

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 51 NUMBER 4

SUMMER 2019

2019 FAI F1 WORLD CHAMPIONSHIPS

SIERRA AND KOTUKU CUPS

GREAT DESIGNS
FOR OZ DIESEL

KIT SCALE
CONTINUES TO GROW

MORE FIZZ FROM JETEX

Q'LD E36 STATE CHAMPS



FRONT COVER: USA flyer Taron Malkhasyan was only 22 years old when he won the 2019 World Championships for F1C, flying an Artem Babenko Raptor. He was 2 minutes ahead of his nearest competitor. Taron has also been Junior World Champion and flies a number of classes very well.

Free Flight Down Under December 2019

Volume 51, Number 4

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

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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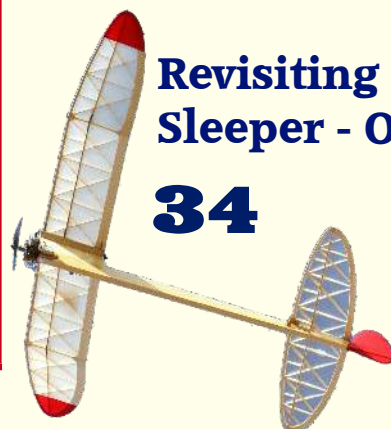
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2019 World Championships plus Sierra & Kotuku Cups



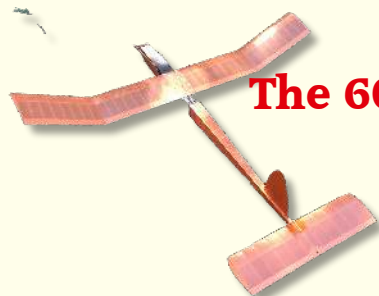
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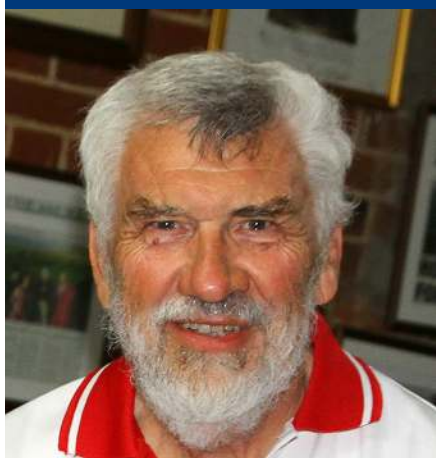
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Jetex continues



PRESIDENT'S REPORT



The dust has now settled following the Free Flight World Championships in Lost Hills, California, and by all accounts it was run extremely well by the USA hosts. While that Australian team didn't quite reach the dizzy heights of the past few championships, all put in a great effort getting some solid performances. Individually, at the Sierra Cup Shannon Tolmie won F1C while Richard Blackam and Vin Morgan maxed out in F1B, Roy

Summersby in F1C and Phil Mitchell in F1A also maxed out. At the World Champs, Richard Blackam again made the fly-off and at the Sierra Cup Phil Mitchell placed 8th in F1A, Gary Goodwin, Vin Morgan and Richard Blackam all maxed out in F1B as did Roy Summersby in F1C. A full report is given in this edition.

Malcolm Campbell has once again posted a superb array of photos from the Lost Hills events. For those of us who were not fortunate enough to be able to attend the event, these, together with the on-line posting of results, are a great source of pleasure. Thanks Malcolm.

The NSWFFS have been doing a lot of work at the AB field in West Wyalong removing the rocks and other obstacles from the free flight area, further enhancing the amenity of the field and reducing the possibility of model damage at the upcoming Nationals.

The Free Flight Technical Committee has had input into a number of issues throughout the year, including use of

altimeters in deciding fly-off outcomes (disallowed at world championship and open internationals), changes to the World Cup point rankings (now amended to be less penalising for events with small numbers of entries as is common in Australia, New Zealand and much of Asia), clarification of the "wind one motor before the window opens" arrangement for F1B fly-offs (to remain for the current rule change cycle, but possibly change after that), requirement to advise in an open international event announcement if official timekeepers will be available or not, and inclusion of females as extra team members in any championships (but no change to the length of rounds).

Finally, all seems to have gone quiet on the drone front since MAAA negotiated a very sensible solution for model aircraft fliers operating within clubs affiliated with the MAAA (as reported in the previous FFDU).

Paul Rossiter

Please read my request on page 40 for Agenda items for the 2020 AGM.

FROM THE EDITOR



There's some interesting reading in the December FFDU. Firstly an excellent article on OZ Diesel should

have everyone keen to build a new OZD model or replace their current model. I believe Peter Lloyd's extensive knowledge of diesel power models will help lift the standard of competition in this popular class, and may even make it the biggest class at the Nationals in May.

Roy Summersby has sent me another article on his pet subject Kit Scale and offers encouraging words to those looking for models to build or sourcing kit suppliers. Kit Scale looks like fun!

And I have knocked together a travelogue about the FAI World Championships that should work as well as a Temazepam, if you read it after 10 pm. Actually, it's hard to write on such a big event when you're also competing and there are other things to do, but it's worth a read.

I'd like to thank our contributors to this edition but we will always need more articles. Have a go - maybe send me your story of how you got into aeromodelling and what you've done since?

So this is Christmas, And what have you done? Another year over, And a new one just begun. And so this is Christmas, I hope you have fun. The near and the dear one, The old and the young. A very Merry Christmas And a happy new year, Let's hope it's a good one, Without any fear.

With apologies to John Lennon.

So to close, I hope you all enjoy a Merry Christmas, and a happy, healthy and safe New Year. Come back refreshed with new models and enthusiasm.

*See you all downwind
Malcolm Campbell*



AUSTRALIAN FREE FLIGHT SOCIETY INC

FORM FOR SUBSCRIPTION OR MEMBERSHIP IN AUSTRALIA

- RENEWALS:** Go directly to **Payment** section, unless you have Contact Detail or FFDU changes.
- FIRST TIMERS:** Fill out your Contact Details, then complete one option
- If you only wish to receive "Free Flight Down Under" (FFDU), complete Option A.
- If you wish to join the AFFS and receive FFDU in your membership, complete Option B.

CONTACT DETAILS:

Name:

Address:

Phone/Mobile:

Email:

Signed: **Date:** / /

Now choose one of the following options – **NOTE:** FFDU is distributed electronically. A posted paper copy of FFDU costs an additional \$35 pa.

- Option A** I wish to receive the electronic version of "Free Flight Down Under" ☐ ✓
- I wish to receive the printed version of "Free Flight Down Under" ☐ ✓

Option A applicants, now go to the "Payment" section.

- Option B** I wish to become a member of the AFFS ☐ ✓
- You will also receive an electronic version of FFDU as part of your membership.
- I wish to become a member of the AFFS & receive a printed version of FFDU ☐ ✓

Option B applicants, continue filling out the form.

I hereby apply to become a member of the AFFS. Upon acceptance of my application I agree to be bound by the rules of the association for the time being in force. I declare that I am a financial member of a club recognised by the MAAA.

My MAAA registration number is **AUS**

Signed: **Date:** / /

Payment: Annual Subscription OR annual Membership Fee: **\$10.00** (1 January to 31 December)
Please pay before 31 January 2020 **plus \$35** if you elect to have the printed version of FFDU.

Send the completed form to:

Albert Fathers, Treasurer, AFFS Inc
131/43 Murtha Drive, Elanora QLD 4221
fathersplace@smartchat.net.au

Payment by enclosed cheque or electronic payment to:

Name: Australian Free Flight Society Inc
BSB: 033 174
Account No. 331732
Payment Ref: Insert your name
Payment Amt: **\$10.00** or **\$45.00** (choose one only)



43rd Australian Free Flight Society Championships and Widgiewa Cup Narrandera 2020



Widgiewa Cup (World Cup Event)

Thursday 2 nd April	F1A & F1C	5 x 1 hour rounds	0800-1300
Friday 3 rd April	F1A & F1C fly-offs from Thursday		0730-0800
	F1B	5 x 1 hour rounds	0800-1300

AFFS Championships (World Cup Event)

Saturday 4 th April	Widgiewa Cup F1B fly-offs from Friday		0730-0800
	Combined %	3 flights no rounds	0800-1300
	F1G,F1H,F1J* (Comb)	5 x 1 hour rounds*	0800-1300
Sunday 5 th April	REST/WEATHER/PRACTICE DAY (Daylight saving ends)		
	Evening AFFS AGM	Narrandera Club	1900
Monday 6 th April	Combined % Open fly-offs from Saturday		0700-0800
	F1A & F1C	5 x 1 hour rounds	0800-1300
	P30	3 flights, 120s max	0800-1300
Tuesday 7 th April	F1A & F1C fly-offs from Monday		0700-0800
	P30 fly-off from Monday		0700-0800
	F1B (Alan Edwards Mem.)	5 x 1 hour rounds	0800-1300
	E36	3 flights, 120s max	0800-1300
Wednesday 8 th April	F1B fly-offs from Tuesday		0700-0800
	E36 flyoffs from Tuesday		0700-0800
	Combined Vintage	3 flights no rounds*	0800-1200
	Combined HLG/CLG/TLG		0800-1200
	Scramble (Russ Hammond & Ivor F Memorial)		0900-0930
	Evening:	Presentation Dinner	1800
	Venue:	Morundah Hotel Bus from Narrandera provided.	

General Notes/Comments:

- 1) Sunrise 02 April 0727hrs (EDST). Sunrise 06 April 0631hrs (EST).
- 2) ***F1G/H/J is COMBINED (one class only to be flown)** - First Round will be "High Time" NOTE: (6 min max first round only. NB time above 2 min max will only be used to resolve ties)
- 3) # F1A,F1B & F1C - First round duration will be 4 minutes (Weather permitting)
- 4) + COMBINED VINTAGE - first flight will be "High Time" & must be launched before 0830 (6 min max first round only. NB time above 3min max will only be used to resolve ties) Entry in more than one class allowed however only 1 (best) score to count for AFFS Champion. . Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009.
- 5) WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep other Competitors (**AFFS does not provide dedicated timekeepers**).
- 6) Flyoffs for F1A, F1B & F1C will be 10 minute duration.
- 7) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 8) Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)

General Notes/Comments continue on foot of page 7



ENTRY FORM



43rd Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

4 – 8 April 2020

Name: FAI No:.....

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

.....

.....

Phone:E-mail

Events entered

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

Event	Tick
8. F1J (see note 2 & 8)	
9. Combined HLG, CLG, DLG	
10. Combined Vintage. (entry in more than one class allowed, see note 4)	
11. P30	
12. E36	
13. Dinner(s)	

FEE CALCULATOR There are no fees for juniors

AFFS World Cup events (any or all)	\$40	
AFFS events only (any number)	\$30	
AFFS World Cup events and all other AFFS events	\$60	
Presentation Dinner	\$35/person	
Admin fee for Non-AFFS Member competing in AFFS and Widgiewa Cup Events	\$10 all up	
Total Fee \$		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY 20 MARCH 2020.

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

to: Albert Fathers, Treasurer AFFS
131/43 Murtha Drive Elanora QLD 4221 Australia

Or by bank transfer to: Name: Australian Free Flight Society
BSB 033 174
Account No. 331732
Payment Ref. (your name) Payment Amt: \$.....

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner.

Forms or entry details can be e-mailed to: fathersplace@smartchat.net.au



ENTRY FORM



Widgiewa Cup 2020 - Open International F1A, F1B, F1C

Narrandera, NSW

2 – 4 April 2020

Name: FAI No:.....

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

.....

.....

Phone: E-mail:

Events entered

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

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY 20 MARCH 2020.

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

to: Albert Fathers, Treasurer AFFS
131/43 Murtha Drive Elanora QLD 4221 Australia

Or by bank transfer to: Name: Australian Free Flight Society
BSB 033 174
Account No. 331732
Payment Ref. (your name) Payment Amt: \$.....

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner.

Forms or entry details can be e-mailed to: fathersplace@smartchat.net.au

General Notes/Comments continued from page 5

- 9) COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 10) HLG/CLG/DLG are combined into one event. Only 1 set of scores allowed per competitor All flights from the box marked by 4 cones.
- 11) Radio Dethermalization (RDT) is allowed in all events.
- 12) PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
- 13) All Competitors must be in possession of a current MAAA/FAI licence.
- 14) AFFS Annual General Meeting. Please forward agenda items, nominations etc. to the Secretary, Phil Mitchell by 13 March 2020. PO Box 44 Terrigal or filmoels@bigpond.net.au
- 15) The Presentation Dinner will be on the evening of Wednesday 8th April at the Morundah Pub. There will be a bus from Narrandera. Cost (including bus) will be \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
- 16) Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land.
- 17) Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
- 18) RISK/HAZARD MANAGEMENT and CASA INSTRUMENT APPROVAL issues will be addressed at compulsory event briefings (see following notes).
- 19) All entrants before flying in the Widgiewa Cup & AFFS events must attend daily compulsory event briefing(s) 02-08 April before commencement of Competition flying.



southern cross cup

11 - 13 April 2020
West Wyalong NSW



World Cup - Open International for F1A, F1B and F1C
also Open Power and Open Rubber

PROGRAM AND VENUE DETAILS

Saturday 11 th April	<i>F1B</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Power</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Sunday 12 th April	<i>Fly-offs for F1B and Open Power</i>		<i>0730</i>
	<i>F1A</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>F1C</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Rubber</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Monday 13 th April	<i>Fly-offs for F1A , F1C and Open Rubber</i>		<i>0730</i>

NSWFFS AB Field is located at 1390 Clear Ridge Road West Wyalong and will be signposted

Information

1. WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
2. Fly-offs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C will be 10 minutes. For other events unlimited (conditions permitting).
3. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited fly-off the next day.
4. Radio dethermalization (RDT) is allowed in all events.
5. PLACE GETTERS' models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
6. All Competitors must be in possession of a current MAAA/FAI licence.
7. Motorized retrieval by car, motorcycle, pedal and electric bicycle is allowed. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
8. Camping is allowed on the field with prior notification.
9. Sunrise at West Wyalong on 11 April 2020 is at 06:31. Sunset 17:53.



southern cross cup

11 - 13 april 2020



World Cup - Open International for F1A, F1B and F1C also Open Power and Open Rubber

Information

Entry Fees

Registration Fee \$10.00
Open Power & Open Rubber \$10.00 each
World Cup events (F1A, F1B, F1C) pay \$30 once to enter any or all F1 classes
There are no entry fees for Juniors

Send entries to: Roy Summersby, 132 The Esplanade, Umina Beach, NSW 2257 AUSTRALIA.
Please make cheques or money orders payable to NSWFFS Inc in \$A.
Prior entry AND payment by the **25th March 2020**. Late entry fee \$20.
Overseas entrants may pay on the field.

F1A, F1B & F1C are World Cup Events. We need timekeepers for each pole, and we need your help.
Please indicate if you can assist with timekeeping or CD'ing any event.

Enquiries: roydi132@optusnet.com.au

Name:FAI number:

Address:

.....

.....

.....

Tel:E-mail:

Mobile No:

Timekeeping: Yes / No CD'ing Yes / No.....

Event	Fee	Amount
F1A	\$30	
F1B	\$30	
F1C	\$30	
Open Power	\$10	
Open Rubber	\$10	
REGISTRATION	\$10	\$10
	TOTAL	



Suggested Free Flight Program for the 72nd Nationals 2020

Adrian Bryant Field for all outdoor free flight

29 April	Practice and Fun Fly day. Check with CD for Fun Fly	
30 April	8am - 2pm	P30, F1J, Vintage Rubber and Glider
1 May	8am - 12pm	Vintage Power and Open Power
2 May	8am - 11am	F4A scale
	8am - 2pm	F1B
3 May	7.30am - 8.30am	Day Scramble
	9am - 11am	HLG, CLG, DLG
4 May	8am - 2pm	F1A, F1C and Open Rubber
	6pm - 7pm	Night Scramble
	7.30pm	Bush BBQ
5 May	8am - 2pm	F1H, F1G, OZ Diesel
6 May	Reserve Day	

Indoor at the Sporting Centre

Schedules for Indoor flying will need to be adjusted as the Sporting Centre has only been booked for 3 days. This booking can be changed.

Indoor events will include:

- Open Rubber
- Peanut scale, F1D
- F1L
- Indoor HLG, catapult
- Hanger rat scramble
- Hanger Rat

RC Fun fly was also included in the indoor program last year and will be considered again for 2020 as several members took advantage of this.

Full Nats details will be on the MAAA website in due course.





Lost Hills is certainly different in October. I've only ever been there in February when it's nice and cool of a morning and moderate during the day, most times. Sometimes rain makes the road in a bit treacherous and a challenge for the RVs to venture from their safe moorings. Thermals are moderate and the corresponding sink less punishing. There is certainly no rain in October and lift is tricky with the smaller diameter thermals more powerful, with big downers to offset the fun. October has one advantage – the weather day and night is not unlike our own weather, so fewer clothes are needed. It did however have periods of hotter weather when twice the temps were in the 80s, other times in the 70s. But I still like the soft green grass so much more than dead grass and powder fine dust, just waiting for a breeze or some F1C prop wash.

Kathy and I arrived on 6 October driving up the coastal highway (101), spending a night in Ventura and two more in Paso Robles. We both find it takes us a few days to adjust our clocks. In some ways I don't think mine adjusted at all, but that's another story. We first saw the field on 9 October – I already thought the black hire car would not be appropriate on the field – it wasn't!

Richard and Kim Blackam arrived at the field in total darkness, at 11 pm, a few days earlier than us – not an easy achievement, even with a GPS. Traffic was horrendous because of inland wildfires halting traffic on the i5. Geoff Higgins probably will never

forget his first trip to Lost Hills. Collectively, he experienced more drama than the rest of us put together. It started when his RV was written off! Geoff was negotiating the Grapevine, a 4,000 foot pass on the i5 about an hour out of LA, when a strong gust of wind pushed him onto the side of a large semi. The semi didn't yield but the fibreglass and aluminium down one side of the RV certainly did. Had the semi not been there, it may have been bye bye Geoff, as there was a considerable drop on that side of the road. So one RV was written off.

Undaunted Geoff pushed on, hiring a car, organising his now necessary motel accommodation and touching base with the team. "Two Sheds Jack" was in town. Ask him the origin of the name sometime. I probably haven't covered all aspects of Geoff's itinerary, but he changed car rental rates negotiating a better deal with the same company and the same car, just by making the "changeover" at another depot! He even changed motels, moving from Motel 6 to Vagabond Inn at Buttonwillow. He then had his credit card blocked and had to successfully sort that out remotely. Oh, and washing his dusty car he was locked out of it. Why? The keys were on the seat. By the time he got around to crashing his days old new LDA glider, he was totally attuned to misfortune. He appeared happy and enthusiastic every day. I don't know how he did it!

So my story is a travelogue, not a technical article on the World

Champs. I hope it makes you feel like you were there.

The Lost Hills Motorhome Park had relocated, expanding considerably to accommodate an increase in vans and to provide safe parking away from the flight lines. Holloway Gypsum had graded the land flat, removing what dead grass remained. It will be excellent in February because the fine soil if seeded will certainly make a nice lawn. For now, one hoped that strong winds or rain would not eventuate. But on the field proper, grass seeds dug into unshielded socks and shoes and those who forgot their gaiters were in for an uncomfortable time. Fortunately Walmart were well stocked. Well, they were until the flyers cleaned them out of stock.

Phil Mitchell and Noels established themselves in their usual spot with their American friends. Richard and Kim Blackam were later joined by Vin Morgan and Albert Fathers in their RV, Craig Hemsworth in his, and Roy Summersby and Di in theirs. Gary Goodwin completed the circle. Gary's wife Sharon and younger daughter Sophie would join him after their extended stay in LA and Anaheim. Kathy and I were in our usual spot at Day's Inn, Gary Pope was in Motel 6 and the rest of our team was in Buttonwillow, that being Mike and Yvonne Pettigrew, Geoff Higgins, John Corby, Shayne MacDonald and Shannon Tolmie. John Corby really enjoyed the visit, wide-eyed at the size of the entry lists and also of model performance. Team meetings were held at the Aussie RV quadrangle

on the field and Kim organised the WhatsApp to keep everyone with a phone in the loop.

It appeared both Motel 6 and Days Inn had shot themselves in the foot by not allowing bookings to take place early and by keeping their rates high. Most picked up their bags and went to Buttonwillow. I have never seen Days Inn with so much spare parking space, the same goes for Denny's tables – no waiting this time. So Buttonwillow was appreciably cheaper but the i5/46 road junction upgrade was still not completed adding 20 minutes each way to their journey to the field. This meant some very early wake ups on FO days.

Wednesday 9th October: We made our first trip to the field on Wednesday afternoon. It sure looked different with the new RV location and the dry and dusty field. We travelled home via the Dirty Door (El Toro Loco convenience store) to get supplies, then cooking chicken, potatoes with cheese, coleslaw and corn for tea in our little motel microwave.

Thursday 10th October: Thursday was cooler thanks to a faraway big winter storm that dropped the temperature in Denver Colorado by 60°F in 24 hours! Winds varied between 1 – 5 m/sec when I tested three of my models in the morning. We were near the Russians and Sergey Makarov put up some huge test flights. Mikhail Kosonozhkin looked bizarre in his white padded skull cap and foam pads on his hip, back and arm, as protection against damage in his Roll and Fall launches. We went back again later in the afternoon. There were not many out practicing.

Friday 11th October: It was a cool start to the morning and the two

models that flew erratically yesterday now flew as they should, and nothing was changed? Two of my models flew the 4 minutes before 9 am but the morning buoyancy disappeared soon after, so I planned to fly early in the first two rounds. As the day progressed I had to crank the stab down on my six panel models, to arrest a slight stall, as I started to experience the vagaries of the Lost Hills October air.

And the batteries on my two GPS transmitters ran down, making for a difficult unsighted retrieves of two models, from different parts of the field. I was to learn I had received some batteries from acknowledged bad stock and they were replaced. Even then the best they could muster was 5 or 6 rounds, so a battery change mid-comp would be necessary. Maybe a bigger battery would be the better solution. We caught up with the other Aussies back at the RV impound. The Dirty Door supplied lunch that day – delicious ribs and potato wedges. We came back to the field for a couple of flights at 6 pm. I only got one in because the GPS battery had failed, again. Luckily Kath had the line, because it was a glorious 4 min flight without loss in height. The sun had gone down by the time I picked it up. The Pizza Hut supplied our evening meal.

With conditions predicted to be calm and hot, tomorrow's Sierra Cup would serve as an essential "ice breaker" to the main event. To avoid confusion, events either side of the World Champs would be flown with maxes reflecting the Championship format of 2 x 240 secs then 5 x 180 secs. FOs would be on the same day.

Saturday 12th October SIERRA CUP FOR F1A: Today was the Sierra Cup and Mike McKeever was the CD.



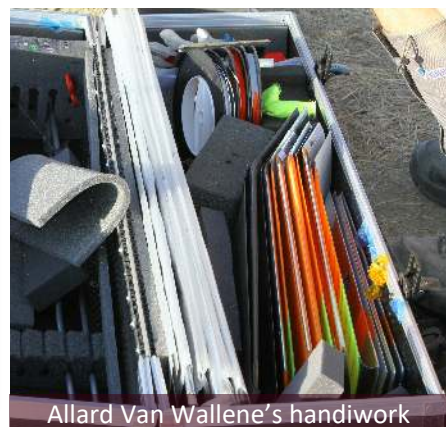
Mike McKeever CD'ed the Sierra Cup

There was minimal breeze in R1 with some wind shear on the way up. The early drift took models towards the parked cars but it shifted 180 degrees for the later rounds with some 90 degree changes during the rounds. The event ran well all day but the usual struggle to get enough timers for a big FO kept CD Mike on the PA pleading for help. Phil did well to make the FO, I failed to max the two 4 minute rounds and Albert was plagued by a tight glide circle in the early rounds – he tracked it back to a cable jammed in the wrong place, and then his WW loosened its mounts resulting in some tow ins. Geoff Higgins flew a hybrid model, made up of bits from Vin Morgan and others, getting some good flights as he started to recall what to do after a long absence from the sport.

Launch heights from the top LDAs were amazing with many close to or above 120 metres. The Roll and Fall launch has become popular with the brave although I noticed Mikhail Kosonozhkin was wearing some strategically placed padding to protect himself from impact. On my return to Brisbane, I made up some interesting composite photos of launch techniques, prompting a few on Facebook to suggest helmets may become compulsory in F1A one day! All the top LDA flyers commence their launch from when the model is still travelling straight downwind, putting enough faith on model trim and enormous tension on the line at launch. Per Findahl does the Roll and Fall launch, the model taking his full 80 kg+ body weight. On one early test launch the line cried "enough", and broke. Luckily Per was not injured. I saw a few broken booms on the flight



The flyers favourite store, the Dirty Door



Allard Van Wallene's handiwork



Mikhail Kosonozhkin preferred some body armour for the Roll and Fall technique



Drama - model swap in the first FO, Phil's flapper wouldn't unlatch



Phil Mitchell and Per Findahl in the first FO



Kathy Burford launches for Jim Parker



Another dynamic LDA launch

with dihedral break and portion of the inner panel. They then plug in, seamlessly. The Mongolians, Croatians and Argentineans all had large and very enthusiastic support crew.

With good weather the fly-offs were large – 38 were in the 6 min FO at 4 pm, dropping to 33 in the 8 min FO at 5 pm. There were still 19 in the 10 minute FO at 6 pm! Per Findahl won with a magnificent 120 m launch and time of 8 min 33 sec. Swedish team mate Robert Hellgren was third with Israeli Ittai Shichman taking second place.

Sunday 13th October SIERRA CUP for F1B and F1C: Weather still caused two flight line changes; initially when the adopted F1A flight line was relocated to near the orchard and then again after R1, when models loitered around the flight line and threatened to go into the orchard. Remaining rounds were then flown successfully from Saturday's F1A flight line. The series of wise decisions put the schedule back 1.5 hours.



Winners in the Sierra Cup F1A event

line suggesting lessons were still being learnt.

Octogenarians Peter Allnutt and Pierre Brun were competing; both were circling and put in respectable scores. Allard Van Wallene's carbon fibre handiwork has to be seen to be believed. His outer panels are complete



Craig Hemsworth and Vin Morgan set up their F1Bs



Richard Blackham launches Spirit 25



Sasha Babenko surprised the crowd with her F1C skills



And also kept the paparazzi busy

So Sunday would be busy, with lots of flying over two flight lines – B and C in one and all the AMA classes unobtrusively off to one side a couple of hundred metres away. With the time lost in the early rounds, F1B and C were shortened to 6 rounds.

The day was warm with very light winds, perhaps windier than F1A with 41 ending in the first F1B FO. In contrast to the F1A FO, almost all who contested the second F1B FO launched within a few minutes of each other in to definite sink. Craig Hemsworth had a very bad day with low scores and prop damage from a DPR failure. Vin Morgan and Gary

Goodwin exited after the first FO. Vin had the higher time of 3 min 47 secs. Gary stuck bad air for 3 min 19 secs, 3 secs behind Igor Vivchar, who launched from the same area. Richard made the second FO but only recorded 3 min 2 secs, again in the same (lifeless) part of the flight line. It was apparent that the other end of the line had the magic air. The second FO had 12 in it, with only George Batiuk and Gilad Mark making the 8 minutes. George was actually very lucky in the second FO as he launched left and his model struggled to gain composure, moving down wind and straight into strong lift.

I didn't see much of F1C but it seemed the paparazzi couldn't see enough of Sasha Babenko, who launched her Raptor with elegant ease. I believe there were the customary first comp crashes but I only saw one when a long engine overrun caused wing failure and a major rebuild. Gary Pope only dropped R2 and Roy, after making the FO, was unable to get his motor started in the 7 minute window. The needle valve had moved a full turn! Nearly half the field maxed out but only 7 made the 6 minutes, and 2 made the 8 minutes. Shannon Tolmie's 8 minute flight took him



It was an early start for the Aussie team for the F1C FO



Shannon Tolmie had great team support



Shannon was pleased with the result. 1st in the Sierra Cup.



It's not often you beat the current F1C World Champion!

almost to Holloway Road, with Roy following on a motor bike. The retrieval from No Man's land left Roy's legs pretty badly scratched up from the rugged landing spot.

Because of the flight line relocation delays the final FO was scheduled for 7.15 am Monday, with our Shannon Tolmie flying off against Serhiy Katyba – Slava versus Babenko! We had drinks with some of the Aussies before going back to the motel for an improvised dinner at 9 pm.

Monday 14th October SIERRA CUP
FO for F1B and F1C and 10 rounds of Minis: The final F1B FO saw both

Gilad's and George's models stalling, but George launched earlier and stalled better, winning by 26 secs with a time of 4 mins 48 secs. The F1C FO was more exciting because there was an Aussie in it! Pretty well all the Australian team were there to encourage Shannon. He launched first and early, a good launch, good height and a very stable glide. Ukrainian Serhiy Katyba took a while to get his motor started and when he launched his wings didn't unfold correctly, causing him to DT the flight to avoid damage. Times recorded were 20.5 and 21 secs – Shannon had won! And it was a worthy flight too. When he

pressed the button he still had very good height, landing at 5 mins 18 secs.

At 10 am, we held our Team Meeting in the RV quadrangle, where roles were assigned and we tested another shade tent that seemed more secure, but was a bit harder to put up.

The **Minis** flew in very calm and hot conditions. Actually the Minis for the Sierra Cup and Kotuku Cup were flown concurrently, so there were 10 rounds to be flown, with a flight for each event to be put up in the 1.5 hour rounds. Luckily it wasn't breezy! There were no entries for F1J. Lift was strong with associated downers



Ex F1A world champion Mike Fantham launches for Chris Edge



Yehuda Zak (ISR) launches in F1H. Note towline near shoulder.



Sierra Cup F1H winners



Sierra Cup F1G winners



The AMA fraternity flew nearby



The sight & sound of the big old models was enjoyed by many



Getting down in AMA, easier than getting up!



Kathy Burford and Phil Mitchell, good team workers



The pain of no gaiters!

models and warm light air made one expect a lot of maxes, but only 3 got through to the first FO, with Tony Mathews (CAN) and Walt Ghio (USA) making it through the 3 min and 4 min FOs. When I was watching they were always launching together and they did that on the final FO too, when Walt pipped Tony by a scant 9 seconds. I think they were enjoying the day. Israeli Or Shabat placed third.

Six flew in the **Kotuku Cup F1H** event won by Chris Edge, the only one to get the 3 min FO with NZ flyer David Ackery third behind Israeli Saar Issakov. From the score sheet it looked like Dave didn't change his DT time!

Only five flew in the **Kotuku Cup F1G** event, one Israeli against 4 from the USA. Surprisingly Kiwis Graham Lovejoy and Paul Squires didn't fly in

claiming a few big names, including Tiffany O'Dell, Blake Jensen and Rob Wallace. Chris Edge was an **F1H** standout, racking up 10 straight maxes. Chris told me: *"My #19 was used for most of my 10 maxes and the two Sierra Cup FOs. #20 was used for the Kotuku Cup long flight and a few other rounds until the hook got dusty - what a day!"*

The **Sierra Cup F1H** event attracted the most entries with 5 of the 7 flyers getting through to the first FO. Rob Wallace was one, and the only F1A flyer in the group. Kyle Jones was the standout winning the second FO from Israelis Yehuda Zak and Saar Issacson, with Chris Edge 1 sec behind.

11 flew in the **Sierra Cup F1G** event, and 7 were from the USA. Light



The Australian team at the Opening Ceremony was the largest team of any country



© Brian Furutani Phil Mitchell gave the Competitors' Oath



© Brian Furutani The Aussies treed their RV, Vin freed it.

this NZ event. Tiffaney O'Dell won from Or Shabat and Peter Brocks.

Not surprisingly the **Sierra Cup E36** competition attracted 6 flyers, all from the USA. After the formalities of the five 10 sec motor run maxes, it became serious when the runs were dropped to 5 secs. After 6 rounds just three were still maxing so the 3 min 7th flight then produced a winner – Clint Brooks had the perfect score ending with a 180 sec flight followed by Jack Murphy on 128 secs and Bill Gannon on 89 secs. Clint flew a Joulebox, Jack one of his own design Leepin' Lizzards and Bill an Apache.

And six E36 battled on in the Kotuku Cup event and only 2 made the first FO, so Jack Murphy easily won from Derek McGuckin with Clint Brooks trailing in third place, after dropping R4. I went back for the presentations while flyers continued to practice on the dry grass adjoining the RV park. Amazingly, Artem Babenko was putting up F1C flights just inside the cleared area for the RVs – it sort of interrupted the trophy presentation!

Tuesday 15th October: I didn't set the alarm today so consequentially we woke up at 8.30 am. The late nights and early starts had taken their toll. But today was Registration Day at the Wonderful Park, and Australia was booked in second! I barely made it through a shower, shave and breakfast to be there by the 9.15 am time set for our Registration and Processing.

The "Wonderful Park" is a community sports and social facility and it was built and donated by the Wonderful Almond and Pistachio

Company, the world's greatest producer of these nuts with market dominance in the USA. The Goodies Bag handed out to all competitors and helpers was exceptional. Inside a very useful small red cooler bag decorated with the World Champs logo was a T shirt, scarf, lip balm, ID badge strap, a pen and local store discount vouchers.

By 10.30 am we were back at Denny's for a big brunch which we shared, before heading off to Walmart at Wasco for supplies. I decided we'd give the field a miss today and rested until drinks and nibbles time with the Percenkovics followed by a nice meal at Denny's. More nations were starting to take up tables but it still wasn't as full as in February.

Wednesday 16th October: The Ladies Tea Party (LTP) was scheduled for today and 70 had booked. But we got up early and did some 7.30 am testing at the field. I flew two models in a light breeze with shear, before heading back to the motel so Kathy could get ready for the LTP. The rest of the Aus team were practising in various locations. Phil Mitchell did some "stand up" at the LTP but kept his clothes on this time. Photos I saw indicated they all had a good time.

Thursday 17th October: At the field again by 7.30 am to continue testing in the light winds. Around 9.30 am the winds picked up sufficiently to test my windy weather models. But I broke my towline, and this was my last one, the first being gobbled up by a motor bike on the Sierra Cup flight line – this is what happens when you're the last to fly in the last round. My bad luck continued. I noticed the

stab rod of one of my models had disconnected from the stab control arm. Superglue solved that but created another problem. Later I was sitting down on my chair to disassemble my models when I smelled superglue. This was unusual as it had been some time since I had used the new tube. So I was sitting in a warm mess of 2 g of instant bonding. Fortunately I was able to free the clothing from my skin and all my bits were still working but the trousers were "cactus" and firmly bonded to my undies. A minor problem really, and Geoff Higgins was nowhere to be seen.

Thankfully Brian Van Nest was able to lend me a 150 lb towline – mine in the past have only been 80 lb line, so more weight and drag, but who's complaining? Brian's line was spot on in length, testing just 1 inch short! Kathy and I then put in an hour or two with GERALYN JONES, doing some World Champs prep stuff. All the Aus F1B flyers, along with Roy, were out testing. Albert was missing, perhaps gathering provisions and Phil was taking the day off, so we headed back to Days Inn to get ready for the Opening Ceremony at Wonderful Park. Wonderful is the name of the huge pistachio producer that has done so much for the Lost Hills community. It's worth a look driving to their plant to visit their staff lunch room as even outsiders are able to get excellent discounted meals.

The Opening Ceremony went off very well in perfect weather and was aided by the local school band and banner wavers. Speeches were effective and short and a great quantity of free food and soft drink



© Brian Furutani Shannon launched for Albert Fathers



© Brian Furutani I flew my #2 model until R4 crash



Per Findahl's launch, like many top LDA flyers

Friday 18th

October F1A: The flight line was 900 m long and there was an additional 400 m to the car park on the north eastern end of the field, so it was along walk to the car park. The Aussie F1A team were on pole 29 for R1. I arrived early to trim off

disturbed the air too much? But Phil was in good company. Sergey Makarov (RUS) dropped 6 seconds and John Cooper (GBR) 8 seconds.

Albert only dropped 2 rounds. He survived a line tangle with a refl y (possibly on two occasions?) and elected to straight tow because the wind was coming from all directions. He really got some good flights. I finished 100th out of 103, my worst ever result; my competition number was 13 and it was Friday – that says it all. Well not quite all – I forgot to apply suntan cream in the morning and then spilt yoghurt all over my camera bag lugging things back to the room that night. The only way is up now. Tania Buskell helped my recovery with a shot of whisky at the end of the day, my second whisky in 15 years (true).

was provided in the shade by Gabby's the local Mexican restaurant. Only black mark was when Albert snared his RV in the parking lot and Vin, being the lightest and most agile, scampered up on to the roof to push the offending branches away as Albert carefully manoeuvred the big vehicle out of harms way.

That evening we had drinks around the pool with the German team – they were all staying at Days Inn.

THE WORLD CHAMPS COMPETITIONS BEGIN

The flight line for this and the bordering contests was set up on the northern end of the Holloway Gypsum land because "It never drifts to the north", except for first round where a minimal breeze took models close to the car park. Within a few days it would be acknowledged as the best World Championships run by a western country. Everything was thought of and it ran like clockwork. It would be recognised as a World Championships that delivered and gave back to the flyers in spades.

my best thermal model because the stab adjuster had mysteriously loosened (maybe in the flight over?). Thankfully it flew well. Not so my early rounds model so I retired it after 4 test flights and reverted to my thermal model. My first launch went a bit right and it nearly maxed. I struck some sink in R2 but managed to hook into nice air in R3 to max. I was only 30 seconds behind Phil, who had dropped one round, when disaster struck in R4 for me. The model pulled hard right on launch and I wasn't able to save it with the RDT, so I had damaged the wing and broke a boom on my best model. Electing to fly last I had no time to get another model ready, so my score was 5 seconds!

While it got worse for me (my next flight was 42 secs), Phil maxed all his remaining rounds but the one he dropped was unfortunate. After a good 100 m launch and a safe first circuit, the model started to descend. Half a dozen Aussie flappers failed to keep it up for the max, and he dropped 7 seconds. The model was stalling down low – maybe they

The air on the day was tricky, with the large patches of lift coming through regularly with smaller bubbles that dropped models if too low but also spat them out if too high; they seemed like little cones. For example, Jama Danier (CDN) put up a 130 metre launch in round 4 and was back on the ground in 90 secs!

Aussie F1A teams have done better in the past, so we deserved our 27th place out of 38 teams. Two years ago we were 4th at Hungary, and so close to a podium finish.

33 fronted for the 6 min FO, giving organisers a headache to find 66 timers. Brian Van Nest had done a wonderful job assembling a good team but more were needed and people stepped up, allowing the first FO to commence at 4.30 pm. 21 came

back at 5.30 pm to do it all again in the 8 min FO. I watched Per Findahl execute a magnificent launch of 125 metres only to be down in 3 min 45 secs. The flyers who eventually would come out on top dominated the 8 minute round in that they were the only ones who achieved the full 8 minutes and the next flyer was nearly 2 minutes behind! Sadly some models were lost by timekeepers in the haze at mountain height. So FO #2 sorted things out; only 3 would come back for the 10 minute FO at 7.15 am the next morning. But there were some really great results for those who have tried for so long – Ramiro Gonzales (ARG) placed 6th and Javier Abad (ESP) was 9th – they were surrounded by past World Champions.

The final FO (10 minutes) was from the western flight line in front of the orchards. There was a slight breeze. There were two Gorsky flappers in the FO (Fric's and Brinzoi's) but Fric was unhappy and towed in to swap models. Brinzoi put in a strong launch and drifted away from Fric and Andrist. It was obvious that Brinzoi was highest and the results came from their launch heights - Roumania had

the 2019 F1A world champion, Constantin Brinzoi from Dusan Fric (CZE) and Christian Andrist (SUI). The Russians won the Team Prize from the Dutch, just 3 secs behind.

Spot checks were performed in all classes, from a sturdy metal shed erected at the end of the flight line adjoining the car park.

Saturday 19th October F1B: There were about 80 flying and it was cool with a light breeze. Most maxed R1 with Richard, Gary and Craig getting the 4 minutes. 15 didn't, then drama for the Aussies. There was a long period in R2 where no one launched and Richard was on the line. He eventually flew and maxed. There were more delays when Craig broke a winder and then a motor during the first wind and then a second on the line. Gary then started winding but he too broke a motor so Craig went out to the line for a second time and launched. By the time Gary was on the line there were 6 minutes left to find air; he dropped the round by 15 seconds. It was a difficult time for flyers and managers.

In R4 Richard went early in what triggered a mass launch up the line. Craig broke a motor on the line so Gary came out, waiting a long time for air. He launched with good indicators but was down low by 90 secs. But his model hung on to max! I've seen him do that several times in the past. Craig's R4 was a nail biter too. He came out to the line and launched with a minute to spare. He too looked doubtful so the Aussie flappers came out and he started to ride a light bubble, and max.

Our team relocated to the end of the line for R5. The breeze was substantially less. Richard broke a motor. Things were getting behind so Gary stepped up and launched into a boomer, spiking another mass launch. Richard followed also getting good height to max. Craig came out to the line with 15 minutes remaining, and waited until the last 5 minutes to launch, not as high as Richard but he still maxed.

R6 was windier with a number of dust devils. Mass launches were common. Gary waited to launch, apparently in good air. After one



Craig Hemsworth



Gary Goodwin



Richard Blackam and Spirit 25, Kim watching



Team Goodwin



Richard's Spirit 30



Michael Seifert observes Aussie pointers



F1B flyers had plenty of dust devils to contend with



The panic in the Mongolian camp was not productive



Brian Furutani photo

© Bri 80 yrs in the making, a French F1B world champion!

circle it was coming down fast, to record an 85 sec flight. Craig and Richard both maxed.

While R7 air seemed good there were long waits between launches. Richard got his max after a patient wait. Craig was clean until R7 when he dropped that round with a time of 105 seconds, being literally dumped out of good air. Gary went last into a boomer, drawing half a dozen models with him.

Sweden's double World Champ F1A flyer Per Findahl flew F1B and recorded 54th place, 7 seconds ahead of his son Oskar.

41 made the 6 min FO at 4.30 pm. Hard luck story in the second FO was from Baltsag Erdenedavaa (MGL) whose VIT brought the model in early for an attempt. He was then pinged for putting a pre-wound motor into his reserve model. Pandemonium broke out as what looked like the whole team crowded around the model trying to remove a prop assembly that refused to budge. They ran out of time.

Only 11 made the 8 min FO an hour later and, just like in F1A, only 3 made the full 8 minutes with 4th place 79 seconds in arrears. The 10 minute

morning FO was near the orchard and all 3 models drifted over the trees. The two lead models were clocked off OOS, with Mickael Rigault (FRA) winning from Andreas Gey (GER) with Marian Popescu (ROU) in third place. There was much celebration in the French team because, after Emmanuel Filion in 1937, the French had to wait for more than 80 years to have another F1B world champion! Team places were Israel, Russia and then Poland, with all 3 teams maxing out, the close results being awarded on team member places. And Denny's ran out of beer, when second place getter Andreas Gey shouted the whole



Roy launches and adds to the dust with his prop wash



Gary Pope launches cleanly (less dust)



Great launch from Shayne McDonald



One of many moon shots



Furutani shot of new world champion



Shayne gets buffeted



Craig Hemsworth did lots of retrieves



Aussie team all masked up in the extreme conditions



Phil Mitchell ensured prompt retrievals



There was lots of flapping in the Sierra Cup

team a round or two of beers. I believe the bill was \$152 US!

Sunday 20th October F1C: While all three Aussies got the two 4 minute rounds, Gary had a line break to attend to and he was closest to the ground on DT. Roy needed a new plug to get airborne and the first two

rounds were flown in light breeze. Things would change.

In R3 Gary couldn't get his motor to start, launching it with 5 minutes to spare. The launch went left with a low transition, the model tracking straight downwind, bumping around in turbulent air at about 30 metres. It

looked marginal for at least 2 mins then maxed, DT'ing at 4 metres!

R4 was the breezy round. Roy was lucky, maxing from 10 metres. Shayne dropped the round, just 2 seconds short and Gary over-bunted, lost altitude and dropped 8 seconds.

R5 was gusty and dusty, really dusty, but the Aussies all maxed. Many were



© Brian Furutani Great morning start photo

now wearing face masks but the dust was so fine it got in everywhere.

R6 was a game changer for the Aussies. It was still gusty and dusty and Gary was about to go from #3 Aussie to #1, as Shayne dropped 39 secs and Roy dropped 22 secs. Gary launched last, his model hooking left like it did in a number of launches, this time with a bad stall. But he was in lift, and he maxed!

R7 started with light winds of about 3 m/sec. Shayne flew first tracking straight and way downwind, before turning for a max. Many launched in thermal gusts of around 7 m/sec. There were clouds of dust and models everywhere. Roy's launch was good and he maxed. So did Gary. Dust devils were prevalent in this round and there were a few good ones. One destroyed Gary's tent and dumped kilograms of dust on his models and equipment. Lucky it was the last round. Even with all the mayhem I don't recall seeing one F1C crash.

22 flew in the 6 minute FO. Wisely only the one afternoon FO took place (at 5.30 pm) because the dust was terrible, causing the CD to delay as long as possible. 14 returned for the 12 minute FO the next morning.

Monday 21st October F1C: I didn't attend the morning F1C FO, flown from the western flight line, but I believe that several models were damaged in preliminary testing, and one model, held by the boom with the stubby wings folded, detached from

the boom with the motor at full song and raced through the air like a combat model! Faust Parker damaged a model in the actual FO and used his reserve model. Two of the top three flyers launched in the last two minutes of the window.

Present World Champion, Canada's Yury Shvedenkov's model drifted out high over the orchard, getting lift from the trees, but he was still under Taron Malkhasyan's Raptor, circling high above all opposition. And it stayed that way, with the 22 year old former Junior World Champion American convincingly winning with a time of 9 mins 54 secs from the 2017 world Champion Yury Shvedenkov, 1 min 54 secs behind. Russia's Nikolay Rekhin placed a close third. The Aussies placed in a cluster – Gary 25th, Roy

29th and Shayne 32nd. This close cluster rewarded our F1C team with an excellent team placing of 5th out of 23 countries that flew.

At 8.30 am we went off to test my windy weather models and to help Enes Percenkovic retrieve his brand new F1A from the orchard using the ingenious Lost Hills "crocodile". It was then home via Gabby's picking up one of their wonderful hamburger and chips combos to share for lunch and to tidy up before attending the free Oktoberfest festival at the field. Big barrels of beer and delicious sausages and other morsels attracted a good crowd, and it was free to all visitors with a SCAT beer mug. We arrived at 3.30 pm and left at 7.30 pm. This interfered with our planned Aussie get-together, but the music of Ken



There was an excellent turn-out for the free SCAT-sponsored Oktoberfest



At last, a local!



Dave Rounsaville (guitar) & Ken Bauer (keyboard) later joined by Richard Blackam



Roy & Albert talk with George Batiuk



Tony Mathews and Richard Blackam

Bauer (piano), Joel Chessler (trumpet) and Dave Rounsaville (guitar) was too hard to resist. I believe Richard Blackam (aka Rich Black) also fingered the strings after we had departed. I'm sorry I missed that.

Tuesday 22nd October: Today we can at last take it easy. The Closing Ceremony is at 2 pm and the bus to the Banquet at Bakersfield leaves at 5 pm. The Closing Ceremony was held at Wonderful Park and like the rest of the World Championships it went very

well. Only one hiccup with the national anthems, the critical one being the lack of a French anthem to play. No problem, the French were so pumped up with their first F1B win in 80 years that team manager Jean Luc Drapeau and F1C flyer François Ducassou led the crowd into a rousing rendition of "La Marseillaise".

Trophies were awarded along with hard cover books on California and then the FAI flag was lowered and handed on the next host country France, for 2021.

And the Challenge France trophy for top country across all F1A, B and C



F1A winners



F1A team winners



F1B winners



F1B team winners



F1C winners



F1C team winners



Part of the crowd at the Closing Ceremony



Good food and comradery at the Crystal Palace



Over 220 attended the Closing Ceremony at Bakersfield

results went to Poland from Russia, with USA in third place.

The USA had done a wonderful job producing a well-run and generous World Championships. But they hadn't finished yet. The banquet at Buck Owens Crystal Palace was well supported with over 220 attending. Pretty good food, an open bar for the first 2 hours and an excellent band and a packed dance floor indicated

everyone had a very good time. Seating was on several levels and large TV screens ensured everyone got to see the dance floor action. Oh, and Phil Mitchell sang the Lost Hills Hokey Pokey, ably assisted by Sergey Makarov and Per Findahl. This little ditty morphed from instructions issued to World Champs flyers who wished to calibrate their altimeters on the flight line. Charlie used to chant,

"Lift your models UP, put your models DOWN, lift your models UP....." Once you hear Phil's adaptation of it to the Hokey Pokey tune, it is difficult to unhear it. You haven't heard it? Easy fixed, just click on the link below →

[The Lost Hills Hokey Pokey](#)

Having six buses to get us all safely there and back was another thoughtful consideration by the organisers.



Hard efforts bring rewards - Brian VNest, Mike McK, Janna VNest and Charlie Jones

Wednesday 23rd October: The **Kotuku Cup** for F1A followed the World Champs format with the first two rounds of 4 minutes in negligible breeze. Being short my best model, I stayed with my long model for R3 as thermals were slow to develop. Sadly this was the wrong decision because I dropped R3 significantly. Two thirds of the field maxed R4. Albert was still feeling very off colour and his scores reflected this so much that he withdrew after R4. Geoff Higgins had a patchy run, zeroing R1 then doing a fair job of R2 before terminally damaging his new Oleg Pshenychny-built LDA F1A. I got my act together for the next 3 rounds before getting



The start of the first F1A FO in the Kotuku Cup



Ken Bauer's flasher lights the underside of his F1A in the FO



Phil Mitchell puts it all away after the FO



Kotuku Cup F1A winners

70 secs in the final round when my model launched magnificently, only to kite for the whole flight and fall out of the lift it should have utilised. Phil Mitchell maxed on unperturbed, although he had a rare incident in R7 that could have sidelined him. A strong gust caused him to drop the line. Whether he had it back or not I'm not sure but his line tangled with a retrieval bike, and the model was pulled into the ground, breaking the boom. His replacement model maxed.

Half the field maxed and went into the 6 min FO at 4.30 pm. Flyers were allowed to stretch out along the full flight line. Ken Bauer found good air

and Per was quickly under him to launch and join in. Only 11 came back for the 10 minute FO at 5.45 pm where it was decided. Per Findahl launched from the eastern end of the field and started to scribe out what would be two majestic 4 minute circles. His altimeter recorded a launch of 125 metres. Ken Bauer assisted by Jim Parker ran over to where Per's model was tracking and launched underneath it. A good launch but I reckon it was a good 100 feet lower so Per had found useful lift. Per won with a time of 7 min 9 secs, well clear of Emmanuel Ragot (FRA) with Frank Adametz (GER) a scant 2

seconds behind in third place. Phil Mitchell did very well to place 8th, but he was 1 min 38 secs off the winning time.

We had dinner on the field with 12 Aussies plus Igor Vivchar and Paul Squires. Food was cooked up by

Albert, the Goodwin's and Kim Blackam, and some of the remaining alcohol was consumed. It was a clear sky and a mild temp when we said goodnight and drove off the field at 9 pm. Tomorrow would be F1B and F1C but Kathy and I would be going touring. I forgot to mention the bees. I got stung once and Kathy three times. So far. And Albert and Craig were sick. Dehydration and dust were the catalyst. No reports of Valley Fever, thank goodness - it has a two week incubation period.

Thursday 24th October: We were up at 7 am and on the road at 9 am, bound for Sequoia National Park, 2 hours away. But soon we were lost, even with a GPS and the iPad on Google Maps. Why? Well we were on a little road called Garce's Highway when we arrived at a Road Closed detour sign, with no direction indicated for the detour. We were heading north so I took the northern road at the detour sign. The road became narrower and pot-holed and we took a right turn at the next T-intersection. The road was then dirt but still in the correct general



The last flight, until next time when we meet at Lost Hills

direction. Naturally I should have turned around but I continued and the road became even smaller, and then we were in a large orchard adjoining the highway we so desperately wanted to join. After 20 minutes of frustration we found a worker who could speak English. We had nearly found the way out but were glad of the confirmation. The national park was excellent but the walking and a 450 km drive were tiring. We had a hot Walmart chicken and veggies for tea, and then the packing up began.

So what of the F1B and F1C flyers on that day? Gary, Vin and Richard all flew and all made the FO, and finished in that order, in positions 11,12 and 17. Craig went home after the World Champs. Kiwis Paul Squires and Graham Lovejoy placed 20th and 33rd, although Paul made the first FO. Bill Booth (USA) won with 7 mins 3 secs from Ismet Yurtseven (TUR) with 6 min 20 secs. Mei Quansheng (CHN) was third 8 secs behind.

15 flew in F1C with only Roy representing Australia. The Tamworth boys were already on a plane heading home. Roy was one of 11 who made the first FO but his run ended there. Only 6 made the final FO with Nikolay Rehkin (RUS) winning with 7 min 8 secs from Mijiddorj Gongor (MGL) 1 min 20 secs in arrears. Ricardo Mario Palmieri (ARG) was third.

Friday 25th October: Checkout day and the car had all the dust washed off and out of it. We saw Gary Godwin crossing the Grapevine on his way to the airport. We had two more nights in the US, stopping at Ventura. On Saturday, we had fish and chips on the deck at Hollywood Beach in the Channel Islands and an afternoon spa back at the motel, and then we repacked our bags for the long flight. We were both keen to get home.

Saturday 26th October: With an 11.20 pm Qantas flight, we drove to Petersen's Auto Museum in LA where we bumped into Lindy and Roger Morrell. You need all three mirrors on your car when driving on LA's 5 and 6 lane freeways, because no one respects the 70 mph limit, preferring to drive 15 mph above that and, without indicators, would pass you on either side. And we were in the second slowest right lane. It made the Gold Coast Highway seem like a walk in the park.

After the car museum, we drove back to the Morrell Redondo Beach home where we ate and drank all our excess consumables and gave Lindy some goodies for the kitchen and laundry. It was an easy run through LAX to our departure gate, sitting down 70 minutes before departure. The 787 flew beautifully all the way home, the food was good and we

even had a few hours' sleep. We touched down at 6 am and had the car safely parked at home by 8 am.

Conclusion: The organisers had done an outstanding job in staging one of the best FAI World Championships in modern times. The main event and accompanying subsidiary competitions went without a hitch. The entry fees were used to produce an excellent competition on a very well prepared field with toilets at all points of the compass and many places in between. Gabby's truck supplied wonderful food on the key days and all flyers and helpers who attended were rewarded with excellent supporting functions (like the Oktoberfest, the Ladies Tea Party and the Banquet). And the goodies bag actually contained a lot of useful goodies!

To Charlie and GERALYN Jones, Brian and Janna Van Nest, Mike McKeever, Roger Morrell and Lindy Murrell, John Lorbiecki, Bill and Sue Booth and Brian's team of efficient and eager time keepers and others, well done! You have set a template and a standard for all future World Championships.

Malcolm Campbell

Competition results follow



F1A Sierra Cup Results

NID	Surname	Given Name	FAI ID	R 1	R 2	R 3	R 4	R 5	R 6	R 7	FO 1	FO 2	FO 3	Total	Place
SWE	Findahl	Per	24737	240	240	180	180	180	180	180	360	480	513	2733	1
ISR	Shichman	Ittai	90565	240	240	180	180	180	180	180	360	480	463	2683	2
SWE	Hellgren	Robert	24742	240	240	180	180	180	180	180	360	480	432	2652	3
AUS	Mitchell	Phil	54379	240	240	180	180	180	180	180	360	480	285	2505	17
AUS	Campbell	Malcolm	54372	216	225	180	180	180	180	95				1256	65
AUS	Fathers	Albert	54374	173	210	0	180	180	171	180				1094	75

Max for round	240	240	180	180	180	180	180	360	480	600
# of max in round	69	66	73	64	71	65	72	33	19	0
Number of flyers	80									

F1B Sierra Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	FO 1	FO 2	FO 3	Total	Place
GER	Batiuk	George	25478	240	240	180	180	180	180	360	480	288	2328	1
ISR	Mark	Gilad	65394	240	240	180	180	180	180	360	480	262	2302	2
USA	Norvall	Lawrence	112644	240	240	180	180	180	180	360	477		2037	3
AUS	Blackam	Richard	54369	240	240	180	180	180	180	360	182		1742	11
AUS	Goodwin	Gary	130336	240	240	180	180	180	180	199			1399	34
AUS	Hemsworth	Craig	82949	240	240	150	3	180	157				970	74

Max for round	240	240	180	180	180	180	360	480	600
# of max in round	67	62	69	66	65	70	11	2	0
Number of flyers	78								

F1C Sierra Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	FO 1	FO 2	FO 3	Total	Place
AUS	Tolmie	Shannon	133369	240	240	180	180	180	180	360	480	318	2358	1
UKR	Katyba	Serhiy	100916	240	240	180	180	180	180	360	480	21	2061	2
CAN	Shvedenkov	Yury	16308	240	240	180	180	180	180	360	325		1885	3
AUS	Summersby	Roy	54385	240	240	180	180	180	180	0			1200	18
AUS	Pope	Gary	85251	240	209	180	180	180	180				1169	24

Max for round	240	240	180	180	180	180	360	480	600
# of max in round	32	21	29	28	29	29	7	2	0
Number of flyers	32								

F1G Sierra Cup Results

CTRY	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
USA	Ghio	Walt	25464	120	120	120	120	120	180	240	223	1243	1
CAN	Mathews	Tony	16312	120	120	120	120	120	180	240	214	1234	2
ISR	Shabat	Or	65379	120	120	120	120	120	179			779	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	10	7	0	0	0	0	0	0
Number of flyers	11							

F1H Sierra Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
USA	Jones	Kyle		120	120	120	120	120	180	240		1020	1
ISR	Zak	Yehuda	90033	120	120	120	120	120	180	210		990	2
ISR	Issakov	Saar	90034	120	120	120	120	120	180	143		923	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	6	7	5	6	7	4	1	0
Number of flyers	7							

F1S Sierra Cup Results

CTRY	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
USA	Brooks	Clint		120	120	120	120	120	180			900	1
USA	Murphy	Jack	78714	120	120	120	120	120	128			848	2
USA	Gannon	Bill		120	120	120	120	120	89			809	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	6	6	6	5	6	0	0	0
Number of flyers	6							



F1A World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
ROU	BRINZOI	Constantin	80034	240	240	180	180	180	180	180	360	480	397	2617	1
CZE	FRIČ	Dusan	30491	240	240	180	180	180	180	180	360	480	374	2594	2
SUI	ANDRIST	Christian	11127	240	240	180	180	180	180	180	360	480	364	2584	3
AUS	MITCHELL	Phil	54379	240	240	173	180	180	180	180				1373	38
AUS	FATHERS	Albert	54374	160	240	180	180	180	162	180				1282	71
AUS	CAMPBELL	Malcolm	54372	226	217	180	180	5	42	180				1030	100
		Max for Round		240	240	180	180	180	180	180	360	480	600		
		# Max in Round		87	82	92	84	88	78	87	21	3	0		
		Number of flyers		103											

F1A Team Placing

NID	R1	R2	R3	R4	R5	R6	R7	Total	# Team Members	Team Place
RUS Total	720	720	540	540	540	534	540	4134	3	1
NED Total	711	720	540	540	540	540	540	4131	3	2
BLR Total	720	669	522	540	540	540	540	4071	3	3
AUS Total	626	697	533	540	365	384	540	3685	3	27

38 countries competed



F1B World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
FRA	RIGAULT	Mickael	60241	240	240	180	180	180	180	180	360	480	341	2561	1
GER	GEY	Andreas	19524	240	240	180	180	180	180	180	360	480	313	2533	2
ROU	POPESCU	Marian	79131	240	240	180	180	180	180	180	360	480	240	2460	3
AUS	BLACKAM	Richard	54369	240	240	180	180	180	180	180	183			1563	33
AUS	HEMSWORTH	Craig	82949	240	240	180	180	180	180	105				1305	76
AUS	GOODWIN	Gary	130336	240	225	180	180	180	85	180				1270	79
Max for round				240	240	180	180	180	180	180	360	480	600		
# Max in round				82	69	87	80	88	80	89	11	3	0		
Number of flyers				96											

F1B Team Placing

NID	R1	R2	R3	R4	R5	R6	R7	Total	# Team Members	Team Place
ISR Total	720	720	540	540	540	540	540	4140	3	1
Team Member Places				14	20	5	Total	39		
RUS Total	720	720	540	540	540	540	540	4140	3	2
Team Member Places				6	19	22	Total	47		
POL Total	720	720	540	540	540	540	540	4140	3	3
Team Member Places				8	18	24	Total	50		
UKR Total	720	720	540	540	540	540	540	4140	3	4
Team Member Places				37	28	27	Total	92		
AUS Total	720	705	540	540	540	445	465	3955	3	20

34 countries competed



F1C World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
USA	MALKHASIAN	Taron	72144	240	240	180	180	180	180	180	360	594		2334	1
CAN	SHVEDENKO	Yury	16308	240	240	180	180	180	180	180	360	490		2230	2
RUS	REKHIN	Nikolay	21695	240	240	180	180	180	180	180	360	478		2218	3
AUS	POPE	Gary	85251	240	240	180	172	180	180	180				1372	25
AUS	SUMMERBY	Roy	54385	240	240	180	180	180	158	180				1358	29
AUS	MCDONALD	Shayne	130337	240	240	180	178	180	141	180				1339	32
SRB	LAKIC	Dragan	62025	240	240	180	149	170	180	180				1339	32

Max for round	240	240	180	180	180	180	180	360	480	600
# Max in round	51	47	51	41	51	45	45	16	0	0
Number of flyers	57									

F1C Team Placing

NID	R1	R2	R3	R4	R5	R6	R7	Total	# Team Members	Team Place
LTU Total	720	720	540	526	540	540	540	4126	3	1
POL Total	720	720	540	540	540	540	516	4116	3	2
USA Total	720	714	540	494	540	540	540	4088	3	3
AUS Total	720	720	540	530	540	479	540	4069	3	5

23 countries competed

Challenge France Placing

NID	F1A Team Total	F1B Team Total	F1C Team Total	NID Total	Team Place
POL	3992	4140	4116	12248	1
RUS	4134	4140	3955	12229	2
USA	3964	4090	4088	12142	3
AUS	3685	3955	4069	11709	14
# Teams	38	34	23		

F1A Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
SWE	Findahl	Per	24737	240	240	180	180	180	180	180	360	429		2169	1
FRA	Ragot	Emmanuel	60200	240	240	180	180	180	180	180	360	388		2128	2
GER	Adametz	Frank	19495	240	240	180	180	180	180	180	360	386		2126	3
AUS	Mitchell	Phil	54379	240	240	180	180	180	180	180	360	331		2071	8
AUS	Campbell	Malcolm	54372	240	220	130	180	180	180	70				1200	45
AUS	Fathers	Albert	54374	219	105	101	100	dnf	dnf	dnf				525	55

Max for round	240	240	180	180	180	180	180	360	540	600
# of max in round	44	39	47	48	43	47	44	11	0	0
Number of flyers	59									

F1B Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
USA	Booth	Bill	25503	240	240	180	180	180	180	180	360	423		2163	1
TUR	Yurtseven	Ismet	102752	240	240	180	180	180	180	180	360	380		2120	2
CHN	Quansheng	Wei	129626	240	240	180	180	180	180	180	360	372		2112	3
AUS	Goodwin	Gary	130336	240	240	180	180	180	180	180	332			1712	11
AUS	Morgan	Vin	82954	240	240	180	180	180	180	180	322			1702	12
AUS	Blackam	Richard	54369	240	240	180	180	180	180	180	287			1667	17

Max for round	240	240	180	180	180	180	180	360	480	600
# of max in round	32	29	31	34	31	29	33	4	0	0
Number of flyers	36									

F1C Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
RUS	Rekhin	Nikolay	21695	240	240	180	180	180	180	180	360	428		2168	1
MGL	Gongor	Mijiddorj	111688	240	240	180	180	180	180	180	360	348		2088	2
ARG	Palmieri	Ricardo Mario	107642	240	240	180	180	180	180	180	360	312		2052	3
AUS	Summersby	Roy	54385	240	240	180	180	180	180	180	200			1580	11

Max for round	240	240	180	180	180	180	180	360	480	600
# of max in round	15	14	15	15	14	14	14	6	0	0
Number of flyers	15									

F1G Kotuku Cup Results

CTRY	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
USA	O'Dell	Tiffaney	79479	120	120	120	120	120	130			730	1
ISR	Shabat	Or	65379	120	120	120	120	120	106			706	2
USA	Brocks	K. Peter	25511	120	120	120	120	120	70			670	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	3	2	2	3	2	0	0	0
Number of flyers	11							

F1H Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
GBR	Edge	Chris	29441	120	120	120	120	120	180			780	1
ISR	Issakov	Saar	90034	120	120	120	120	120	153			753	2
NZL	Ackery	David	60989	120	120	120	120	120	120			640	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	6	5	5	2	2	1	0	0
Number of flyers	7							

F1S Kotuku Cup Results

CTRY	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
USA	Murphy	Jack	78714	120	120	120	120	120	124			724	1
USA	McGuckin	Derek	105475	120	120	120	120	120	28			628	2
USA	Brooks	Clint		120	120	120	112	120				592	3

Max for round	120	120	120	120	120	180	240	300
# of max in round	4	5	4	2	4	0	0	0
Number of flyers	6							

Gary Goodwin, soon after he got home, talked to reporter Kia Handley on **ABC Radio Newcastle** about free flight model aircraft. It's a very good and informed 12 minute discussion on free flight:

<https://www.abc.net.au/radio/newcastle/programs/mornings/free-flight-airplane/11657840>

WORLD CHAMPIONSHIPS PHOTO LINKS:

2019 FAI FREE FLIGHT WORLD CHAMPIONSHIPS

<https://www.flickr.com/photos/motor-racing-photography/albums/72157711591559266>

2019 SIERRA CUP

<https://www.flickr.com/photos/motor-racing-photography/albums/72157711601292738>

2019 KOTUKU CUP

<https://www.flickr.com/photos/motor-racing-photography/albums/72157711591762266>

A little more on Jetex



Roy Summersby

History of Jetex, by Mike Pettigrew in the last issue of FFDU, what a great article. I had no idea of the impact Wilmott and Mansour had on modelling apart from selling us that fun-loving burning stuff and a tube to put it in making a small rocket motor called Jetex.

Jetex is very dear to my heart for in 1958, as a 16 year old boy, I won my first real trophy. This trophy still has

pride of place in the centre of the show cabinet. It was at the NSW State Championships which were held on Camden aerodrome. I used a model of my own design and it was powered with a Jetmaster motor. The model was very light just 1.5 ozs; 0.75 ozs of this was the Jetmaster. As Mike said 3 flights, but I thought all flights counted, and it was 5 minute max. On the third flight I hooked a big thermal which saw Colin Towell (Reg's Towell's brother) and me crossing the creek which borders the aerodrome and into the paddocks beyond. All to no avail as the thermal was big and there was no DT. The DT fuse I had removed as it made the model tail heavy.

Even with the disappointment of a lost model, I was a very happy boy, for returning to the flight line, Ivor Stowe, my time keeper, had kept the model in sight for the 5 minutes and this gave me the win beating all the big boy's like Basil Healey, Les Fahey, Arthur Cooper to name a few.



Left to right, middle row: Scorpion, 350, 200, 100, PAA Loader, Jet Master. Bottom row: Various versions of the 50 engine. In the box is a 50 unit with all the bits including augmentor tube.

Construction Corner

KIT SCALE MAKES A COMEBACK

A joy to build and fun to fly

Roy Summersby

Some years back, maybe thirty, we the NSWFFS ran competitions at Richmond that were for scale models built from the Keil Kraft scale range of kits (KKK scale). We the NSWFFS obtained all the plans along with the printed wood sheets. These were copied and I still have a set of them in the drawer. There were some fine examples built, especially by Dave Thomas. The models were mainly rubber and some Jetex; the latter were a delight to see with the smoke coming out the back. All these plans are still available to anyone who wants to copy them; just ask.

Now with the passing of big Kev and us with access to his huge stock of kits, we are now once again building scale models from kits as well as plans. I must say it has been Peter Jackson that has been encouraging the building of these models; he has given away many kits to would-be builders and has sold a lot of the very small motors that are a suitable power source for these models. Kit scale has been very successful over the last two yearly scale weekends at Richmond where we are seeing more and more of them. From what I hear there are plenty more models on, or are about to be on, the building boards. We are even getting new modellers at Richmond joining us because of this type of model flying.

With our current rules there is no restriction on the type, size, or what power you wish to use in the model; it just has to be from a kit, or a kit plan. The required documentation is just the plan and, if possible, the box cover for the colouring or paint work. There are plenty of kits to choose from, for example Dumas have over 70 models in their range to select from and this is only one manufacturer.

I have built two from the Dumas series, and I am now on my third. They have been very easy to build and I have no hesitation recommending them. I have also built a model from a Sterling Kit and one from a Guillow's Kit. All the kits have been laser-cut which makes them so much faster to build. With my Nieuport-17 finished and flying well, Peter (Jacko) presented me with a Sterling Fokker Dr-1 kit, stating that they do fly. I have my doubts, but it is now finished and we will soon see if Peter is correct. Both the Nieuport-17 and the Fokker Dr-1 kits were designed for rubber. I have converted mine to IC power. This is quite easy and

saves all the frustration of the rubber breaking. For the Fokker I intended to use and fitted a Cox 020, but then thought being a German plane, it should have a German engine so I changed this to a Schlosser .25 diesel which only just fits inside the cowl.

The little triplane was fun to build, but will it be fun to fly, that is if it does fly? Just after finishing the Fokker I started on another Dumas kit, a 30"



A Schlosser .25 cc powers this diminutive Fokker DR 1

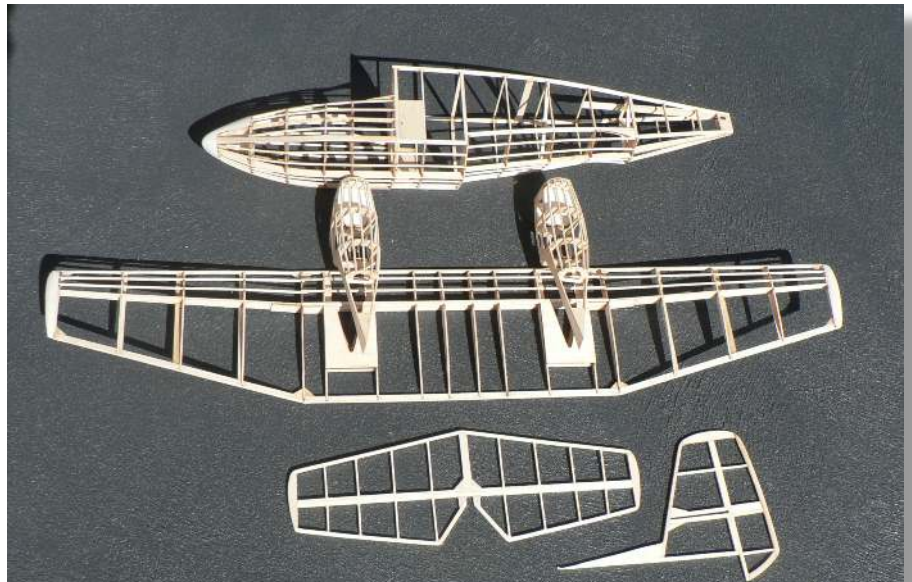


From left clock-wise, Mills .5 cc Stinson Voyager, Mills .25 cc PZL, Schlosser .25 cc Fokker DR 1 and in the front an Elfin .34 cc Nieuport 17. The Stinson and PZL are both Dumas kits, the Nieuport is a Sterling kit and the Fokker a Guillows kit.

J4F-1 which is a Grumman Widgeon amphibious rescue plane. It is a high wing twin and should be easier to trim than the Fokker I hope. This model should be finished by the time you get this issue of FFDU. Building a laser kit scale model is easy, and very quick, which is important if your time is short.

My next kit project is the B-36 Peacemaker using six Pee Wees and four Jetex units, just kidding, but if one was available, it would come in a big box, take up plenty of building time, and it sure would be something.

NOTE: Dumas do kit the Hughes Spruce Goose. It's kit No 322.



These photos are Roy's WIP, a Grumman Widgeon J4F-1. It's a Dumas Kit No 328 and is 30" wingspan



Art Lonergan

by Roy Summersby



Modeller or just an arm chair critic? I can remember Art flying models, but what were they? All I can remember him flying were stick rubber models, like the Cloud Tramp or smaller, like the ready-made Skitters. I have no recollection of Art ever having, or flying, what I would call a real model, but then I have only been around the flying fields since about 1954. So did Art build and fly real models before this?

Older folk than me might have the answers. Is there a photo out there of Art holding a model beautifully designed and perfectly constructed of a glorious LSq/100 that he has built entirely by himself? Did he give up because he wasn't able to roll a balsa boom?

Why would you retire from a hobby you love just because you didn't like the rules of one event (F1B)? He could have graced the field with some very classic vintage rubber models of the LSq/100 formula, or some classic open rubber models, but no, it seems he was just an arm chair critic.

ED: Vin Morgan informs me that Art's glory years pre-dated Roy's early days and he was in fact a modeller with considerable skills. I'm sure someone will have more for me to add in the next edition of FFDU.

OZ Diesel

Revisiting a “sleeper” F/F duration event

By Peter Lloyd

An insight into possible alternative designs matched with suitable engines that meet current Australian and New Zealand rules. All opinions expressed are those of the author

History:

OZ diesel was introduced as a new event in time for the 56th Nationals (2002) and combined several similar small diesel duration classes flown in South Australia and Queensland that had been modelled on the successful UK British 1.5cc Diesel formula.

The event's aim was to encourage newcomers to power flying by keeping the mechanical complexity to a minimum (2 functions; DT and engine cut-out), utilise unused commercially produced plain bearing diesels up to 1.5cc capacity and give them an event to participate in while allowing the modeller maximum design, construction and material choice freedom. The added benefit was that a dual purpose model could be built using a Vintage legal 1.5cc engine thus giving two events that the model could be flown in.

Seventeen years later this is still the case with the *Stomper*, *Eliminator* and *Y-Bar* popular choices, however, results have shown that a model dedicated to the class has proven to be more successful as the design can be more closely tailored to match the engine/propeller combination and remove the structural restrictions that a second string event imposes.

Addressing the Engine issue:

Availability will always be a problem with only 2 brands commercially available in the plain bearing 1.5cc capacity (PAW and the Indian Sharma) but some digging around in the second-hand market will throw up a variety of suitable engines as listed that fill the plain bearing criteria.

Engine Type	Weight in grams	Engine Type	Weight in grams
Allbon Javelin 1.5	80gm	FROG 150	84gm
AM10	84gm	MVVS 1.5	90gm
AM 15	84gm	PAW 149 (1960 model)	106gm
Cipolla 09 Diesel		PAW 1.5 CT	133gm
Elfin 149 ABC	81gm	Rossi 09 Diesel	
Elfin 149 Steel	83gm	Taipan 1.5 MK3 rad/beam mount	104gm
ED Hornet 146	87gm	Taipan 1.5 Ser 66	94gm
FROG 149 Vibramatic	93gm	Webra Record rad/beam mount	84gm

Timers: Mechanical or Electric?

Unless you have a secret stash of mechanical KSB/ Graupner/ Tatone or Seelig timers then you are limited to what comes up on Evilbay or through private estate sales. Texas Timers have effectively dried up with the loss of Polish mechanisms; Free Flight Supplies (Mike Woodhouse) has some stocks of Polish combination DT/ engine cut-out timers, but the real advance is in electric timers now coming onto the market that will fill the gap. Locally, Melbourne based Harry Sokol's DTOX electronic timers are the go and hopefully an electric timer that does not need a Palm Pilot programmer to set it would be ideal.

Model design and basic criteria:

Before going into any specifics, we have to address the process that dictates a person's choice of a particular model and in the majority of cases it will be appearance (aesthetics), contest pedigree, ease of construction or “Hey, I have an engine that fits!” For many the selection ends there and expediency means another *Stomper* or *Eliminator* comes off the building board and as I said, “Nothing wrong with that”, but there are better options out there and that's what we are going to explore.

Firstly, we have to make some assumptions about what a potential model has to achieve;

- Has to get high enough within the 10 second engine run in order to have a chance of making a maximum flight.
- It should have the ability, in moderate conditions, to at least reach the required duration of 2 minutes.
- It should be of a size and weight that takes advantage of the power available from the chosen engine (not all 1.5's are created equal).
- The construction should be light yet strong enough to survive the rigors of contest flying normally encountered. That said it does not exclude an all carbon model or one that is a mix of traditional and modern materials.

With all of that in mind it became apparent that a basic specification could be postulated and as a starting point I chose the model I have been competing with since 2005 which is a slightly modified version of Dave Clarkson's **Big Brit** then hypothesize some dimensional parameters that could be applied to published designs either as is or scaled up or down to suit the table below.

Max Engine capacity	Wing span & chord	Wing area Sq Inches	Moment arm	Stab area
1.0 - 1.5cc	46" - 49" / 6" - 6.75"	275 to 330	18.5 to 22"	28 to 34%

Armed with this basic information I trawled through my own plan's file and that of Outer Zone website to see what would fit. Actually quite a few it would seem.

Construction and scaling considerations:

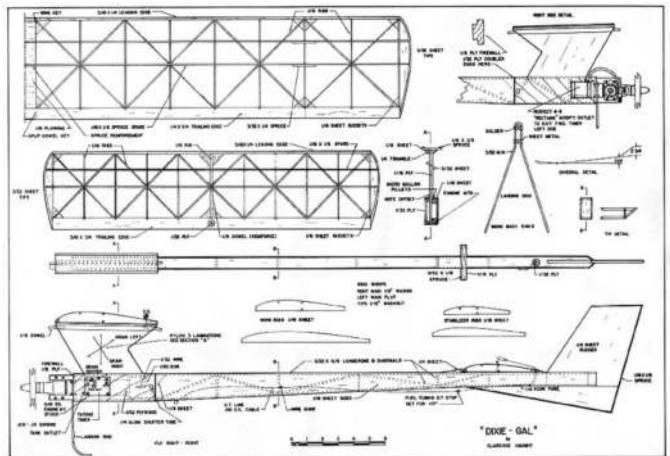
The freedom to alter the construction to suit your building expertise is the hallmark of OZ Diesel although it should be done with some caution. Models that were created specifically for a 1.5cc diesel (or glow) can be built as designed with a bit of "tinkering" around the edges as in the case of my own model which incorporated different wing and stab airfoils and construction. Provided that the basic geometry remains same as published (surface areas, moment arms and incidences) then it is fair to say that the model should perform as advertised.

Scaling up or down a design presents new challenges and in order to see if a model is suitable I take the existing wing chord and divide it into 6.5 to get a percentage figure and that is what I use to enlarge or reduce the original plan to fit the suggested wing span/chord parameters in the table above. Some will work out; others won't so it is a matter of searching for the right combination that fits.

Possible candidates:

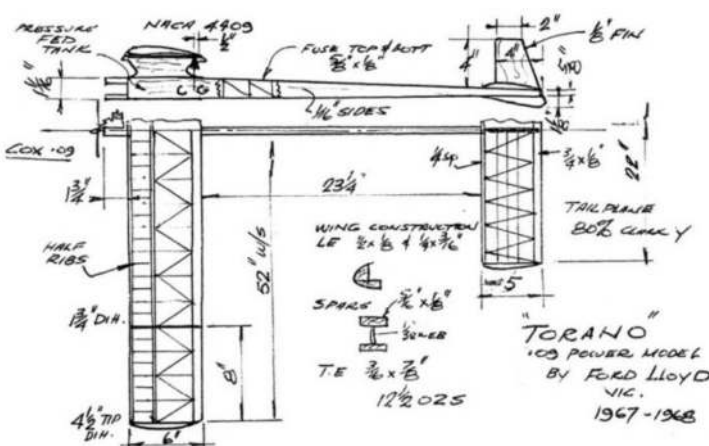
First on the list is the "Dixie-gal" designed by Clarence Haught who was influenced by two models he admired, the Dixielander and 1/2A Galaxie (scaled up would be an ideal candidate) and he set about creating a design to handle a COX 09.

Geodetics may put some people off, but being flat bottom sections for wing and stab and straight outlines it is fairly easy to reproduce. Span and chord: 49.5 x 6.5", Area: 322 sq In. Engines for this model would either be the MVVS 09 or PAW 09.



Ford Lloyd designed the "Torano" for the COX 09 glow as a small open power model and at 12.5 ozs (350 Gms) it could be built lighter (I have the original model and some of the timber used is in the "fence paling" category). The choice of the NACA 4409 section provides a good glide and more zip under power and is what I have used on all my Dixielanders.

Span and chord 52 x 6", Area: 312 sq in. Engine choices would be a PAW 09 (vertical intake version), 1960, an Elfin 149 or FROG 150.



Dave Posner's "Mini Weaver" scaled up to 110% in the case of the Noel Macmillan (WA) example fits perfectly into the OZ/KIWI Diesel category.

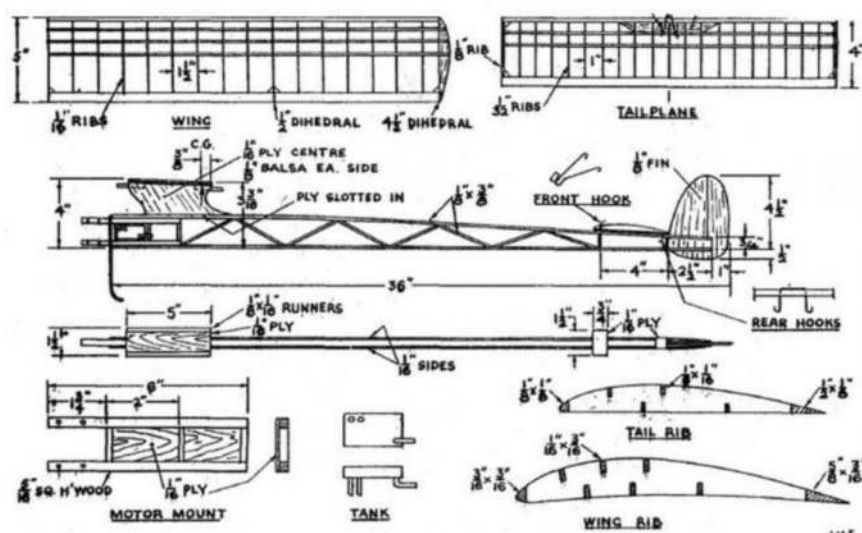
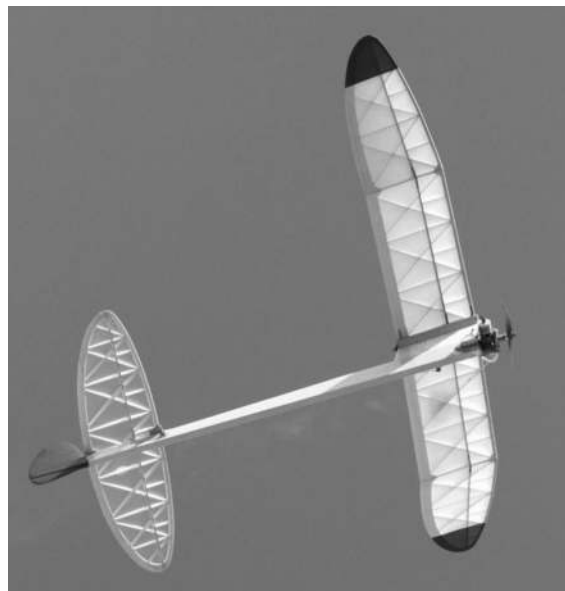
Again, the geodetic construction maybe a put-off but warps free surfaces and light weight for maximum strength makes this an attractive design and just one of a number of 1/2A models that can be scaled up for a 1.5cc diesel OR left as is for a 1.0cc engine.

The only design challenge is the fuselage but by increasing the fuselage depth by 5/16" (8mm) allows a 1.5 and timer to be accommodated.

Span and chord: 49.5 x 6.6" Area: approx 315 Sq in. Engine: MVVS 1.5, PAW vertical intake version, Elfin 149 or FROG 150

While we are considering 1/2A designs, Al Vela's 1/2A Mexi-Boy would be an ideal candidate for a 1.5cc diesel reduced 7% to give a span and chord of 46.5 x 6.5" for an Elfin 149, FROG 149/150 diesels or an AM 15. Here OuterZone is your friend.

Other candidates would include the Vic Cunningham 1/2A Galaxie, Tom Hutchinson 1/2A Maverick (good choice), George French 1/2A Train at 110% (which I am currently building), Jim Clem's Witch Hawk, the 1/2A Pearl (Scaled up to 112.5%) and the Oscar Mayes 1/2A Uranus.



Don Boughton built this design for the 1959 Camden Nationals and flown in the 1960 Victorian State Champs in what was then Class 2 power ratio using an AM15 diesel.

Simple construction matched with a high A/R wing will give an excellent glide and the choice of a lower cambered wing section (NACA 4409) will improve the climb under power.

Built light and it could be a winner.

Span & chord 47 x 5", Area 235 Sq in.
Engines: Elfin 149, AM 15 or Taipan 1.5

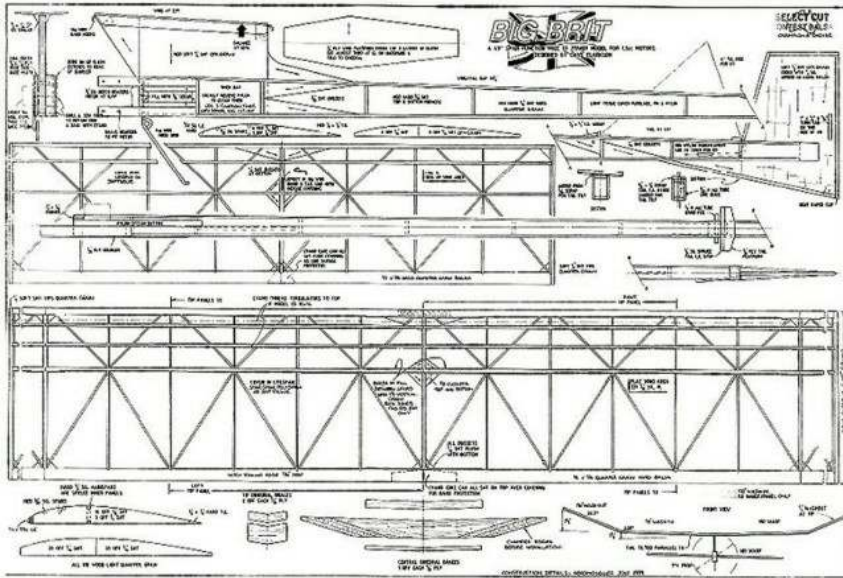
What about the Dixielander? Bernard Scott of New Zealand did just that for his KIWI Diesel model **BUT** it is not the full-size version.

The original kit gave an engine range of 1.5 to 2.5cc (you can use a 3.2 cc if you want) which means that the 2.5 and above engines make it quite a performer as we well know while the 1.5cc engine turns it into a no-fuss trainer.

Reducing the plan to 95% of full-size (Please note the one in the photo is 94%) gave a span of 48.75" x 6.5" chord with an area of 312 Sq in so it met the numbers, but the rest of the model needed some rethinking to bring it into the 21st century.

First to be changed are the airfoils, NACA 4409 for the wing and an 8% flat bottom stab (reduced from 10%) sheeting the top 30% of the wing upper surface and fitting an "I" beam spar & sheeting back to the first spar on the stab; reduce pylon height 19 mm and thickness to 8 mm (4 mm frame 2 mm sides); 2.5mm fuselage top and bottom longerons & formers; increase the moment arm from 19.2" to 20" and reduce the stab chord to 5.5". Lastly, reduce the fin height & width by 10 mm. For engines, MVVS 1.5, PAW 149 and CT & FROG 150 or Taipan 1.5 Series 66.





The last of my picks is the Dave Clarkson's "Big Brit" published as a full-size plan in AMI July 1999.

The original design at 310 Sq in wing (47 x 6.5") powered by a FROG 150 proved to be a bit small to take advantage of the altitude gained so it was enlarged and re-engined with an PAW 149 with the immediate benefit of improved glide.

Mine was built in 2005 with a different wing and stab construction and in reality it comes close to the modified Dixielander outlined above so the basic design is sound. Only one other has been built so far by Phil Mitchell for an Elfin 149 and I think it is now in the hands of a new owner.

Span and chord: 49 x 6.75", Area: 330 Sq in. Engines: MVVS 1.5, PAW 149 or CT, FROG 150

In conclusion:

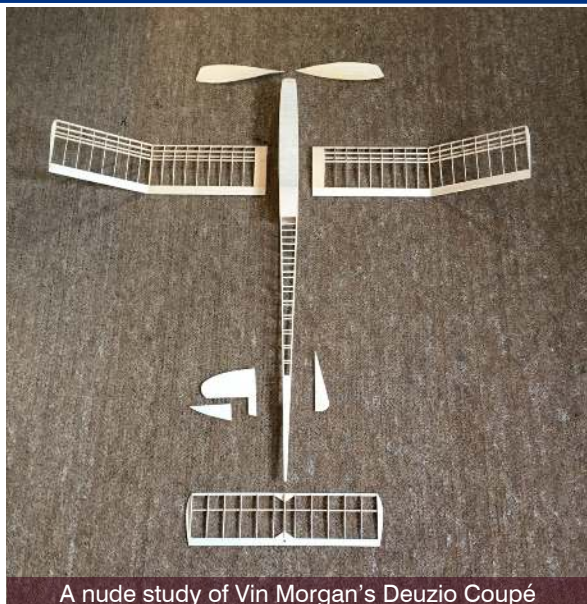
I have attempted to show what is available in the way of designs that can be scaled up or down or built as is and there is nothing to stop you from designing your own provided you work within the suggested parameters I have outlined and have taken into account the choice and capacity of the engine you want to use. In the title block I referred to OZ Diesel as a "sleeper" event in that it does not require an overly sophisticatedly engineered model built from "Unobtainium" and powered by a "Siberian Special" to be competitive but rather good old traditional materials (or a mix), a bog standard diesel allied to the right choice of model with attention to craftsmanship, carefully refined trimming and good air picking. The difference between winning and losing if the last two Nationals are to go by then we are talking 30 seconds over the first four placing and that is the challenge this event presents.

See you at the next comp.



The Nog 300 is another design that can be scaled down for a 1.5 cc engine

Australia leads the way in the 60's Coupé Postal



A nude study of Vin Morgan's Deuzio Coupé



Mike Glaister's Matherat

The 60s Coupé Postal

I recently had the most model aeroplane enjoyment I have had for years. I flew in the 60s Coupé Postal. This is a competition run by Mark Braunlich and communicated via Hip Pocket News:

https://www.hippocketaeronautics.com/hpa_forum/index.php?to pic=16375.0

Basically it's a coupé (F1G) competition for models published in the 1960s. It is not like Vintage where you have to slavishly follow the detail of the designs but is rather intended to recreate coupé flying as it was in the 1960s. You can make small changes if these might have been made by someone building the model back then. The 1960s was a nice era for small rubber models. The models are not high-tech but by 1960 modellers knew a bit about

airfoils, props and layouts so the models generally fly quite well. Because Coupé has no model rules apart from a minimum weight there are a lot of varied designs. And the French influence introduces some quirky models. Naturally the models are all home-built.

The postal started in 2014. Because it's Coupé d'Hiver you have to fly in winter so the Northern Hemisphere flyers fly between December and March and the Southern flyers between June and September.

So far entry numbers are small but seem to be increasing. In 2018-19, the biggest so far, there were 13. Sean O'Connor is the star. He won in 2014/15, 2015/16, 2016/17 and 2017/18. He only made 3rd in 2018/19.

Vin Morgan



Sean O'Connor's Dwarf Dip III



Sean O'Connor's Ailbus



Vin Morgan's beautifully constructed Deuzio Coupé



Mike Glaister's fleet for the Coupé Postal

What's happening at
West
Wyalong?
Wow, that's
Wonderful!

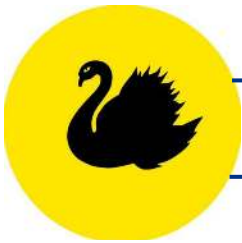
Seen in the NSWFFS Free Flighter newsletter

Additional work has been carried out on the house which includes new water tanks and fence capping. We are now trying to mechanically reduce the number of rocks in the NW corner of the field. A two day trial using a hired grader to windrow the rocks for disposal is currently in place.

We have new gates at the field entrance and now three 20 foot steel containers in our machinery shed for storage of national's equipment, the MAAA museum and our lawn mowers and tools.

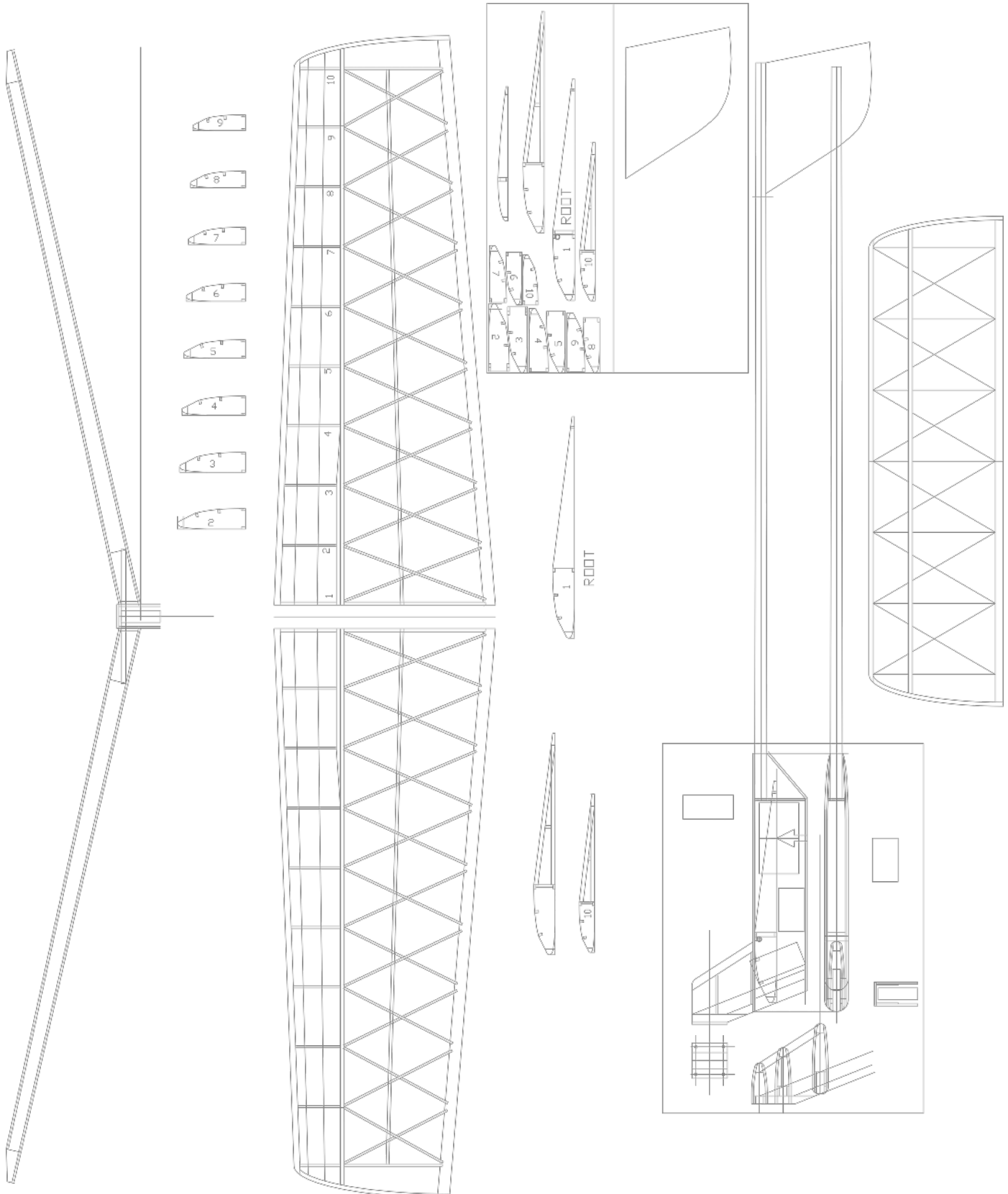
We have a roof over our men's toilet and shower block plus extra shelves in our library and lounge room.

Most of the dead trees have been burnt and the field is looking smooth and good.



WA News

Rod McDonald's HTL E36 is powered by a Cobra F1S motor turning an APC 6x5.5. It has an Afro 20 ESC and the timer like all of Rod's is home made. It climbs in a nice left hand spiral and gets to an impressive height. He uses plenty of left thrust and sets the left-hand wing with 1.5mm extra incidence at the rear wing dowel to act as wash-in.



WA News continued: Rod McDonald has also been trimming a very potent open electric model powered by a Cobra 2207 on 3s recently. His 3 second climb test flight really impressed Fred Tower and Hans Van Leeuwin who is threatening to bring out his piped Rossi power model and show us how it's really done.

We also heard from Stuart Sherlock the other day, he is looking for somewhere to fly his Dixielander. Things are looking up on the WAFF scene now we have a new paddock.



The AFFS AGM will be held in Narrandera on Sunday 5th April 2020

Anybody wanting to have an item included in the AGM Agenda should send a written request to Phil Mitchell, AFFS Secretary, stating the motion and including any supporting documentation.

All of the official notices including the final Agenda will be emailed to AFFS members in early March 2020.



Storage at Lost Hills

How does this work?

What happens is that you buy a part of the container and is yours to keep forever, or resell when you are finished with it. There is no rent, it's a one off purchase. Naturally you can share with someone.

The space is 7'0" X 2'6" with a shelf. That's enough for a motor bike (only one) or what ever you wish to put in it. The 40' container is divided up into 12 sections and the cost is \$500.

There are spaces available.

Contact Brian Van Nest +1 7609370177

RIP Eugene Verbitsky 16/06/1938 - 20/11/2019 aged 82 years



Free Flight of Ukraine group published this sad news:

"It is with great sadness that we announce that today in the 83rd year of life died the outstanding, world-famous athlete aeromodeller, Honored Master of Sports, repeated Champion of the World and Europe Evgeny Verbitsky (Eugene Verbitsky). We extend our deepest condolences to the family, friends and family of Eugene."



E36 Queensland State Champs

***Coominya
25th August 2019***



Kathy Burford was in fine form on the day

Report and archived photos by Malcolm Campbell



Malcolm Campbell's backup Joulebox III

We had a good roll-up for the inaugural E36 State Champs, and the biggest number of entries ever for an E36 event at Coominya – it reminded me of the enthusiasm we had for Big Bird (our CdV event of years back). Ten flew with two or three more that could have flown but were sidelined by ill health or model problems.

Weather was excellent but the wind direction changed a lot during the morning taking some uncomfortably close to the trees and small dams. Brian Taylor's model skilfully flew through the trees and out the other side, but he was not alone. John Lewis's model actually struck the top of the trunk of the tallest tree but continued flying. My model DT'ed over the trees drifting north-west to safely land amongst the worst of it. In retrospect, the flight line should have been moved as there were a lot of trees and a few dams that threatened our fun when the wind direction turned that way.

And there was a lot of carnage too; that surprised me. Model damage and mechanical failures aside, we still ended up with a pretty close competition. It's hard to write a good report and take photos when you are flying and also timing for your partner and you're both trying to win. This was the case for Kathy and I, and John and Ben Lewis. It's hard to see what's going on all over the field. So here's what I saw.

Peter Nash's model was really showing promise and he put up some very good scores but his second flight put paid to a podium finish. Des Slattery faltered at the start but flew well after his first flight, his Lime E displaying a great glide. Des, being the ultra-enthusiast was seen trimming his Pearl after the event. He also flew a twin electric RC pusher foamy before the event (to hype himself up) and afterwards. I even had a go and we both nearly lost it in a thermal. Graham Maynard's Elmann 3 let him down again, losing its stab on the first flight, sustaining damage that caused him to retire. I think I saw him bring out his usually trustworthy Pearl 202 but he didn't put in any scores. John Lewis had a bad time with his partially



Brian Taylor had every reason to look happy - 3rd place, with lowly 1806N power

trimmed OD Spectrum, the model climbing steep without roll to the top of its climb before descending just as steeply. He hadn't installed the RDT so the boom was broken in 2 places on impact. He returned with his Pearl but only managed a 9 sec flight. The model then maxed but went backwards from there.

Ron Munden's BMJR Sparks model recorded just one flight, the motor falling out on the glide! No matter what Ron did to resolve the series of problems he then encountered, he didn't record another flight. Ben Lewis recorded a string of consistent flights but only one max – he was getting consistently good height but suffered in the glide - I heard him mumbling about no prop brake and why hadn't Father John programmed that into his model, because it sure affected his times. I think that will be resolved pretty quickly. Larry Brownlow put in a string of consistent flights but they were all a minute short – he really needs to reward himself with a proven design and a more powerful motor – I know he'd enjoy such an upgrade.

So that covers all of the day's excitement. Well, most of it. Disaster struck for Kathy at the start of her 3rd flight. A bad launch had her best model heading fast towards the

ground, not unlike John Lewis's crash. Luckily I stopped the motor with the RDT but it was too close to the ground to arrest the speed of its steep descent with the second button push (to DT). So it hit hard breaking the wing at the dihedral joint. Exit one model. Kathy reached for her 1806N-powered Apache II and found it liked the air.

I had to retire my best model when the servo decided to unravel its gears after a very inspiring test flight before the event. So I flew my older Joulebox III and, while happy with it, I just didn't pick lift consistently. Luckily, I got refocused in the last two flights to max them. So what happened to Brian? Well, Brian did what Brian does. He turned up with a perfectly trimmed model, having made many visits to Coominya to get it just the way he wanted it.

So, at the pointy end, Kathy and Brian were going head to head stringing together three maxes apiece. Kathy would go on to max out. Brian dropped his last two flights, the final one quite badly. The first allowed Kathy to claim first place and the second opened the door for me to leap frog into second place.

Interesting fact: 10 models flew, each was a different design.



Peter Nash showed promise



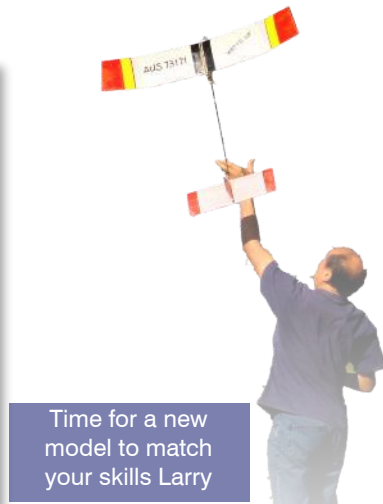
Des Slattery's Lime E flew well



Ben Lewis- good height, robbed by glide



John's backup model nearly saved him



Time for a new model to match your skills Larry



Graham's backup model misbehaved

Albert Fathers and Craig Hemsworth were there too, checking their models for the World Champs, something I should have been doing too but hey,

this was the Queensland E36 State Champs, and I wasn't going to miss that! It was a very enjoyable day although most of us went home with

a few things to attend to. Like our Big Bird contests of years ago E36 may just become a Queensland speciality.

Malcolm Campbell

E36 RESULTS

Entrant	F1	F2	F3	F4	F5	TOTAL	PLACE	Name	Maxes	Model
Kathy Burford	120	120	120	120	120	600	1	Kathy	5	Apache II
Malcolm Campbell	114	120	90	120	120	564	2	Malcolm	3	Joulebox III
Brian Taylor	120	120	120	114	53	527	3	Brian	3	OD CdV
Peter Nash	120	66	120	120	91	517	4	Peter	3	OD Eclipse
Des Slattery	48	120	120	103	101	492	5	Des	2	Lime E
Ben Lewis	98	99	71	120	93	481	6	Ben	1	OD Nu-Skool
John Lewis	9	120	108	75	83	395	7	John	1	Var'n Pearl 202
Larry Brownlow	61	56	67	67	67	318	8	Larry	0	OD Watt's Up
Ron Munden	63	DNF	-	-	-	63	9	Ron	0	BMJR Sparks
Graham Maynard	39	DNF	-	-	-	39	10	Graham	0	Pearl 202
Maxes per round	3	5	4	4	2				18	



2. Malcolm Campbell 1. Kathy Burford 3. Brian Taylor

TEAM TRIALS AS AT 1 November 2019 - for MONGOLIA

Competition dates:
22 - 26 July 2020

	QLD St Ch	Vic St Ch	NSW St Ch	Sierra Cup	Kotuku Cup
	18-19/5/19 9/6/19	8-11/6/19	8-11/6/19	12-13/10/19	23-24/10/19
F1A					
Malcolm Campbell	615			936	x910
Albert Fathers		720	794	713	x 556
Geoff Higgins		744	708	751	x180
Phil Mitchell				960	x960
Ben Lewis	780				
John Lewis	519				
Kathy Burford	496				

Sum of best two	
1551	1
1514	2
1495	3
960	
780	
519	
496	

F1B					
Gary Goodwin		960	900	960	x960
Vin Morgan		811	900	960	x960
Bruce Hao		861	900		
Terry Bond		759	900		
Richard Blackam				960	x960
Craig Hemsworth				753	
John Lewis	581				
Ben Lewis	534				

1920	1
1860	2
1761	3
1659	
960	
753	
581	
534	

F1C					
Roy Summersby		900	942	960	x960
Mike Pettigrew		900	960		
Andrew Lindwood		750	960		
Shannon Tolmie			193	960	
Gary Pope				960	
Warren Leadbeater			801		
Shane McDonald			764		

1902	1
1860	2
1710	3
1153	
960	
801	
764	

The following events and process has been approved by the MAAA Executive for Team determination :-

1. The NSW State Championships 8-11 June 2019 at West Wyalong
2. The Victorian State Championships 8-11 June 2019 at West Wyalong
3. Queensland State Champs for F1A & F1B to be held 18 & 19 May 2019 at Dalby
4. One only result from any Overseas 2019 FAI listed Free Flight World Cup Event from today's date & completed before 30 November 2019.

The Team will be selected by counting the competitors best **two scores** from the above competitions completed before 30 November 2019,
the usual count back provisions will apply if there is a tie.



World Champs France 2021

With the 2019 world champs over, its time to think if you want to try for a team place for 2021, by qualifying year during 2020. Do you want to wear the green and gold? Do you want to represent your country? There are used models out there that can be bought for around half new price and are good enough to get you on the team, in fact good enough to win.

For example

F1A try Gary Goodwin \$?

F1B call Terry Bond or Gary Goodwin. Their models would be in the \$800-\$900 range.

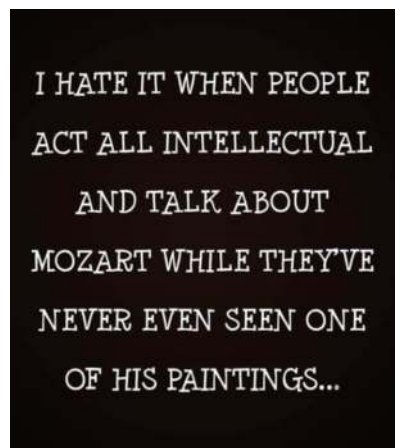
F1C call Shayne McDonald (Slava style) or Roy Summersby (Babenko style) these would be around the \$1900 mark.

All models would be ready to go.



The trial period starts on 1st Dec 2019 and runs through to the 30th Nov 2020.

JOKES PAGE



IMPONDERABLES

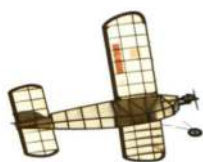
- If you take an Oriental person and spin him around several times, does he become disoriented?
- If people from Poland are called Poles, why aren't people from Holland called Holes?
- Do infants enjoy infancy as much as adults enjoy adultery?
- If a pig loses its voice, is it disgruntled?
- If love is blind, why is lingerie so popular?
- Why is the man who invests all your money called a broker?
- When cheese gets its picture taken, what does it say?
- Why is a person who plays the piano called a pianist but a person who drives a racing car not called a racist?
- Why are a wise man and a wise guy opposites?
- Why isn't the number 11 pronounced onety one?
- If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?
- You never really learn to swear until you learn to drive.
- No one ever says, 'It's only a game' when their team is winning.
- Ever wonder about those people who spend two dollars a piece on those little bottles of Evian water? Try spelling Evian backwards.
- Isn't making a smoking section in a restaurant like making a peeing section in a swimming pool?
- If 4 out of 5 people suffer from diarrhoea, does that mean that one enjoys it?

When I was a kid, my parents would always say, "Excuse my French" just after a swear word... I'll never forget my first day at school when my teacher asked if any of us knew any French

And just like that 1969 was 50 years ago.



Yes, you saw it first in FFDU. Qtr scale F1Cs. Are you in? Shannon Tolmie launches his backhand. Could be fun?



FREE FLIGHT DOWN UNDER

BRISBANE FREE FLIGHT SOCIETY 2020 Flying Calendar

December 2019



Month		Date	Start	Event	Location.
January	F	Sun 19 th	7-10am	Trimming day	Coominya
	✂	Sat 25 th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 16 th	7-10am	Trimming Day	Coominya
	CP	Sun 23 rd	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
	IND	Sat 29 th	3-6pm	Indoor - Delta Dart	BSHS
March	🏆 CP	Sun 15 th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 29 th	7-2pm	Dale's Fun Day including P20	Coominya
April		2 nd - 8 th		AFFS Champs	Narrandera
		11 th - 13 th		SCC (F1A, B and C)	West Wyalong
	IND	Sat 18 th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 25 th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 26 th	8-12pm	F1J State Champs (5 flights)	Dalby
		29 th Apr - 6 th May		72nd Nationals	West Wyalong
May	F	Sun 3 rd	8-12pm	Club rubber model fun & testing day incl Frog models	Coominya
	IND	Sat 9 th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 16 th	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 17 th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 31 st	8-12pm	F1G State Champs (5 flights)	Coominya
June	F	Sun 7 th	12-4pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
		6 th - 8 th		NSW and Vic State Champs (F1A, B and C)	West Wyalong
	IND	Sat 13 th	3-6pm	Indoor - Hanger Rat	BSHS
	🏆	Sat 20 th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 21 st	8-1pm	Reserve F1B / F1J	Dalby
	✂	Sat 27 th	8-1pm	Bar-B-Que & AGM	John's place
July	IND	Sat 4 th	3-6pm	Indoor - P18	BSHS
	🏆	Sun 12 th	8-1pm	Scale, HLG & CLG State Champs	Coominya
	F	Sun 26 th	8-1pm	Club power model fun & testing day including E36	Coominya
August	CP	Sun 9 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 23 rd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 30 th	8-1pm	Reserve day	Coominya
September	IND	Sat 12 th	3-6pm	Indoor - Peanut Scale	BSHS
		12 th - 13 th		Team Selection Trials (F1A, B and C)	Dalby
	F	Sun 13 th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
	🏆	Sun 27 th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
October	CP	Sun 4 th	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 18 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 25 th	7-1pm	Reserve Day	Coominya
November	F	Sun 1 st	7-1pm	Club glider model fun & testing day including CLG & RC Gliders	Coominya
		Sun 15 th	7-1pm	Reserve Day	Coominya
December		Sat 12 th	12-4pm	Xmas party and prize presentation	TBA

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

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

2020 FREE FLIGHT CALENDAR

Ver 2 as at 29 November 2019
December 2019 Free Flight Down Under

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NSWFFS Contest & Fixture Calendar 2020



Date	Event	Venue	Time	CD
Dec 28 Jan 2	New Years Eve BBQ & Fun Fly No Comps Just Fun Flying	W. Wyalong	Flying anytime, stay on the field. If you want to go tell Roy and book in.	
Jan 12	New Year Recovery Day	Richmond	7.00am – 1.00pm	
Jan 17	General Meeting	Dundas Sport	7:30pm	
Jan 26	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 8-17	Maxmen etc USA	Lost Hills		
Feb 9	Combined % + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
Feb 23	Combined F1 G,H,J & P30	Richmond	7.00am – 1.00pm	Gary Goodwin
Mar 8	State Champs P30 + Comb Vintage	Richmond	7.00 – 1.00pm	Gary Pope
Mar 20	General Meeting	Dundas Sport	7.30pm	
Mar 22	State Champs Scramble + Combined % Control Line flying, BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Terry Bond
Apr 2-8	AFFS Champs	Narrandera	See FFDU	
Apr 11-13	Southern Cross Cup	W Wyalong		Dave Thomas
Apr 29 – May 6	Australian Nationals	W Wyalong		
May 15	General Meeting	Dundas Sport	7.30 pm	
May 16-17	Veteran's Gathering	Muswellbrook		
June 6-8	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 14	Scale Practice	Richmond	7.00am-1.00pm	Jim Christie
July 3-4-5	Scale Rally Weekend. Scale comp Sat 7 th , Sun 8 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond Saturday is Trans Tasman	7.00am till dark BYO Food	Phil Warren
July 12	State Champs F1G,H,J (Combined)	Richmond	7.00am-1.00pm	Matt Hannaford
July 17	General Meeting	Dundas Sport	7.30 pm	
Aug 2	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Bruce Hao
Aug 16	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	R. Summersby
Aug 28-30	Cowra Oily Hand Weekend	Cowra		
Sep 6	½ Hour Scramble + Fun Fly B-B- Q Lunch	Richmond	7:00am – 1:00pm BYO Food	John Corby
Sep 18	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 20	Combined % 5 flights	Richmond	7.00am - 1.00pm	Peter Scott
Oct 4	Combined % Multiple Entries	Hinton	7:00am – 1:00pm	Gary Goodwin
Oct 23-25	Wings Over West Wyalong All Disciplines FUN FLY	W. Wyalong A.B.Field	7.00am-Till Dark	Plenty of Room for ALL
Nov 8	Bowden comp ROG details to come 1/2 Hour Scramble + Scale rally	Richmond	7:00am – 1:00pm	Peter Jackson
Nov 15	General meeting	Dundas Sport	7.30	
Nov 29	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 6	½ Hour Scramble, Combined Vintage with SAMS & 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

Revision 1



FF Events

OT Events

16 Jun	Roy Farren Trophy (Coupe)	Club	Oldbury
23 Jun			
30 Jun	1/2A Electric	Club	Mundijong
07 Jul	Slow Open Electric (1)	Club	Oldbury
14 Jul	Nostalgia/2cc	State	Mundijong
21 Jul	Burford	State	Mundijong
28 Jul	P30/HLG	Club	Oldbury
04 Aug	Standard Duration	State	Mundijong
11 Aug	Texaco	State	Mundijong
18 Aug	E36	Club	Oldbury
25 Aug	1/2A Texaco	State	Mundijong
01 Sep	Father's Day		
08 Sep	Open Duration	State	Mundijong
15 Sep			
22 Sep	1/2A Electric	State	Meckering
29 Sep	1/2A Power	Club	Oldbury
06 Oct	38 Antique	State	Mundijong
13 Oct	Tomboy	Club	Mundijong
20 Oct			
27 Oct			
03 Nov			
10 Nov			
17 Nov			
24 Nov			

Notes 1. Fixed Surfaces, unrestricted power train, 5 sec run, 2 min max

2018/2019 COMMITTEE MEMBERS AFFS INC

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Application forms for AFFS membership or FFDU subscription are available from the AFFS Treasurer, Albert Fathers.