dropping the nose and starting the prop when it hit the ground, not good either. Bruce did not have a spare model ready so he didn't return to the flight line. Igor got away well with Gary launching soon after. Terry launched right near the end of the seven minute window, F1C style, and he won! Just goes to show a big lay off during the year and the responsibilities of the Nationals didn't cripple his style. Igor got second, just ahead of Gary. It was a good fly-off.

F1G, F1H and OZD were flown that day. With winds still at 3 m/s at 9 am and expecting an increase, the CD duo of Shannon

Tolmie and Shayne MacDonald announced flights instead of rounds, to avoid the stronger winds later. By 10.30 am it was 5 m/s with gusts to 7 m/s and climbing. The flight line was relocated once, well to the NE corner amongst the rocks, to compensate for the 5 – 7 m/sec winds.

F1G:

With Kathy and I both flying F1H it was a bit hard to keep an eye on too much else. There were three in F1G and the winner



Albert Fathers with another long F1G retrieve



Harry Sokol's Y-Bar in the breezy Oz Diesel event



Vin Morgan's F1G retrieval was tricky but successful



Peter Lloyd hurries away his Big Brit in the windy Oz Diesel



Shannon and Shayne did a great job as the Day 6 CDs

would be a surprise. Mark Godfrey and Vin Morgan maxed their first flights but Craig Hemsworth dropped his. Albert looked quite weary after helping with a few long retrieves. Did I mention Craig's Bultaco electric retrieval bike? Schmick.

Everyone maxed R2, and then it was quiet. Craig opted not to fly the last round, perhaps because Vin was high in a tree near the clubhouse, 1.6 km from his second flight launch point. Craig, Albert and Mike Towell helped him get it down with minimal damage and no Mylar punctures.

Back at the flight line, Matt Hannaford was coaching Mark Godfrey in the finer points of beating CF models with a very old stick and tissue model. It worked – put in reasonable flights but make sure you get in enough flights because they all count.

Well he only needed four flights and Mark won his first F1G comp with a total of 387 seconds.

F1H: Kathy liked the breeze, less running, but I didn't like the retrieves. Bruce Ramsey folded the wings of his balsa "Insyncapator" with his first launch, so it was quickly down to just the two of us. Kathy maxed her first flight starting a battle for the lead that swapped with each flight. As the day progressed the wind and retrieval distances increased and I started using the car. Final flights were going at least a kilometre. With one tracker and two bugs that were close together things were stressful. In the end, I won.

OZ Diesel: Seven flew, and some seemed affected by the breeze, not getting in all their flights. Sandgroper Noel MacMillan did well with his

pretty enlarged Mini Weaver, eventually putting it in a tree near the clubhouse with considerable damage to the wing on his 5th flight. Roy had the advantage of a retrieval bike and his F1C-like OZD model. Maybe he should have won, but two Mexicans beat him – Harry Sokol's hypo Y-Bar recorded 582 secs, Peter Lloyd's Big Brit got to 573 secs with Roy Summersby 569 secs behind. Considering the conditions this was an excellent fight between these three flyers.

It was Vin Morgan's 75th birthday party that night with about 25 people enjoying a wonderful meal at the Royal Hotel in a private room.

DAY 7 – Wed 1 May

So the very last day arrived and it was raining, for the first time during the Nats. Very few flew Vintage Stunt as the winds were

also up. I have photos of Maris Dislers flying his diesel powered Wombat, in a yellow sou'wester and a matching hat. He looked miserable but the model didn't complain. The Vintage Stunt brigade were grouped under the awning of the canteen, eating hot pies, sipping hot coffee and chatting about the good life. No one was in a hurry to go home. In fact our accommodation was about 600 metres from the oval and, a couple of hours later when

the rain stopped and the sun peeked out from the clouds, I could hear the throaty roar of an unmuffled Atwood 49 from there. They hadn't packed up yet!

Tonight was the Celebration Banquet. Prior to the night's Banquet we had 10 people up on our deck for drinks and nibbles. Craig and Albert stayed on for a stir fry and Vin and Leigh came back for sweets and coffee after the Banquet ended. I think we

also tidied up all the partly consumed wine bottles and the Bailey's. This would happen again at Narrandera. It was a really good relaxing night.

We had a slow start to the next day, catching up with a few flyers at the Thom's Corner coffee shop as we started to pack for Narrandera. The Nats is a really good week. If you haven't already been, you should plan to for the 72nd Nationals.

They're not Free Flight but you have to admit they are pretty





71st Nationals Results



F1A Glider

First Name	Surname	R1	R2	R3	R4	R5	Total	Place
Vin	Morgan	215	180	180	180	180	935	1
Albert	Fathers	240	123	180	180	180	903	2
Martin	Williams	121	180	180	119	180	780	3
Malcolm	Campbell	221	94	89	180	180	764	4
Matthew	Hannaforth	195	180	180	0	106	661	5

F1B Wakefield

First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score	Place
Terry	Bond	240	180	180	180	180	960	311	1271	1
Igor	Vivchar	240	180	180	180	180	960	262	1222	2
Gary	Goodwin	240	180	180	180	180	960	243	1203	3
Craig	Hemsworth	240	180	180	180	180	960	197	1157	4
Bruce	hao	240	180	180	180	180	960	0	960	5
Yunsheng	Wu	191	180	180	180	180	911		911	6
Vin	Morgan	200	180	180	0	180	740		740	7

F1C Power

First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score	Place
Roy	Summersby	240	180	180	180	180	960	500	1460	1
Shannon	Tolmie	240	180	180	180	180	960	334	1294	2
Aleksandrov	Viacheslav	240	180	180	180	180	960	321	1281	3
William	East						0		0	
Yuan	Gao	240	180	180	180	179	959		959	4
Shayne	McDonald	240	180	166	161	180	927		927	5
Mike	Pettigrew	240	180	180	133	180	913		913	6
Warren	Leadbeater	82	180	158	180	180	780		780	7
Gary	Pope	240	180	180	20		620		620	8
Andrew	Linwood	240	37	63	167		507		507	9
Terry	Bond	240	20				260		260	10

F1G

First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score	Place
Mark	Godfrey	120	120	78	69		387			1
Vin	Morgan	120	120				240			2
Craig	Hemsworth	102	120				222			3

F1H

First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score	Place
Malcolm	Campbell	91	99	101	51	120	462			1
Kathy	Burford	120	84	81	94	52	431			2

F1J

First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score	Place
Aleksandrov	Viacheslav	120	120	120	120	120	600			1
Roy	Summersby	120	120	120	120	120	600			2
Harry	Sokol	106	120	87	120	120	553			3
Peter	Nash	58	120	120	120	120	538			4

Open Power

First Name	Surname	R1	R2	R3	Score	Fly-Off	Score	Place
Harry	Sokol	173	180	180	533			1
Aleksandrov	Viacheslav	180	180	93	453			2
Roy	Summersby	180	70	180	430			3
Peter	Nash	180	66	174	420			4
Noel	Macmillan	155	71	126	352			5
Peter	Scott	82	105	146	333			6
Walter	Bolliger	114			114			7

Open Rubber

First Name	Surname	F1	F2	F3	Total	Fly-Off	Score	Place
Leigh	Morgan	180	180	180	540		540	1
Gary	Odgers	129	138	180	447		447	2
Maslowicz	Danny							

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First Name	Surname	10 sec Q1	10 sec Q2	10 sec Q3	Total	5 Sec FO 1	5 Sec FO 2	5 Sec FO 3	5 Sec FO 4	Score	Place
Leigh	Morgan	120	120	120	360	120	120	71		671	1
Kathy	Burford	120	120	120	360	100				460	2
Malcolm	Campbell	120	120	120	360	71				431	3
Harry	Sokol	120	120	120	360	36				396	4
Roy	Summersby	94	100	120	314					314	5
Michael	Towell	44	110	120	274					274	6
Peter	Nash	7			7					7	7

Day Scramble

First Name	Surname	Place
Andrew	Heath	1
Matthew	Hannaford	2
Michael	Towell	3

Night Scramble

First Name	Surname	Score	Place
Warren	Leadbeatter	2125	1
Robert	Fitzgerald	2005	2
Mark	Poschkens	1947	3

Outdoor HLG

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total	Place
Geoff	Hungerford	23	4	25	31	46	27	104	1
Craig	Hemsworth	7	34	4	47	7	11	92	2
Tahn	Stowe	5	18	14	45	10	11	77	3
Gary	Goodwin							0	

Outdoor CLG

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total	Countback	Grand Total	Place
Malcolm	Campbell	50	15	28	12	35	24	113			1
Kathy	Burford	21	36	20	17			77			2
Tahn	Stowe	29	21	17	25	12	21	75			3
Maslowicz	Danny	27	18					45			4

Outdoor DLG

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total	Place
Peter	Lloyd	60	23	21	60	60		180	1
Malcolm	Campbell	7	6	26	21			54	2
Matthew	Hannaford								

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First Name	Surname	Flt 1	Flt 2	Flt 3	Total	Fly-Off	Score	Place
Leigh	Morgan	120	120	120	360	154	514	equal 1st
Vin	Morgan	120	120	120	360	154	514	equal 1st
Maslowicz	Danny	81	114	120	315		315	3rd
Michael	Glaister	102	76	63	241		241	

Vintage Rubber

First Name	Surname	Flt 1	Flt 2	Flt 3	Total	Fly-Off	Score	Place
Michael	Glaister	180	180	180	540			1
Albert	Fathers	180	146	180	506			2
Craig	Hemsworth	98	153	180	431			3
Brian	Hammond	94	152	163	409			4
Maslowicz	Danny	177	40	120	337			5

Vintage Power

First Name	Surname	Flt 1	Flt 2	Flt 3	Total	Fly-Off	Score	Place
Roy	Summersby	180	180	180	540			1
Martin	Williams	106	180	180	466			2
Peter	Scott	180	179	8	367			3

Vintage Glider

First Name	Surname	Flt 1	Flt 2	Flt 3	Total	Fly-Off	Score	Place
Malcolm	Campbell	180	180	180	540			1
Kathy	Burford	85	180	180	445			2
Albert	Fathers	70	71	0	141			3

OZ Diesel

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Total	Fly-Off	Score	Place
Harry	Sokol	120	116	106	120	120	582			1
Peter	Lloyd	120	98	120	120	115	573			2
Roy	Summersby	120	117	116	120	96	569			3
Noel	Macmillan	120	78	90	110	79	477			4
Peter	Scott	99	95	34			228			5
Maslowicz	Danny	43					43			6
Mark	Godfrey	37					37			7

F4A Scale

First Name	Surname	Subject	Static	Flying	Complexity	Total	Place
Malcolm	Campbell	Piper Cub				234	1
Maris	Dislers	Luton Minor				220	2
Phillip	Warren	Peyret Taupin				185	3
Roy	Summersby	Sopwith Swallow				95	4
Goran	Milosavljevic						

Indoor HLG

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Score	Place
Craig	Hemsworth	17.62	22.78	24.54	15.46	20.13	20.10	47.32	1
Michael	Towell	14.00	20.00	21.00	19.00	4.00	23.00	44.00	2
Shannon	Tolmie	7.56	21.87	14.28	21.72	21.63	19.25	43.59	3
Albert	Fathers	15.20	19.00	15.50	17.00	20.00	21.00	41.00	4
Harry	Sokol	19.44	11.09	13.93	14.31	19.53	19.53	39.06	5

Hangar Rat

First Name	Surname	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Total	Place
Michael	Towell	86	104	126	110	102	107	236	1
Phillip	Warren	106	114	116	103	112	69	230	2
Maslowicz	Danny	89	82	117	98	81	82	215	3
Aaron	Booth	96	87	105	96	91		201	4
Peter	AnglBurger	60	73	81	59	77	91	172	5
James	Morfitt	47	65	66	66	68	72	140	6
Ash	Mesiti	72	54	48	61	64		136	7
Keith	McNeil	37	56	61	70			131	8
Geoff	Hungerford	50	40	5	37			90	9

Control Line circles - where it all began for a lot of us

Until next time.....

Goodbye 71st Nationals





42nd AFFS Championships Narrandera NSW

3 - 9 May 2019

Report and photos by Malcolm Campbell

With the Nats successfully completed, we began packing for our trip south for the AFFS Champs at Narrandera. Things didn't seem to pack in as well as when we departed from Brisbane but hey, it was only a 2 hour trip and I could manage with minimal rear vision for that long. Graham Maynard would meet us at Narrandera, making it five Queenslanders competing. Peter Nash couldn't come; he had a big overseas holiday to prepare for. Clouds were appearing as we loaded the car and wet weather was also predicted where we were heading. Fingers crossed – there was still no rain by 6 pm. We settled in at the caravan park and Kathy cooked a stir fry using leftovers.

DAY 1 – Fri 3 May THE WIDGIEWA CUP

Boom! A thunderstorm rolled through overnight with some heavy rain. Wayne Durnan, the owner of

the "North Oak" property, said that 50mm fell at Widgiewa. It was good for his property and the winds were forecast as under 3 m/sec, so that was good for us. But the road in wasn't; we slithered onto the field with only a few tricky spots. The day was sunny so we felt it would start to dry out – it only took a few days.

F1A We started F1A and F1C at 8.30 am. Phil and I were surprised by R1. Expecting buoyant air, I was shocked to get 2:41 in R1 for the first time ever under 3 minutes with any of my current models – sink, at 8.30 am? Phil fared worse. He dropped a hatch cover and then bunted on the line during his second attempt. A quick RDT narrowly avoided an expensive accident. Craig King also dropped. Only Vin Morgan, Antony Koerbin and Albert Fathers got the 4 minutes. Being close to the F1C flyers, we managed to spike a few F1C launches as gliders drifted over their heads.

Disappointed with R1, I swapped models for R2 only to do worse, with a time of 1:48! Everyone else maxed so I felt pretty hard done by. Was I losing the plot? While Phil Mitchell bounced back with 4 maxes, the damage was done by the R1 zero score. Vin Morgan's excellent run stopped suddenly in R3 when his model bunted on the line, striking the ground without damage. He tried to launch again but towed in, falling from contention. The rest of us maxed the round.

Vin's model again misbehaved in R4, this time with damage so he retired without scoring in rounds 3 and 4. Only Albert and Antony Koerbin were clean going into R4. Antony inadvertently marked good air for all waiting flyers and Phil and I went for it. I pulled up first but slipped and fell in the mud, letting go of the line at the appropriate time for a reasonable launch and a



The AFFS CD shelter was a colourful stand-out



Yellow F1C and the high F1A of Malcolm's then Albert's



Great F1A launch study of Kiwi Craig King



Phil Mitchell pedals back in



Richard prepares to launch, Vin senses the lift



Gary Goodwin - first stage of launch



Gary Goodwin - second stage of launch



Dave Ackery, about to realise a VIT problem



Wu Yunsheng launches hard in F1B

max, but my line dropped over Phil's. Sorry Phil. Then Albert had a wild launch; his model careered wildly around narrowly avoiding the ground in a crazy willy willy-like performance to be down in 54 secs – game over for Albert. He wasn't happy, mumbling something about waiting for his launcher. The rest of us maxed the final two rounds with Albert's woes continuing. R5 was 4 minutes and he launched in marginal air dropping 53 seconds.

So the Kiwis placed first and second and I surprisingly found myself in 3rd place.

F1C I didn't see much of the F1C flying but they kept a good eye on the glider flyers! There were red dots everywhere with perfect F1C weather. Mike Pettigrew waited until the very last round to blot his copybook, as did Shayne MacDonald and Gary Pope, with Mike and Shayne just seconds off a max. I heard a long over-run by Yuan Gao in R1 that sounded like 10 seconds. The pattern must have been OK because the model survived although Yuan said it really had his heart working overtime.

Shannon, Slava and Roy made it to the fly-off, the same trio that scored
June 2019 Free Flight Down Under

well in the Nationals, although I doubt that Slava would use his Nationals trim!

DAY 2 – Sat 4 May

F1C FO I arrived late and missed the FO but Slava really made up for his error at the Nats, recording an amazing 9:42 ahead of Roy on 7:52 and Shannon with 6:48. With breeze apparent, I guessed retrievals would have been long.

F1B It was cold and windy for F1B with the 3 – 5 m/sec being exceeded. First hard luck story was Dave Ackery having prop hub failure in R1. His reserve model made the



Chinese junior Lizhan Yi launches in F1B



First stage of the climb for Wu Yunsheng's model



Richard Blackam launches, watched closely by Craig



Xinpu Sheng conducting Chinese winding school

four minutes but I found a small lake to land in. The model and Dave's trousers were soaked and he wasn't happy. His woes continued in R2 with model #3 descending into the ground when the VIT failed to release. He didn't persevere, withdrawing from the event.

Paul Rossiter had some work ahead of him trimming out his models, as coast huggers in Perth have very few suitable days for testing their models. He managed 3 maxes so he was moving forward. Stellar launches from the usual suspects with Igor Vivchar, Vin Morgan, Craig Hemsworth, Richard Blackam, Gary Goodwin and Wu Yunsheng all entertaining the onlookers. F1B is the premier class in Australia evidenced by eleven competing at Narrandera.

Phil was in danger of running out of red dots but a few dropped. Craig was pushed out left to drop 25 secs and Graham Maynard withdrew after R3, his model developing a "variable tilt wing" because of worn

fittings. It was flying left and right at will, most amusing. Junior Chinese flyer Lizhan Yi was under the tutelage of Xinpu Sheng. Winding school for the two juniors saw a few motors broken, a few disputes and many lessons learnt.

By R5, six were still clean. A mass launch saw many away together in good lift but the tricky air caught out Wu Yunsheng. While five maxed out, Richard and Vin's models DT'ed only a metre off the ground. Five were in the FO.

We entertained Kiwis Craig and Antony with a roast pork dinner and sweets; another good night.

DAY 3 – Sun 5 May THE AFFS CHAMPS

Today it was the start of the AFFS Champs and it was decided we would abandon the Rest Day and move all events forward, as bad weather was coming. It turned out to be a wise decision.

F1B FO Widgiewa Cup It was a good FO, and very close. Igor

Vivchar led Vin Morgan home by 5 seconds with an ever improving Gary Goodwin in 3rd place 45 seconds in arrears. Bruce Hao did well to get 5: 01 and Richard Blackam fell from contention when his model started to stall.

There were small entries for the Minis and Combined Percentage, with some electing to continue practising for their favoured events.

F1H Kiwi Dave Ackery did an excellent job to max out with his own design CT glider. I started very well getting the best high time (4: 06) but it was downhill from there with me dropping the next two rounds when my lift picking skills deserted me. R3 caused my retirement when my model was pushed sideways by a big thermal while towing up, damaging the wing badly and breaking the stab, when it cart-wheeled to a stop. Kathy did very well, getting on with the job securing three maxes from five good launches, to place second. Newcomer Ian Haigh gallantly flew

an Aiglet in the 3 – 5 m/sec winds to get some good launches but, while he failed to find decent lift, still managed two maxes and a near max with his featherweight model.

F1G and F1J Only Chinese junior Lin Kaicheng flew in F1G and no one turned up for F1J.

Combined Percentage This attracted six entrants although nine had entered, it was also down on previous years. Craig Hemsworth flew an old F1B and Malcolm Campbell and Kathy Burford both flew E36s, the first E36s to fly in this event. Paul Rossiter failed to make the cut by two seconds so it was one F1B versus two E36s the next morning.

The FO was a surprise. Kathy launched first (where compliments of her “Killer Launch” first surfaced) for a great flight with an excellent result, 3:08 in still air. I started to lose my cool with launches, causing a bad power phase and stall to the ground. I flew perfectly in four test

flights afterwards and repeated the launch problem in the E36 event a couple of days later. Craig launched last with his model landing two fences away. He only beat Kathy by six percentage points (100 seconds).

DAY 4 – Mon 6 May

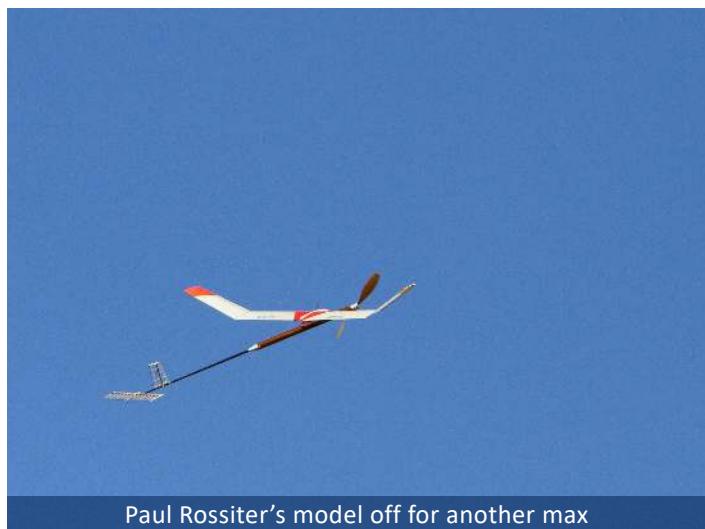
With wind speeds of 2 – 3 m/sec and sunny skies, it was an excellent day for flying F1As, F1Cs and of course P30s. But the air still prove tricky for the F1A flyers once again stationed conveniently upwind of the F1C flyers who would benefit again with marked air.

F1A It took a while for the circle towers to pick lift and it was a lot harder from the ground. Albert and I both electing to pick air from the ground – me always and Albert occasionally after he wore himself out with some fruitless towing. I had already dropped 10 seconds in R1 but there were three chasing a max out after R4. Albert and I were on the ground waiting for indicators when Albert got away in good air. I

waited and waited for 20 minutes and finally went, the air feeling reasonable on the way up but looking decidedly bad as I wound in the line; I thought I’d be down in a minute. I resigned myself to a fail and finished winding my line in only to see my model hadn’t lost height but had gained some. It continued doing this to DT high after 4 minutes. Albert’s model did the reverse. After flying well for three minutes, it started to lose the lift and ended its flight with a score of 3:30 and we swapped places. After flying so well on the Widgiewa event, Craig King could only make 2 maxes. Phil and Antony would fly off the next morning.

Tonight was dinner at the Returned Services Club for about 20 flyers and then it was the AGM. The 2018 AFFS team were returned.

F1C Shannon exited the competition early after a lean motor run had him back on the ground in 48 seconds and Roy also dropped



Paul Rossiter’s model off for another max



I never get in any photos, so here’s my Li’l AL in flight



Craig King with the late Paul Lagan’s Li’l AL on tow



Vin Morgan commencing his final max in P30



Gary Pope at 7.24.44 am



Yuan Gao at 7.26.46 am



Mike P at 7.26.50 am



Slava at 7.27.48 am

The AFFS CHAMPS F1C FLY-OFF



The Slava Fan Club timing the winning flight



THE F1C WINNERS 2: Yuan Gao 1: Slava 3: Mike Pettigrew

with a burnt plug. And then everyone maxed until R5 when Shayne dropped badly. Four were in the FO – Slava, Roy, Gary and Mike.

P30 Only three competed, Mr P30 (Vin), Graham Maynard and Ian Haigh. Ian is keen and fit and will make his presence felt next year, of that I'm sure. Vin quickly amassed three maxes and Graham was following suit. Just when a FO was inevitable, Graham DT'ed early in his 3rd flight, from maxable height.

DAY 5 – Tue 7 May

F1C FO The day started cool and near calm, with 2 – 4 m/sec NNW predicted for later. Once sufficient timers were rounded up, the much anticipated F1C FO began, but a few dramas soon made it two horse race. Gary Pope launched first with lines crossed, the resultant trim bringing his model to earth quicker than expected, with damage following the necessary RDT activation, folding the wings before impact. Mistake # 2 was made by

Mike Pettigrew when a tip wouldn't unfold, the resultant tight turn putting the model on the ground after 2m 41s. Yuan Gao proved no match for an in-form Slava who won by over a minute, with a magnificent time of 7m 48s

F1A FO This was between Antony and Phil and it was close, and flown in light conditions. Antony wasted no time circling once before putting in a solid launch. Phil got the message, pulled up and bunted under Antony. Phil launched higher



Phil Mitchell sets up for the F1C FO



Phil walks out with his 2 best weapons



Phil sets up for the winning flight



The Kiwi Strategy Group



Craig King launches in the F1A FO



Antony Koerbin releases first, good air



Richard Blackam



Wu Yunsheng



Igor Vivchar

and the model stayed that way, landing 20 seconds ahead of Antony with a time of 6m 06s.

F1B This class provided some surprises as the rounds progressed. Everyone seemed to be maxing with many launching together in each round. *(I didn't see much of the competition because I was too busy being hard on myself for doing so badly in E36.)* The air was trickier in the last round but six of the thirteen flyers maxed out. Gary Goodwin, Bruce Hao and Yi Lizhan were caught out in the final round.

E36 This was a bit of a non-event for Kathy and I and, to be truthful, I was feeling over confident as both

our models had tested well. We were also flying downwind of the Bs, so we should have had plenty of indicators. But Kathy overcooked her first launch and I launched badly three times. Kathy and I each recorded an incredibly low time but Kathy at least scored two maxes, to stay on the page with Roy, but his worse score was so much better than Kathy's. Roy seemed to miss my comment that you should change batteries after each flight. Sensing a victory, F1B flyer Vin Morgan rushed up just before 11 am to put up an E36 max. He was preparing for his second flight only to hear the event had concluded at the announced time of 11 am.

The Widgiewa BBQ

Wayne and Betsy Durnan were so appreciative of the way we conducted ourselves on their field that they put on a BBQ for us all, to celebrate the 20 year anniversary of our partnership. It was an unforgettable experience in a breath-taking setting. It was like a setting from the Hugh Jackman "Australia" movie, only we were actually there. I got some superb photos.

Their son AJ cooked all the food, an achievement in itself and Betsy did the salads and made sure everyone's drinks were full and that we were all comfortable. We ate



The magnificent home of Wayne and Betsy Durnan



Pre-dinner drinks as the temperature drops



A fantastic backdrop to our garden BBQ at the Durnan residence



Secretary Phil expresses our appreciation, with Moët



Wayne's son AJ did a great job on the BBQ

out under the stars in what could have easily been a movie set and then, after a presentation by Phil to

express our gratitude, Wayne took us around the gardens to admire Betsy's rose gardens. I think we all

went home thinking how lucky we were to have such good friends in the Durnans.



A cool start to the morning of the F1B FO



And the winds were up before the 7 minute window began



Terry 7.21.39 am



Yunsheng 7.22.05am



Richard 7.22.15 am



Craig 7.22.28 am



Dave 7.22.48 am



Igor 7.23.14 am

DAY 6 – Wed 8 May

F1B FO It was cold and windy for the F1B FO. Although the forecast said a 9th start, it felt more like 4th in the 4 m/sec breeze. After a dozen timekeepers were miraculously found Terry Bond was first away with his characteristic F1C-style launch. Terry usually goes first and gets a good score but this time the turn tightened and it was all over for him. Wu Yunsheng was next to launch followed 10 secs later by Richard Blackam. Richard got good height from his launch but a slight stall that developed during the glide robbed him of some time. Craig Hemsworth went 15 sec after Richard, going right and thus affecting the climb. It was another 30 secs before Dave Ackery launched with Igor Vivchar launching last, all 6 flyers launching in a 2 minute window. With the wind blowing, some of the retrieves went over 2 km.

Combined Vintage It was too cold and too windy for most of the seven entrants – only Kathy and I flew, both with Nebulas. It was a case of avoid the 8 – 9 m/sec winds and go in a lull that was gentle enough not to rip the wings off. They say my

wings were fluttering on the way up but it lost time and height deciding whether to turn and run down wind. It was a flight that eventually looked good but it ran into turbulence.

Kathy's launch was more interesting and lively, as her Nebula danced to and fro on the line. She never gave up working on it until it was at the top of the 100 m, then she walked it across into a good pattern. She caught good air and it went a long way. Grabbing the tracker we agreed she'd bring my closer model back home while I searched for hers. Mine was upside down, hence the poor signal and Kathy mentioned that the DT hadn't gone off (time to clean the timer, again). Kathy's model was way out, three paddocks away, with my GPS confirming a 2.6 km flight. I had to remove the wings and tail on the way back to prevent damage. We both agreed one flight would be enough.

Combined HLG/CLG/TLG CD Phil gave the three crazy people lined up to fly one hour to get their flights in by 11 am. Ian's first flight nearly maxed as did Kathy's last flight (it DT'ed early) and my flights were average. Winds were 7 – 8 m/sec,

sometimes higher with very short lulls. The procedure was wait for the lull, launch quickly and stay underneath it. If the grass wasn't so short we would have got far less flights in. Newbie Ian tried too hard – he'll be better next year. Kathy had won her second event for the day. And, like the good old days with Des and Col, Kathy and I were the last to leave the field.

Morundah Pub Banquet

After the Widgiewa BBQ, we were primed for another class event. The Morundah Pub Banquet was superb as always. With a five star chef, how could we expect anything else? Awards were given out and Kathy and I picked up quite a few. Kathy even scored the Champ of Champs perpetual trophy! She was the first female to win in the trophy's 41 year history.

After the bus dropped us home to the caravan park, a group of us congregated in Vin and Roy's room to despatch the remainder of our wine supply and to drain the last of three part full Bailey's bottles and some whisky. It was a fun night and I don't know how Craig and Albert got up early and drove all the way home in one day!



The excellent AFFS Banquet at the Morundah Pub



Widgiewa Cup - F1A



Widgiewa Cup - F1B



Widgiewa Cup - F1C



AFFS Champs - F1A



AFFS Champs - F1B



AFFS F1B Juniors



AFFS Champs - F1C



AFFS - Combined Percentage



AFFS - F1H



AFFS - P30



AFFS - E36



AFFS - CLG



**WIDGIEWA CUP 2019****F1A**

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
03-05-19								
Antony KOERBIN	240	180	180	180	240	1020		1
Craig KING	208	180	180	180	240	988		2
Malcolm CAMPBELL	161	108	180	180	240	869		3
Albert FATHERS	240	180	180	54	187	841		4
Phil MITCHELL	0	180	180	180	240	780		5
Vin MORGAN	240	180	0	0	0	420		6

F1B

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
04-05-19								
Igor VIVCHAR	240	180	180	180	180	960	361	1
Vin MORGAN	240	180	180	180	180	960	356	2
Gary GOODWIN	240	180	180	180	180	960	311	3
Bruce HAO	240	180	180	180	180	960	301	4
Richard BLACKAM	240	180	180	180	180	960	239	5
Craig HEMSWORTH	240	180	155	180	180	935		6
Wu YUNSHENG	240	180	180	180	116	896		7
Paul ROSSITER	221	180	113	180	180	874		8
Lizhan, Yi (Junior)	142	180	180	74	180	756		9
Graham MAYNARD	209	0	131	0	0	340		10
David ACKERY	240	27				267		11

F1B Junior

Lizhan, Yi (Junior)	142	180	180	74	180	756		1
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F1C

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
03-05-19								
Viacheslav ALEKSANDROV	240	180	180	180	240	1020	582	1
Roy SUMMERSBY	240	180	180	180	240	1020	472	2
Shannon TOLMIE	240	180	180	180	240	1020	408	3
Yuan GAO	240	180	180	136	240	976		4
Mike PETTIGREW	240	180	180	180	175	955		5
Shayne McDONALD	240	180	180	180	173	953		6
Gary POPE	240	180	180	180	108	888		7

AFFS CHAMPIONSHIPS 2019**F1A**

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
06-05-19								
Phil MITCHELL	240	180	180	180	240	1020	366	1
Antony KOERBIN	240	180	180	180	240	1020	346	2
Malcolm CAMPBELL	230	180	180	180	240	1010		3
Albert FATHERS	240	180	180	180	210	990		4
Craig KING	227	180	159	180	189	935		5

F1B

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
07-05-19								
Wu YUNSHENG	240	180	180	180	240	1020	312	1
Richard BLACKAM	240	180	180	180	240	1020	302	2
Igor VIVCHAR	240	180	180	180	240	1020	270	3
Craig HEMSWORTH	240	180	180	180	240	1020	225	4
David ACKERY	240	180	180	180	240	1020	206	5
Terry BOND	240	180	180	180	240	1020	124	6
Gary GOODWIN	240	180	180	180	238	1018		7
Bruce HAO	240	180	180	180	216	996		8
Lin KAICHENG (Junior)	190	180	180	180	240	970		9
Vin MORGAN	240	180	180	180	159	939		10
Lizhan, Yi (Junior)	240	180	180	180	129	909		11
Paul ROSSITER	175	180	180	180	155	870		12
Graham MAYNARD	240	0	180	12	64	496		13

F1B Junior

Lin KAICHENG (Junior)	190	180	180	180	240	970		1
Lizhan, Yi (Junior)	240	180	180	180	129	909		2

F1C

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
06-05-19								
Viacheslav ALEKSANDROV	240	180	180	180	240	1020	468	1
Yuan GAO	240	180	180	180	240	1020	404	2
Mike PETTIGREW	240	180	180	180	240	1020	161	3
Gary POPE	240	180	180	180	240	1020	9	4
Roy SUMMERSBY	161	180	180	180	240	941		5
Shayne McDONALD	240	180	180	180	71	851		6
Shannon TOLMIE	48	0	0	0	0	48		7



COMBINED % OPEN

05-05-19	F 1	F 2	F 3	TOTAL %	FO Model	FO %
Craig HEMSWORTH	%	%	%	100	F1B	161%
Kathy BURFORD	100	100	100	100	E36	155%
Malcolm CAMPBELL	100	100	100	100	E36	77%
Paul ROSSITER	99	100	100	99		
Albert FATHERS	86	100	100	95		
Dave SHACKEEFORD	100	100	39	80		

F1H

05-05-19	R1	R2	R3	R4	R5	TOTAL	H'Time 1st	PLACE
Dave ACKERY	120	120	120	120	120	600	143	1
Kathy BURFORD	120	120	69	120	100	529	138	2
Ian HAIGH	116	63	120	120	81	500	116	3
Malcolm CAMPBELL	120	87	60	0	0	267	246	4

F1G

05-05-19	R1	R2	R3	R4	R5	TOTAL	H'Time 1st	PLACE
Lin KAICHENG	115	110	120	62	106	513	115	1

P30

06-05-19	F 1	F 2	F 3	TOTAL	PLACE
Vin MORGAN	120	120	120	360	1
Graham MAYNARD	120	120	61	301	2
Ian HAIGH	42	120	103	265	3

E36

07-05-19	F 1	F 2	F 3	TOTAL	PLACE
Roy SUMMERSBY	120	104	120	344	1
Kathy BURFORD	29	120	120	269	2
Mal CAMPBELL	120	27	116	263	3
Vin MORGAN	120	0	0	120	4

HLG/DLG/CLG 09/05/2017

08-05-19	F 1	F 2	F 3	TOTAL	PLACE
Kathy BURFORD	25	45	54	124	1
Mal CAMPBELL	20	35	30	85	2
Ian HAIG	57	2	2	61	3

IVOR F MEMORIAL & RUSS HAMMOND SCRAMBLE

Not Flown

07-05-19

COMBINED VINTAGE

	R1	R2	R3	TOTAL	R1 HIGH	PLACE
Kathy BURFORD	180	0	0	180	263	1 Nebula 1954
Mal CAMPBELL	180	0	0	180	195	2 Nebula 1954

AFFS CHAMPION 2019

Kathy BURFORD

BEST JUNIOR 2019

Lin KAICHENG (China)



AFFS Champ of Champs - Kathy Burford



AFFS Best Junior - Lin Kaicheng

Construction Corner

Mylar is a versatile covering for all Free Flight models

ED: I got hold of some of the Mylar spoken about in this article when last at Lost Hills. I checked out the Model Research Labs website and found this fascinating article. I have enjoyed using their .0015 inch product on my latest E36. Seeking permission to use this article I learnt that MRL had closed down, and recently discovered their website has been pulled down, which is rather sad.

Mylar – Model research Labs

There are many good reasons for using Mylar film for covering your models. My favourites are the lightweight, temperature stability, lack of warps, moisture resistance, and speed of application. Mylar is just DuPont's registered trademark for polyester plastic films.

Common polyester resin is a high temperature material that can be injection moulded into very strong plastic parts. Polyester resin can also be processed into very thin films that possess excellent electrical dielectric properties. At least 99% of all the world's thin Mylar film is used as electrical insulation in high quality products. It is the material of choice for microelectronics, which is good for us model builders.

Mylar films are sold by the pound and are fairly cheap. Our problem is that the standard roll size seems to be 39 inches wide and 500 pounds long. A 500-pound roll of .00025 Mylar would reach to the moon and back about 2-1/2 times. The hard working staff here at MRL has managed to set up an arrangement with a processor that allows us to purchase old lots of left over Mylar for only about 10 times what the material cost them in the first place. Those prices are still very good for us model builders.

Standard Mylar films range from about .015 thick down to near nothing. The thinnest Mylar film I have ever seen, was what is known as 4 gauge, this is nominally .000035 inch thick. Far too light for anything except very light indoor models. We currently stock clear Mylar is thickness of .000059, .000125, .00025, .0005, .001, .0015 and .002. Better yet we also stock metalised silver Mylar in .00025 and .0005 thickness. Soon, maybe by

now, we expect to have a good stock of Hologram patterned silver metalised Mylar. This will reflect light, and colour, over the entire visible spectrum. Never again will we need to worry about what colour the airplane is, It will be all the colours you can see. As you can tell, I think Mylar was sent to earth for us modellers to use.

Selecting the best choice for your model is simple. The .002 is just too much, too strong, and too heavy for anything less than about a 10 cubic inch engine gas powered model. Incidentally, Monocoat is about .003 thick and about the same strength as .001 Mylar. Our .001 Mylar is good for very large heavy models. Maybe 100" wingspan and up. Details about the special .0015 later.

The .0005 is a good choice for most lightweight outdoor models, as it will usually survive landings in the weeds. This is what is commonly used for Wakefield and Nordic stabs. The .00025 is a bit weak for outdoor use, as it seems to always get puncture holes every time it lands in the weeds. A few of the coupe and Wakefield flyers use the .00025 for stabs and rudders.

For indoor use the .005 is too heavy, .00025 is at the heavy end of what works well, the .000059 is penny plane type covering material.

All of the above pure Mylars will heat shrink a small amount, which allows us to remove small wrinkles and tighten our covering. My method is to run a very hot covering Iron lightly on the surface of the Mylar. Don't count on this fixing major goof ups.

Metalisation of the Mylar makes it gas tight, no vapour or gas, not even helium can get through the layer of

aluminium that is deposited on the surface of the Mylar. The metalisation is accomplished by pulling the Mylar film slowly over a very cold metal platen in close proximity to a small tub of boiling aluminium. The aluminium condenses and collects on the cold surface of the Mylar film. The only reason this works is because it is done in a big machine in a very hard vacuum. Some machines require up to 12 hours to pull down the vacuum, boil the aluminium, and cool the platen, before the machine even starts to process the Mylar. All this just for us modellers. As you can guess, this metalised Mylar does not heat shrink very much.

Adhesives

In your local R/C Toy store you can usually buy adhesives made to be painted on the wood and then the Mylar ironed onto the wood. The ones I am familiar with are BalsaLoc and Balsaright. Both seem to work fairly well but neither is a really high performance adhesive. In such applications I prefer the 3M C77 just because it is so easy and light. There are three other adhesives commonly used by model builders. Probably the most widely used is 3M's C-77, or Super 77 Contact cement. This comes in a large spray can ready to use and its available just about everywhere. The second favourite is 3M's Super Weather-Strip Adhesive, part no 08001. This is available in most auto parts stores but they all know it as yellow snot. This material needs to be thinned about 10:1 with MEK, mix it in small quantities, I use old plastic film canisters. The third and newest choice is 3M's Scotch-Grip, High Performance Contact Adhesive #1357. This is industrial cement that is used largely in the motor home industry; we have to buy it in 24 tube cases for \$7.10 per tube. We stock it here at MLR, but your price is \$10 per tube.

3M Super 77

Most indoor type models use the 3M 77 spray can cement as it is the lightest way to go. To apply Mylar covering with this cement you first tape the Mylar down tight on a smooth surface. Then holding the model part, (wing, stab, or rudder) in the air, spray a cloud of cement,

allowing it to settle over the model part. It doesn't take very much; you will get enough cement on the model surface and most everything else in the room too. Place the model part on the Mylar and press it down around the edges. This is very easy to do on a flat surface like a rudder, but not as easy to do on a cambered surface like a wing or stab. To cover a stab, you touch just the trailing edge to the Mylar and press it down, then start to roll the stab towards the leading edge. As soon as you roll about 50% of the chord you will realize that it is necessary to cut the Mylar loose at the trailing edges and part way around the tips so as to have enough slack to roll the leading edge down onto the Mylar. Continue by pressing the Mylar down good and then trim with a sharp new double edge razor blade right to the edge of the wood. A model knife does not have a chance here. A wing is done the same way and must be covered before any dihedral is put in the wing. After you add the dihedral there will be wrinkle of slack Mylar next to the dihedral rib, Simply slit the Mylar right next to the dihedral rib and push, or blow the loose Mylar up on top of the dihedral rib. Attach it with a tiny strip of clear tape or brush a bit of contact cement under the overlap. Don't sweat it, That's all pretty easy. The only danger is that while rolling the wing to attach the Mylar you must keep even tension on the wing and Mylar or you will acquire a new warp. That is because you put the Mylar on crooked and the Mylar will pull a warp into the wing. It's your fault. I used this adhesive on outdoor models for many years.

3M Weather Strip Adhesive #08001

This adhesive is normally used on lightweight outdoor models. This material comes in a tube and is the consistency of honey. You must thin it out about 10 parts MEK to 1 part adhesive. This adhesive is brushed on the structure and the Mylar pressed onto the adhesive. You need to work fast as the adhesive set up time is never quite long enough. A 10:1 mix will began to loose its tackiness with in about 2 min. and after 10 min. the Mylar doesn't stick well and will need to be ironed down with a very hot iron. This adhesive is generally adequate for

most models and the cement does not look too bad after covering.

3M Scotch Grip High Performance Contact Cement #1357

This is 3M's best, and highest temperature, contact cement. Some of the contest modellers have gone to this adhesive because they felt the trim adhesive was letting their Mylar creep under high temperatures. Car trunk temperatures can often exceed 185 degrees F in the warm parts of the country. I have never covered a model using this adhesive, however it is thinned and applied just like the trim adhesive.

The objectionable part to this adhesive is the colour. It is an ugly olive drab colour and it will show even after thinning with MEK.

I don't use it because I feel there is already enough ugly in my world.

Colouring your Mylar

I think the majority of flyers use a thin coat of cheap spray can paint on the bottom surface of the wing and tail for visibility.

For more class in your models you can use the Rit dye from your local cloth type store. Pick dark colours and allow plenty of time in the bath as the Mylar does not absorb much dye and tends to come out on the transparent side. Some modellers are now using Mum's

Crock Pot and leaving the Mylar in for up to 24 hours at med cooking temp. Works well.

Iron on, Heat Shrink, Paintable, Cheap, Light Weight Mylar Covering

Great Stuff

MRL also offers another form of modified Mylar that has a frosty adhesive coating on one surface and is very heat shrinkable with the covering iron. This material is in our catalogue as item 019 and should not be confused with the pure Mylars listed above. Item 019 has been modified to provide about 20% shrinkage and the adhesive is high temperature so the shrink temperatures do not affect it. Much easier to use than Monocote. This material is .0015 thick, Monocote is .003 thick. Our material has about 60% of the strength of Monocote but weights only .0009326 per sq. in. This is our most popular covering material where weight matters but is not the all-consuming objective. Commonly used on Free Flight gas models, Electrics, R/C Gliders,

R/C Power models up to about 12-foot wingspan. Also sometimes used to cover wood surfaces as a lightweight surface finish on solid wood surfaces, It really toughens up the wood.

cover all my Quickee 500 models with this film. I recently covered my new Playboy Sr. with it and I must say it does not look right on such an old-timer.

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Do you want to stop your precious E36 motor choking in the dust or ingesting fine stones?

Vin doped some silk over the front of his electric motor and also added a skid to keep it well off the ground. It must work, Leigh won the Nats!



If you're building a new model or renovating an old one, or have anything to say suitable for inclusion in Free Flight Down Under, please email it to me actrain@ozemail.com.au



Prolific builder Roy Summersby is building a Carl Goldberg "Viking".

What (if anything) To Do With Open Power?

Martin Williams



urge in Britain resulted in the SLOP (Slow Open Power) class, which prohibits moving flying surfaces, bans most mechanical gadgets and limits engines to plain bearing designs of no more than 3.5 cc capacity.

Comments were invited from a range of power model fliers across the nation. Numerous points were raised:

- The guiding philosophy, which had broad support, should be to keep the event as “open” as possible. If someone has a power model no matter how eccentric, he/she should be offered an event in which to fly it.
- The alleged decline in interest is not the reality. The Open Power event at the Nationals at West Wyalong in April 2018 received ten entries, one of the bigger fields in the free flight events. A wide variety of models was entered, including a number of vintage models, F1Js, one F1C and Stafford Screen's Number 24, a piped .40 powered monster flown by Guru Roy Summersby. The winner was fifteen-year-old Chris Birch flying a 1952 Eliminator. Nobody maxed out, despite perfect conditions. Number 24 maxed twice then recorded a 41 second flight: about 30 up and 10 down. Many other models died. Everyone had a good time. What's wrong with that?

A review of the current Open Power rules was suggested at the Werribee Wanderers AGM in August 2018. The level of entry in the class appeared to be in decline and F1C flyers whose models are currently eligible are inclined to save them for international class events. It was resolved that a set of draft replacement rules should be drawn up and circulated for discussion.

The current Australian rules are attached. The event is not completely “open”: it is restricted to “piston type” engines and there is a maximum engine capacity of 10 cc. On the other hand there is no restriction on movable surfaces, pressurised fuel supply, engine brakes, gearboxes, tuned pipes, etc. The initial idea from the Werribee Wanderers AGM was that it might be worthwhile to distinguish between “modern” models with electronically controlled moving surfaces and models whose flying surfaces were fixed except for D/T. A similar



Chris Birch won the 2018 Nats with a '52 Eliminator

Peter Nash flies his old foil F1C in Open Power

- SLOP was tried in Australia but stirred little interest.

- One F1C flier submitted that no “self-respecting” member of this exclusive club would enter an F1C in an Open event. Although there are clearly other F1C fliers with less self-respect, it was pointed out by several that to keep a Babenko folder going vertically upwards for 10 seconds is a daunting challenge with a hefty fine for failure.

- Gadgetry such as engine brakes, tuned pipes, pressurised fuel feed and folding propellers should be permitted, unlike the SLOP rules. If an entrant is prepared to go to the trouble (and take the risk) of using them, he/she should be allowed to.

- Electric motors should not be permitted. The techniques required for administering electric-powered models such as E-36 are fundamentally different from those for IC engines.

- The 10cc capacity maximum is academic at present, but keeping a lid on engine size and power to prevent completely insane (and probably highly dangerous!) models from being contemplated is not a bad idea.

- The 10 second engine run and three minute flight time produces a different style of contest from the standard five-flight format and works well. It tends to lead to a fly-off “Shoot-out” which can be entertaining and allows entrants in other concurrent events to keep up.

- A SLOP idea worth considering is to allow 12 seconds for diesel engines. And to reinforce the almost self-regulating

limitation on F1Cs, a five or six second engine run might be considered for them and Godzillas like Number 24.

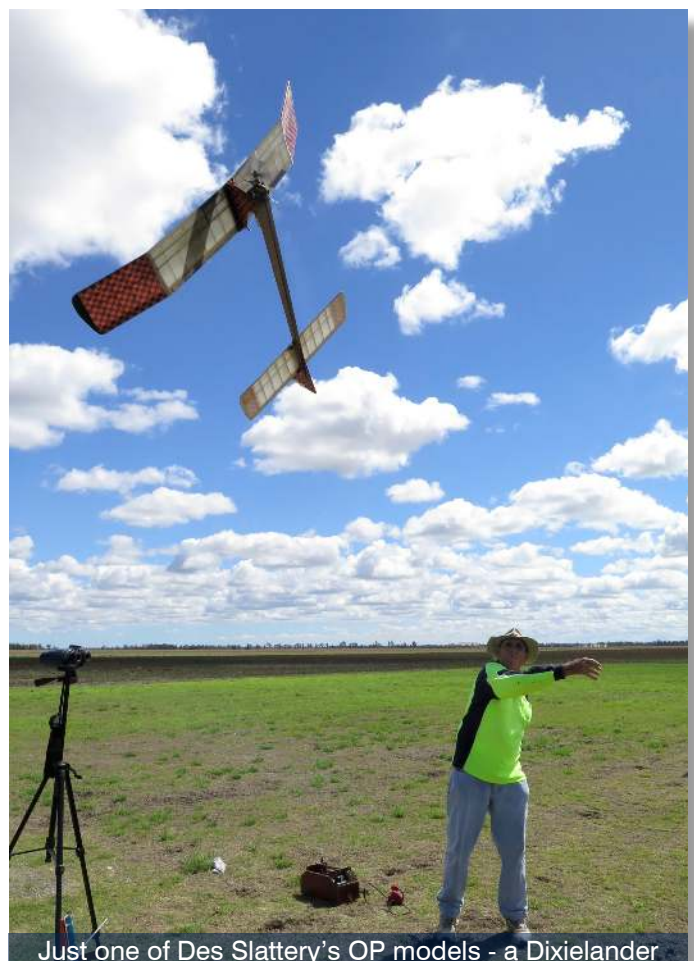
- The flyoff rules need some thought.

Does all this mean that we need to change the rules? Most respondents thought not, except to exclude electric motors. But there was a corollary to all this thought about Open Power – perhaps it's time to reconsider the Australian rules for every type of power model. At present we have only Open Power and Oz Diesel apart from the international classes of F1C and F1J. Oz Diesel is a clone of British Power, which was initiated in about 1998 to give fliers of older models such as Eliminators and Stompers a class in which they could be competitive. It restricted engines to mass produced, British, plain bearing diesels of not more than 1.5 cc. Twenty years on there is only one manufacturer of a complying engine left – PAW – and it makes an engine about 40% too heavy for free flight. Should we allow ball bearing engines? Phase out the class altogether and introduce something else? Your suggestions welcome.

Martin Williams



Current F1Js have been flown in Open Power



Just one of Des Slattery's OP models - a Dixielander

RICHMOND SCALE RALLY

6th and 7th July 2019

Scale static judging Friday 5th July

Scale Comp flying Saturday 6th July

Scramble, Fun Fly, C/L & BYO BBQ Sunday 7th July



For full
details,
CONTACT:

Roy Summersby 02 4341 0072 roydi132@optusnet.com.au



NARRANDERA 2020



43rd AFFS CHAMPIONSHIPS

Widgiewa Cup (World Cup event)

Thursday 2nd April F1A & F1C

Friday 3rd April F1A & C Fly-offs from Thursday
F1B

AFFS Champs (World Cup Event)

Saturday 4th April F1B Fly-offs from Friday

Combined %
F1G, F1H, F1J* (Comb)

Sunday 5th April REST/WEATHER/PRACTICE DAY
Evening: AFFS AGM

Monday 6th April Combined % Open Fly-offs from
Saturday
F1A & F1C
P30

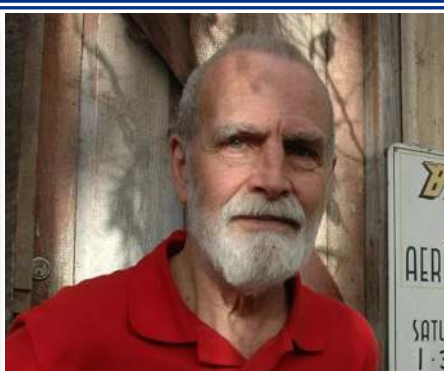
Tuesday 7th April F1A & F1C Fly-offs from Monday
P30 Fly-off from Monday
F1B (Alan Edwards Mem.)
E36

Wednesday 8th April F1B Fly-offs from Tuesday
E36 Fly-offs from Tuesday
Combined Vintage
Combined HLG/CLG/TLG
Scramble (Russ Hammond
& Ivor F Mem.)

Evening: Presentation Dinner

Venue: Morundah Hotel

*Bus from Narrandera
provided*



VALE James (Jim) McFall

Jim McFall was born in Hornsby in 1939 and lived at Waterloo before moving to Botany where he lived for a great proportion of his life. He attended Marist Brothers High School in Darlinghurst.



Jim was a close friend of Ivor F and the pair attended many Nats in NSW, Victoria and WA. Jim flew HLG, Hanger Rats, control line and of course Scramble. Running was a life time passion of Jim's and he became a Legend of Sydney's City To Surf foot race, having completed 44 runs without missing a run. In 2013 he suffered a stroke and was admitted to the Prince of Wales Hospital in Randwick. Some weeks later he was released, after pestering the doctors to allow him to run in that year's City To Surf in August. To officially compete, he walked the 14 km. Jim McFall was one of 30 Legends and a regular face at the Nats.

New Zealand Nationals 2019 - 2020

Australian FFers may be interested to know that the next NZ Nationals will be held at the familiar Carterton site. Visitors are most welcome.

There will be the full range of events over 5 days - all flavours of RC, all the CL events including speed and racing on the hard circle, and for FFers there is the full range of Scale, Vintage, Nostalgia, FAI, Open, Mini and indoor events.

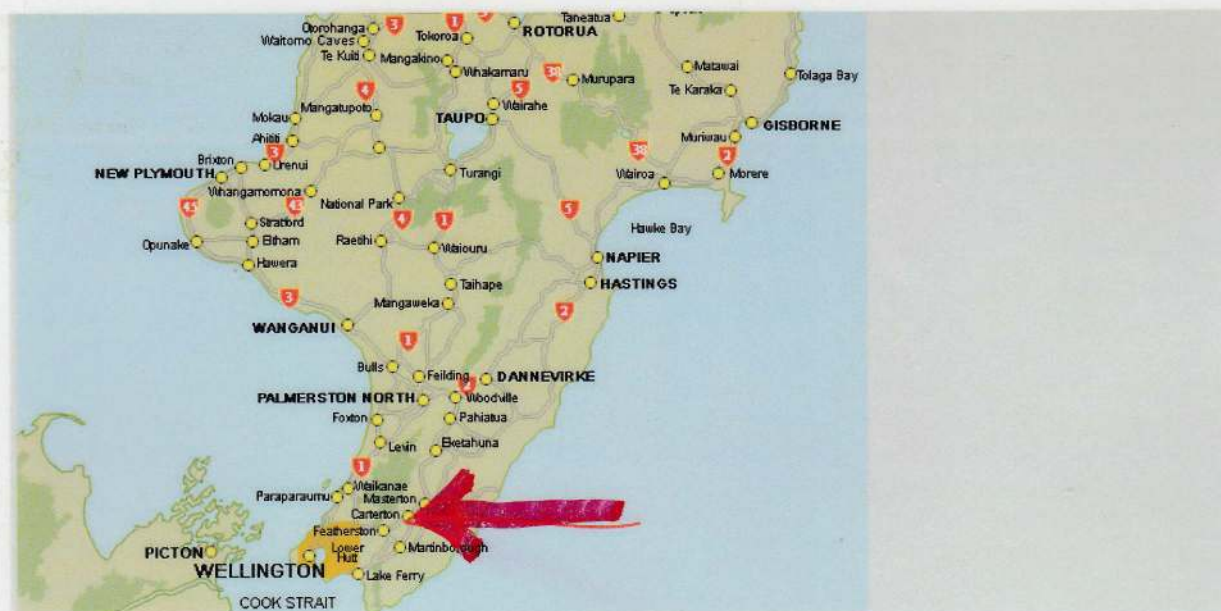
Planning is underway to make F1A, B, C a World Cup event, the first event of 2020.

Below is an indicative program. The final program with full details will be published in a few months.

Note – please do not assume that NZ rules and classes are identical the MAAA rules, there are many differences.

All NZ flying rules are available from the MFNZ website.

FREE FLIGHT EVENTS		2019-2020 Nationals			
Rego Day Monday December 30th	Day 1 Tuesday December 31st	Day 2 Wednesday January 1st	Day 3 Thursday January 2nd	Day 4 Friday January 3rd	Day 5 Saturday January 4th
Free Flight Field	Vintage Rubber	Nostalgias Power	F1A-B-C combined	Open Power	P30
	Vintage Power	Nostalgia Rubber	Kiwi Power	Open Rubber	Mini combined
	Vintage Glider	Classic Combined P/R/G		Open Glider	E36
	Vintage Precision	Small Power	(Assumes this day is a World Cup event)		
		Vintage Catapult			
Free Flight Scale		Rubber Scale On Free flight field	Any postponed FF Scale outdoor	Any postponed FF Scale outdoor	
Evening	Aggregate	HLG / Cat glider Radian, Social function	Peanut, Rubber scale	IHLG, Hangar Rat	



Carterton is a country town in the **Wairarapa** region. It is an attractive area to spend some time - wineries, coastal scenery and wild life sanctuaries are just a few of the things to see and do.

Tourist info <https://wairarapanz.com/home>

Distance from Wellington - 82 km, driving time 1 hour 16 minutes

Distance from Auckland – 617 km, driving time 7 hours 25 minutes

Model Flying New Zealand - <https://www.modelflyingnz.org/>

Enquiries - contact Rob Wallace, ffonzrjw@xnet.co.nz
or David Ackery david.ackery@xtra.co.nz

JOKES PAGE

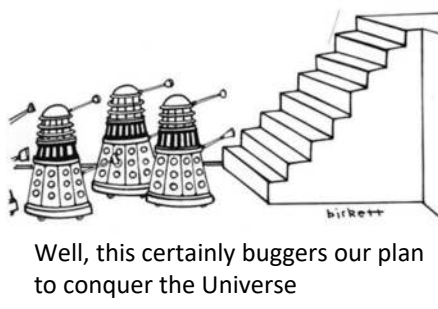
I don't remember much from last night but the fact that i needed sunglasses to open the fridge this morning tells me it was awesome.



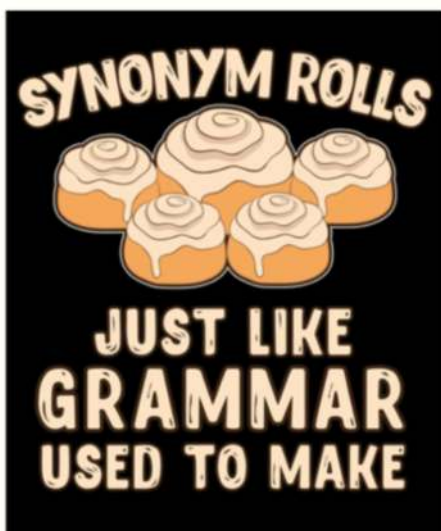
Don't bother walking a mile in my shoes, that would be boring. Spend 30 seconds in my head, that'll freak you right out.

I'M BORED.
I THINK I'LL GO TO THE MALL,
FIND A GREAT PARKING SPOT
AND SIT IN MY CAR WITH THE
REVERSE LIGHTS ON.

Be the reason someone smiles today.
Or the reason they drink.
Whatever works



George was one of Australia's greatest free flighters, and one of the oldest. Gifted with excellent eyesight, he was always asked to time flights. In a recent competition, George was timing a flight and was the last to see the model down. Relieved the flyer asked George "Did you see the model down George?" George said "Yes I did. You maxed." The flyer said "Where did it land?" And George said "I can't remember."



I REMEMBER BEING
ABLE TO GET UP
WITHOUT MAKING
SOUND EFFECTS...
GOOD TIMES.

I think
senility is
going to be a
fairly smooth
transition for
me.



This is not a joke. Vin made it to 75.
HAPPY BIRTHDAY VIN



FREE FLIGHT DOWN UNDER

BRISBANE FREE FLIGHT SOCIETY

2019 Flying Calendar



Month		Date	Start	Event	Location
February	✂	Sat 2 nd	12pm - 4pm	Club general meeting plus "show and tell"	John's place
	😊	Sun 24 th	7am - 1pm	Club day E36/2min class fly in and trimming (3 flights)	Coominya
March	🏆	Sun 17 th	7am - 2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	IND	Sat 23 rd	3pm - 6pm	Delta Dart (club sponsored)	BSHS
	😊	Sun 31 st	7am - 2pm	Dale's Fun Day (P20, general flying and limited RC)	Coominya
April	🏆	Sat 6 th	7am - 12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 7 th	7am - 12pm	F1J State Champs (5 flights)	Dalby
	IND	Sat 13 th	3pm - 6pm	HLG/Catapult State Champs	BSHS
	🏆	Sun 21 st	7am - 12pm	F1G State Champs (5 flights)	Coominya
		Wed 24 th Apr - Wed 1 st May		71st NATIONALS	WEST WYALONG
		Fri 3 rd May - Wed 9 th May		AFFS CHAMPS	NARRANDERA
May	IND	Sat 4 th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	🏆	Sat 18 th	8am - 1pm	F1A State Champs (5 rounds, first round 4 min)	Dalby
	🏆	Sun 19 th	8am - 1pm	F1B State Champs (5 rounds, first round 4 min)	Dalby
June	🏆	Sat 8 th	8am - 1pm	Reserve day F1A State Champs	Dalby
	🏆	Sun 9 th	8am - 1pm	Reserve day F1B State Champs	Dalby
	IND	Sat 15 th	3pm - 6pm	Hanger Rat State Champs	BSHS
	😊 CP	Sun 23 rd	8am - 2pm	Club Fun Day (P20, Sports model rally & ½ Hr Walking Scramble)	Coominya
	✂	Sat 29 th	12pm - 4pm	AGM with BBQ lunch	John's place
July	IND	Sat 6 th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 14 th	8am - 1pm	Scale, HLG and CLG State Champs	Coominya
	CP	Sun 28 th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
August	🏆	Sun 11 th	8am - 1pm	E36 State Champs (5 flights)	Coominya
	IND	Sat 17 th	3pm - 6pm	Peanut Scale State Champs	BSHS
		Sun 25 th	8am - 1pm	Reserve day	Coominya
September	🏆	Sun 8 th	8am - 1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
	😊	Sun 22 nd	8am - 2pm	Club day - P20, Vintage, Sports models and limited RC	Coominya
October	CP	Sun 13 th	7am - 2pm	Col's Vintage Rally, LSq/100 & No Frills (3 flights each)	Coominya
	CP	Sun 20 th	7am - 1 pm	100gm coupe and A1 Glider (3 flights each)	Coominya
		7 th - 27 th October		World Free Flight Championships	USA
November		Sun 10 th	7am - 2pm	Reserve day	Coominya
December		Sun 8 th	12pm - 3pm	BFFS Xmas Party and prizes presentation	Ron & Sheila's

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

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "BFFS on the field"

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 th , Sun 8 th 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

2018/2019 COMMITTEE MEMBERS AFFS INC

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