

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 52 NUMBER 1

AUTUMN 2020

FAB FEB
★ **2020** ★

DT FLY-OFFS

**OLD
PHOTOGRAPHS**

**WW NATIONALS
PROGRAM**

**LAVOCHKIN 17
DUCTED EFF**

**2020
TEAM TRIAL
PROGRAM**



FRONT COVER: Ukrainian flyer Oleksandra Shapiro (Shasha) launches her Babenko F1C folder at Lost Hills. This is a great angle captured by a cell phone! Sasha did very well in all three comps, 1st, 3rd and 4th. As Artem Babenko is her father, she is in good hands. Of course, Roy didn't mind her presence on the podium.

Free Flight Down Under

March 2020

Volume 52, Number 1

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

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AFFS, SCC and WW Nationals programs



**WW Nationals
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**Fab Feb 2020
at Lost Hills**



Ducted fan FF



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Fly-off Debate**

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**Are we losing
our history?**

PRESIDENT'S REPORT



Well, another Fab Feb has come and gone, and Roy Summersby carried the Aussie flag high with three firsts and two seconds, giving him also the Top Dude award for both F1C and F1J. Excellent job Roy!

Our overall representation was down a bit from previous years, presumably due to the World Championships having taken place in the USA just a few months earlier and the mounting costs of travel. The organisers did a great job posting the

results on-line almost as soon as the rounds were completed, helping the illusion of almost being there. In the Kiwi Cup, both Craig Hemsworth and Vin Morgan made the F1B final fly-off finishing fourth and fifth overall respectively. In Max Men, Craig Hemsworth again made the final fly off and again finished a creditable fourth. Albert Fathers and Geoffrey Higgins carried the flag throughout in F1A.

The "drone" issue continues to send ripples through the Free Flight community around the world. In the UK there was little dispensation for members of model clubs with all fliers having to do an on-line proficiency test (and pay a fee, of course!). In the USA there is a complicated procedure for securing the registration of approved flying fields, but once done the fliers there are at least exempt from the need for the models to provide electronic ID transponders. There has been a rear guard action by the AMA to have Free Flight placed in the same category as control line, arguing that since they do not

navigate the airspace using devices like transmitters they should not be classified as Unmanned Aerial Systems. However, it seems to me that this could lead to other issues concerning these things "flying around in the sky totally out of control".

Fortunately the sensible approach followed by the MAAA and CASA (described in an earlier edition of Free Flight Down Under) seems to be working in Australia.

As I will not be standing for re-election as President of AFFS in 2020, this will be my last President's Report (at least for a while!). I am hoping some "new blood" can be brought onto the AFFS Committee at the next AGM to keep it vibrant and relevant and look forward to catching up with as many of you as possible at Narrandera in April.

Paul Rossiter.

FROM THE EDITOR



It's hard to believe four months have passed since the World Champs and I haven't flown a single

competition since then. The dust, heat and damage seemed to have worn me out and I didn't want to open my model box. But open it I did and repaired the broken bits plus some of Kathy's and they all trimmed off nicely.

Kathy and I never made California this year, electing to place my hard-earned dollars on top of the roof in the form of 20 solar panels. I believe I missed a stellar week of fun and comradery on the green green fields of Lost Hills.

Of course the fires and floods would have affected many and I hope you all fared reasonably during a horrid few months. I think Matt Hannaford nearly got burnt a couple of times then nearly drowned soon after.

Thanks to Mike Pettigrew, Roy Summersby and Vin Morgan for helping to put text between the pages of this edition. I always wonder when I'll be faced with a blank canvas. Of course you can help and I've said it many times, you may even like the experience. Roy has been our only long term "resident journalist" although Mike Pettigrew is a true talent.

It was tragic to hear of Ted Burfein's passing. Eight free fliers attended his farewell and it was a happy-sad affair with 100 souls reminiscing on the life of Charles Edward Burfein. I'll miss the big guy. Sonya did a wonderful job on the day and I was pleased that both Ted and Sonya didn't have to tread the awful path of a long terminal illness.

*See you all downwind
Malcolm Campbell*



A very nice publication.
Best Regards, Didier Barberis (FRA)

Thanks for the newsletter, looks great.
Best regards Gary Peck (UK)

I've just finished reading FFDU; once again a great mag. I know I get it on the machine but I prefer to read the paper version. Well done Malcolm, just a few lousy results (mine) spoils it. Roy Summersby (AUS)

Many thanks, Malcolm. I have not read all of it yet but notice the long and good report from Lost Hills. I liked the photos of Mikhail Kosonozhkin and the way he packed up for the new launching technique. He is a dedicated flyer.

Thank you, Malcolm! At our last club meeting, some of the guys were raving about your offer of free subscriptions to FFDU and they had printed copies to show!

ED: *Well you rectified your lousy results pretty well at Lost Hills Roy!*

Best wishes, Anders Klemetsen (NOR)

Thanks for all that you do!
Norm Furutani (USA)



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.	



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

The Female Flyers of Lost Hills



Jasminka Pecenkovic BIH F1A



Skyar Donnelly USA F1B



Tiffany O'Dell USA F1B



Larissa Savukhina RUS F1C



Oleksandra Shapiro UKR F1C



Geraldyn Jones USA F1G



Skilly DeLoach USA P30

In 2020 there were eight
ladies competing at Fab
Feb at Lost Hills CA.
Is this a record number?





FREE FLIGHT DOWN UNDER

March 2020

Activity & Date	Social Events	Stadium FF/RC indoor	CL Aerobatic McAllister	CL Speed AB Hardstand	CL Combat and Racing Perseverance	FF AB Field	SAMs AB Field	EOT AB Field	F5J, F5B AB Field
Tue 7			Demo Fun Fly/try day/Prac	Practice	Practice	Practice & fun fly every day - see CD each day	Practice	Practice	
Wed 8			9am-4pm F2B Rd 1 AEROBATICS Adv & Exp	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	10am-5pm F2d	Practice & fun fly every day - see CD each day	Practice	Practice	
Thu 9			9am-4pm F2B Rd 2 AEROBATICS Adv & Exp	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm 1/2A Combat	8am-2pm P30, F1J, Vintage Rubber Vintage Glider	9am-1pm 2cc Duration 1pm-5pm Standard Duration	EOT events Timings per organiser	
Fri 10			9am-4pm F2B Rd 3 AEROBATICS Adv & Exp	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am Slow Combat 2.5 Vintage A T/R	8am-2pm F1B, Open Power Fly off 4.30 pm	9.30am-10am Sport/Cabin SCRAMBLE 1pm-5pm Vintage Glider	EOT Events timings per organiser	F5J Practice in conjunction with EOT
Sat 11	7.00 PM Country Lamb Roast dinner, wine and Camp fire		9am-4pm F2B Rd 4 AEROBATICS Adv & Exp	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B Team racing	8am - 2 pm F1A, F1C Flyoffs 4.30 6.00-7.00pm Night Scramble 7.00 PM Country BBQ	9am-1pm 1/2A Texaco 1pm - 5 pm Duration	Reserve	F5J
Sun 12	Swap Meet 6-9pm at Indoor Stadium	10.00am-3.00pm Practice and fun fly, 3pm-6pm Peanut static Judging. Swap meet 6-9pm	Classic Stunt	9am-11am Round 1&2 F2A SPEED GOODYEAR.	TBA	8am-9am Day Scramble 9 am - 12.30 pm Combined HLG, CLG & DLG 9am - 2 pm E36	9am-1pm Gordon Burford 1pm-5pm Texaco		F5J
Mon 13		9am-4pm Practice and fun fly. 4pm-9pm HLG, F1H, Peanut	Vintage Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm 1960's Coupe Vintage power F4A	1pm-5pm Nostalgia Texaco		F5B
Tue 14		9am-4pm Practice and fun fly. 4pm-9pm Open scale, Kit scale H/Rar, H/Rat scramble	F4B	Reserve Day	8am - 5 pm VINTAGE COMBAT	F1H, F1G, OZ Diesel	9am -10pm 38 Antique. Afternoon reserved for any cancelled event		F5B
Wed 15		Closed	Reserve	Reserve	Closed	Reserve	Reserve		Res



1st West Wyalong National Championships

West Wyalong - 7 July to 15 July 2020

Pilot Entry

Surname
Street Address
Home Phone

First Name
Town/City
Mobile Phone

FAI Number
Post Code
Email Address

Team Member Entry

Event

Team Member Name

Team Member FAI Number

RADIO CONTROL	
<input type="checkbox"/>	Gordon Burford
<input type="checkbox"/>	Old Timer Texaco
<input type="checkbox"/>	Old Timer 1/2A Texaco
<input type="checkbox"/>	Nostalgia
<input type="checkbox"/>	38 Antique
<input type="checkbox"/>	Sport Cabin Scramble
<input type="checkbox"/>	2cc Duration
<input type="checkbox"/>	Standard Duration
<input type="checkbox"/>	Duration
<input type="checkbox"/>	Old Timer Glider
<input type="checkbox"/>	Electric Old Timer - 1/2 A
<input type="checkbox"/>	Electric Old Timer - Texaco
<input type="checkbox"/>	Electric Old Timer - Height Limited
<input type="checkbox"/>	Electric Old Timer - Vintage Glider
<input type="checkbox"/>	Electric Old Timer - Duration
<input type="checkbox"/>	F5J
<input type="checkbox"/>	F5B
<input type="checkbox"/>	Small RC Indoor flying

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

FREE FLIGHT - Outdoor	
<input type="checkbox"/>	F1A Glider
<input type="checkbox"/>	F1B Wakefield
<input type="checkbox"/>	F1C Power
<input type="checkbox"/>	F1G Coupe
<input type="checkbox"/>	F1H Glider
<input type="checkbox"/>	F1J 1/2A Power
<input type="checkbox"/>	Open Power
<input type="checkbox"/>	Open Rubber
<input type="checkbox"/>	E 36
<input type="checkbox"/>	Day Scramble
<input type="checkbox"/>	Night Scramble
<input type="checkbox"/>	Combined HLG, CLG, DLG
<input type="checkbox"/>	P 30 Rubber
<input type="checkbox"/>	Vintage Rubber
<input type="checkbox"/>	Vintage Power
<input type="checkbox"/>	Vintage Glider
<input type="checkbox"/>	1960's Coupe
<input type="checkbox"/>	OZ Diesel
<input type="checkbox"/>	F4A Scale

FREE FLIGHT - INDOOR	
<input type="checkbox"/>	Open Rubber Scale
<input type="checkbox"/>	Peanut Scale
<input type="checkbox"/>	Indoor HLG & CLG
<input type="checkbox"/>	Kit Scale
<input type="checkbox"/>	F1L
<input type="checkbox"/>	Hangar Rat & HRS

NEW CATEGORY	
NON COMPETITION SPORT/FUN Fly	
Admin Fee Only - No Event fee !	
<input type="checkbox"/>	Non Comp Sport RC - Outdoor
<input type="checkbox"/>	Non Comp Sport RC - Indoor
<input type="checkbox"/>	Non Competition Sport C/L
<input type="checkbox"/>	Non Competition Sport FF - Outdoor
<input type="checkbox"/>	Non Competition Sport FF - Indoor

GET YOUR ENTRY IN EARLY	
Closing Date for Entries is 25 May 2020 - we will accept a late	
Fee of \$50 for any late entries	

EFT Details -	
A/C Name -	NSWFFS Inc 1st WW Nationals
BSB -	062 336
A/C # -	1040 9062
Ref -	FAI Number plus first three letters of your surname

Cheque Details	
Cheque Payee -	"NSWFFS Inc 1st WW Nationals "
Postal address for Entries and/or Cheques is ;	
1st West Wyalong Nats Registrar	
5 Williams Road, North Rocks, NSW 2151	

Payment Method	
<input type="checkbox"/>	Electronic Funds Transfer or
<input type="checkbox"/>	Cheque

<p>STATEMENT OF AGREEMENT:- I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 1st West Wyalong Nationals if I am asked to</p> <p>Signed-----</p> <p>PILOT /TEAM ENTRY FORM</p>

Fee Calculator

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

Goodies & Dinners				
Metal Badges		\$5		NO Limit
Decals		\$3		NO Limit
Lamb Roast Dinner		\$20		NO Limit
TOTAL		B		

GRAND TOTAL A + B



Lost Hills February 2020

As seen through the eyes of Vin Morgan

Photos by:
Roy Summersby
Merry Smith, Sasha,
Brian Furutan, Julie May-Parker
and Vin Morgan

For all of you who visited Lost Hills in October last year I'm afraid I have to report that in February 2020 the field was covered in 3cm of lawn. There was no dust, the sun shone and the wind didn't blow. A relatively small number of competitors enjoyed near-perfect conditions. Several long-time Lost Hillers said it was the best conditions they had ever seen. The only downside was the longer fly-offs still ended up in the orchard.

There were fewer Australians this year as well. Albert Fathers, Craig Hemsworth, Roy Summersby and Vin Morgan stayed in mobile homes on the field while Geoff Higgins enjoyed the flesh pots of Lost Hills in Motel 6. A few days out from the event Motel 6 were offering rooms at good prices. It seems that after the difficulties of the World Championships – non-availability, sky-high prices – a number of people found alternative accommodation that they liked and

have returned to it. Canadians Ladi Horak, Tony Mathews are now convinced RVers.

The mobile home people drove up from LA to Lost Hills on Wednesday 5, via Walmart, Wasco to collect supplies. Walmart in Wasco has transformed living in mobile homes on the field. Before Walmart there were two very inferior supermarkets in Wasco that stocked unsatisfactory foodstuffs – and especially unsatisfactory drink. Walmart has everything; excellent fruit, veg, meat; a good selection of drink and also other useful stuff – chairs, tables, rubber boots, towels, pillows, and tent pegs. Originally, when they came to Wasco I had intended a boycott because they also have guns but it turned out impractical because the other shopping was so convenient.

Thursday and Friday saw the caravan park fill up. People from

motels in town also arrived to practice. The Canadians, who had been the first to arrive on the field set up stooges just outside their van and launched from within the van park. We thought this was a bit risky and drove a few hundred metres away to a clear spot.

The Isaacson Winter Classic/Kiwi World was flown on Saturday. The contest was commendably managed by Roger Morrell, the only New Zealander there this year. We flew seven rounds, no wimping out, and in view of the excellent conditions rounds 1, 2 and 7 were all 4 minute maxes. Albert Fathers was pleased to max the first five rounds in F1A for team trials points. In F1B Craig Hemsworth and Vin Morgan were among the 16 who made all the rounds. They continued in a more select group of six who made the seven-minute fly-off however the penalty for this was ending up in the



P51 is a pretty good drop



Nice Napa Valley reds - which one first?

orchard. For Craig this only resulted in superficial damage to the fin but for Vin it resulted in a broken boom. The damage was at least partly responsible for them both bombing the second fly-off the next morning. In Babenko (sorry, F1C) Roy Summersby was edged out of first place by the young lady on the cover of this magazine.

The next morning at 06:30 we biked down to where Andriukov, Kulakovsky and Kovalenko were glide testing F1Bs. They did simultaneous launches with pre-wound motors of 300 turns. The idea is to use altimeter data to compare sink rates in the same air. There probably wasn't much thermal activity just after dawn but there was variable drift which took the models of in different directions. Alex said you need to do many tests and average to get meaningful results.

After these flights we got to the real point of the early morning. A test flight and the hand-over of Craig's new "Black Swan". This is the latest from the AA stable and is a marked departure from all his previous models. The wings, tail and fin are all fully moulded of carbon cloth over rohacell. The wing aerofoil is conventional but very thin. The first high-power launch resulted in a bit of

a wing-over but a second with less differential incidence was pretty good.

In the middle of Winter it was a bit brisk riding down to the flight-line at 6:30. Long johns, thermals and gloves were handy in the mornings when the temperature got down to a few degrees but by mid-morning the desert sun made the woollies unnecessary and by lunchtime it was 20deg and comfortable in shorts and a T-shirt.

The North American Cup was managed by Tony Mathews for the Canadians. We, that is the team comprising Craig Hemsworth, Vin Morgan and Roger Morrell all dropped. We hung around the flight-line instead of returning to the caravan park to get to the bubbly and sandwiches (those Canadians know how to run a contest) because Roy had maxed out and we thought it would be right to give him moral support in the fly-off. Probably unnecessary because he won anyway. We did watch the F1B fly-offs. At 4pm they went for 8 minutes and seven made it. Pretty good times but of course there is lift in the afternoon. The next morning Andriukov got 7:42 to win. A good time, and at around 7

am most likely without thermal assistance.

The weather was still perfect for Max Men F1B, F1C and F1P on Friday. We (F1B flyers) used the Warm Lift thermal detection system:

https://play.google.com/store/apps/details?id=me.warmlift.android&hl=en_AU

After some less-than-good experiences in 2018 and 2019 I think we might be getting this under control because we actually managed to pick good air for all the rounds. Vin dropped by stalling all the way down in round 3. The model and trim was the same as was used for rounds 1 and 2 but the tail was a bit high for the later turbulent conditions. Tony Mathews and Ladi Horak next to us on the line were commenting on our thermal detecting system. They had a thermistor set but in R5 Tony chose to fly when we didn't think it looked at all good. He dropped. Conditions were a bit tricky, and lots of famous people dropped in poor air Ghio, Andriukov, Kulakovskiy... Craig got through comfortably and made the 6 minute fly-off. He then got 6:58 in the next fly-off for 4th place. Roy made all the rounds; those F1Cs have so much performance, but you still need a bit



Vin's F1B nestles in the grass, nicer than October dust



Geoff Higgins appears to pray before each flight



Craig & Vin made sure they had no ruuber to bring home



Vin, Craig and Roger watch models approaching the orchard



Roy excelled



Tony Mathews camped on the field this time



Xmas came early for Craig with a new AA F1B

of cunning lift-picking. He got 5:41 in the second fly-off to win – again.

Albert had a pretty good time in similar tricky conditions in F1A the next day. He only dropped the first round in the early morning calm. As was gratuitously pointed out to him afterwards he should have waited until near the end of the round when there was a bit of wind. The performance of the latest F1As is just fantastic. Fourteen out of forty starters maxed out; ten made the 6 minute fly-off and six made the 8 minute. In the 3rd fly-off round Per Findahl got 8:20 to win.

The dinner (it's called a banquet) was in the Community Room at Wonderful Park in Lost Hills. Mexican food was provided by Gabby's. It was enjoyable but they're a funny lot. As soon as the food and presentation part finished everything was packed and everyone went home. Wanting to chat on a bit, we collected some left-over bottles and entertained for a while in our van. It seemed to us that this was expected because the mini contests the next day were not scheduled to start until 10:00.

Only Roy flew in mini, with an F1J. With the light breeze and 2-minute

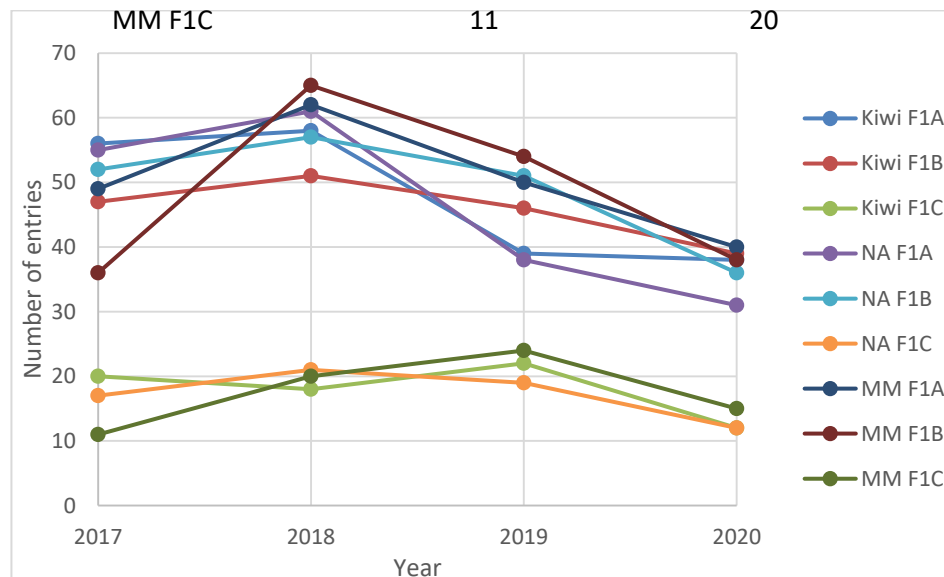
maxes it wasn't too hard so we left him to his own devices and used the morning to pack-up and put the motor bikes away in the container. On returning we found Roy was lining up for the last fly-off. Only second this time but he did end up Top Dude (American for best flyer) in both F1C and F1J. Pretty good effort.

All in all a pleasant and enjoyable time. A bit of a contrast to the heat and dust (sounds like a film title) of the World Championships in October last year.

Vin Morgan

I had a look at entry numbers

Year	2017	2018	2019	2020
Weather	Rain, mud	Good. Some wind	Drizzle, rain, wind	Very good. Calm, dry
Kiwi F1A	56	58	39	38
Kiwi F1B	47	51	46	39
Kiwi F1C	20	18	22	12
NA F1A	55	61	38	31
NA F1B	52	57	51	36
NA F1C	17	21	19	12
MM F1A	49	62	50	40
MM F1B	36	65	54	38
MM F1C	11	20	24	15



CONCLUSION: As you can see, numbers crept up between 2017 to 2018, but from then on F1A and F1B have decreased quite severely. Perhaps the 2020 event was affected by being so soon after the World Championships.

F1C is different, increasing to 2019 and dropping in 2020. The low numbers in 2020 is due mainly to the absence of the Chinese and Mongolian flyers. The Chinese from restrictions due to the covid-19 virus and this may also have hindered the Mongolians.

Perhaps the reports of the fine conditions and the break in 2020 will see more of the usual flyers returning in 2021. Hope so.

Vin Morgan



Fab Feb 2020

A few brief notes on the F1C events by Roy Summersby

Photos by:
Roy Summersby
Merry Smith, Sasha,
Brian Furutani and Julie Parker

Day 1

Down the M1 freeway to the airport leaving home at 6.30 am, I was lucky as Andrew Linwood had offered to take me. I normally catch the train which is hard work as the train is full of workers and not much room for a model box and suit case. Thank you Andrew. Easy check-in as the airport didn't seem busy; not sure if the corona virus has something to do with it. I had booked extra leg room and ended up with a row to myself, stretched out and actually had some sleep on the way.

Day 2

Through the dreaded US immigration etc in record time. Last year it took 30 minutes standing in the queue. Once Vin had caught up (he was coming from Melbourne) we set off to pick up the RV. CA law states that we have to have one night's sleep before driving an RV so it gets parked in Motel 6 for the night and we head off to shop at Wasco in the morning.

Day 3

Wasco is our stop to fill our RV with food and drink. We leave at 5.00 am and it's only a three hour trip at this time of the day. Three hours shopping at WalMart; I'm glad Vin is only my "wife" for the next fourteen days! It was then on to Lost Hills flying field where we were greeted by Brian, Charlie, John, Mike and the Canadians who were all well established.

I spent the rest of the day assembling F1C front ends and putting the starter together, talking and watching Vin put up a few test flights from the camp site. Albert and Craig arrived in their RV late in the afternoon just in time for happy hour.

Day 4

We took the RVs out to the middle of the field to do some practice flying. Vin and Craig the rubber F1B boys

were winding and turning screws up down, in and out, they never stopped. Albert was getting some nice launches with his F1As. I flew two models that were both going well. Flying conditions were just perfect and in fact stayed perfect for the two weeks.

Day 5

More practice, I flew a third model which hasn't let me down and in fact it is this model that won the Maxmen comp for me in 2016. It did it again this year. The F1B boys kept on practicing all day and Albert continued with some fine trimming.

Day 6

KIWI CUP and my birthday - oh hell I'm sick of them. I've had too many.

My seven rounds were 2 x 240, 4 x 180, 1 x 240 and 1 x 420 the 361. The seven minute fly off this put me in the trees, but the model was on the ground without



Kiwi Cup F1C winners - Roy Summersby, Oleksandra Shapiro (Sasha) and Ed Carroll



Kiwi Cup F1J winners - Faust Parker, Roy Summersby and Shigeru Kanegawa



F1J was well supported this year, at the Kiwi Cup and at MaxMen

damage. The 10 min fly off was next morning, I did manage 2nd place with 361 sec. I was beaten by a girl, but a very nice girl.

Day 7

The day of the Kiwi mini comps, that is F1J for me. First flight is to the ground then 4 x 120 then 1 x 240 max and the first flight breaks any ties if needed. My first flight was 550 seconds. This flight put me in the trees and, by the time I had a long enough pole for retrieval, it looked like I would miss the second round. As luck would have it I scraped it in. No mistakes for the rest of the day and my 9 min + flight gave me the win.

Day 8

Rest day for me, the rubber boys kept winding on the turns. They both had a lot of rubber to get through.

Day 9

NORTH AMERICAN CUP F1C

Only 5 rounds and an easy day; 3 x 240, 2 x 180, 1 x 480. I made 438 sec giving me a win, but I was on the ground amongst the trees, in fact I had gone 678 metres into the trees. It seems the models hit the trees then fall sideways, the result being a damaged tip and stab. This will be fixed at a later date as I have other models in the box that I am quite confident with. The Canadians who run the comp put on champagne and light food at the prize giving making it a very enjoyable evening. They also have medals for team places. My team, Ken Faux, Mike Roberts and myself won the teams competition.

Day 10

Started early with an F1B fly off, then more practice for the F1B boys Vin and Craig.

Day 11

Rest day, which is really more practice. The evening was different as I was taken out to dinner, at Gabbies. This is a planned Lost Hills social night.

Day 12

Rest day, in other words more practice.

Day 13

F1A & F1C Maxmen. 2 x 240, 5 x 180, 1 x 360, 1 x 480 were to be the round times. I made the 480 round with a little bit of luck, I did have two close rounds - one in the 2nd 240 and 1 in one of the 180 rounds. Due to what one would call a slight mishap I flew late in the fly off period. I could say that this was tactics, but that would be heifer dust. It did give me the best air of the seven minute period and a Maxman win, so one had to be a happy boy. My time was 341sec. All of



Ken Faux F1C (GB)



Tiffaney O'Dell F1B (USA)



F1A and Per Findahl and another 125m launch



Ready for the Gollywock mass launch - Norm Furutani, Paul Masterman, Johnnie Pratt and Don DeLoach



Current F1C World Champ
Taron Malkhasyn

Craig's practice had paid off as he finished with a very creditable 4th place in F1B. Well done Craig.

Day 14

F1A MAXMEN 2 x 240, 5 x 180, 1 x 360, 1 x 480 were the rounds. Albert did well just dropping the first round. In the evening the Americas Cup



Roy launching for Albert Fathers



POWER WOMEN
Larissa, Julie and Sasha



Roy and Artem - Babenko models fill first 3 places

banquet was held. It finished early as there was a fly off for F1A at 7.30 the next morning.

Day 15

Maxmen F1A fly off followed by the minis, F1J again; it is a fun event and the numbers are increasing. Round times were back to normal, 5 x 120, 1 x 240, 1 x 360, I had a good flight of 319 sec, good but not good enough to beat the winner who just made the 360 max, still I was very happy with 2nd place and the time I did.

Day 16

Pack up and go to LA. This was easier than normal, no dust, and no mud to clean up. What a change from some years. Goods were put back in the storage container and it was a comfortable drive in the RV to the

Apollo depot in LA. We took a taxi to LAX, then an eight hour wait for the flight home. The eight hour wait is not so bad if you can con your way into the Emirates lounge. They have some very nice food and drinks. They even tell you when it is time to go to your gate.

To sum up it was certainly a Fab Feb year to remember. I can't remember going to a better one. I have been there when it's been freezing cold, windy and wet but this year it was just perfect for the whole time; in fact it was shorts and tee shirt weather every day. The total numbers were down a bit due to the World Champs being held only three months before, as well as some having to stay home due to the corona virus.

Roy Summersby



Roy won F1C



And Sasha was third behind her Dad



The balance of POWER in F1C

FREE FLIGHT DOWN UNDER

March 2020



The Kiwi Cup

F1A Kiwi Cup			38 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Danier	Jama	CAN		240	240	180	180	180	180	240	420	414	2274	1
Grushkovskiy	Yuri	UKR		240	240	180	180	180	180	240	420	410	2270	2
Findahl	Per	SWE		240	240	180	180	180	180	240	420	357	2217	3
Rosenzweig	Shlomi	USA		240	240	180	180	180	180	240	420	258	2118	4
Balassiano	Aviv	ISR		240	240	180	180	180	180	240	420	254	2114	5
Bichet	Yuval	ISR		240	240	180	180	180	180	240	420	220	2080	6
Bauer	Ken	USA		240	240	180	180	180	180	240	420	DNF	1860	7 in FO2
Parker	Jim	USA		240	240	180	180	180	180	240	318		1758	8
Bachmann	Christoph	SUI		240	240	180	180	180	180	240	308		1748	9
Pecenkov	Enes	BIH		240	240	180	180	180	180	240	198		1638	10
Puhakka	Risto	USA		240	240	180	180	180	180	240	193		1633	11
Studnik	Avner	ISR		240	240	180	180	180	180	240	25		1465	12 in FO1
Gerber	Eli	ISR		240	240	180	180	175	180	240			1435	13
Starikov	Anatoliy	RUS		240	240	180	180	180	170	240			1430	14
Van Nest	Brian	USA		240	228	180	180	180	180	240			1428	15
Jones	Kyle	USA		240	240	180	167	180	180	240			1427	16
Arigos	Alejandro	ARG		240	226	180	180	180	180	240			1426	17
Fathers	Albert	AUS		240	240	180	180	180	156	240			1416	18
Cooper	John	GBR		240	240	180	155	180	180	240			1415	19
Zak	Yehuda	ISR		240	203	180	180	180	180	240			1403	20
Goldstein	Guy	USA		240	227	180	152	180	180	240			1399	21
Persson	Anders	SWE		240	192	180	180	180	180	240			1392	22
Malila	Lauri	SUI		240	240	180	136	180	180	232			1388	23
Jensen	Steffen	DEN		240	240	180	180	180	180	180			1380	24
Arigos	Anibal Enrique	ARG		240	240	180	180	118	180	240			1378	25
McKeever	Mike	USA		240	206	157	180	180	180	211			1354	26
Brocks	K. Peter	USA		240	240	180	132	116	180	240			1328	27
Abad	Javier	ESP		240	210	180	180	180	127	185			1302	28
Pecenkov	Jasminka	BIH		240	120	180	144	180	180	240			1284	29
Arigos	Lucas	ARG		240	224	180	180	0	180	240			1244	30
Brun	Pierre	USA		240	240	108	108	126	180	240			1242	31
Barron	Andrew	USA		240	148	180	125	111	180	240			1224	32
Allnutt	Peter	CAN		240	95	180	180	180	106	240			1221	33
Kongstad	Karsten	DEN		183	217	0	180	43	180	240			1043	34
Baños	Alfredo Daniel	ARG		240	240	180	157	86	101	DNF			1004	35
Sitton	Shmulik	ISR		240	129	180	136	82	180	DNF			947	36
Goldstein	Noa	USA		240	240	180	91	0	15	DNF			766	37
Higgins	Geoffrey	AUS		69	199	180	0	DNF	DNF	DNF			448	38
Round Max				240	240	180	180	180	180	240	360	540		
No of Maxes				36	24	35	26	27	31	30	0	0		

F1B Kiwi Cup			39 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Booth	William	USA		240	240	180	180	180	180	240	420	566	2426	1
Stefanchuk	Stepan	UKR		240	240	180	180	180	180	240	420	399	2259	2
Seifert	Michael	GER		240	240	180	180	180	180	240	420	385	2245	3
Malkhasyan	Sevak	USA		240	240	180	180	180	180	240	420	345	2205	4
Hemsworth	Craig	AUS		240	240	180	180	180	180	240	420	320	2180	5
Morgan	Vin	AUS		240	240	180	180	180	180	240	420	318	2178	6 in FO2
Kovalenko	Mykola	UKR		240	240	180	180	180	180	240	376		1816	7
Mathews	Tony	CAN		240	240	180	180	180	180	240	376		1816	8
Andriukov	Alexander	USA		240	240	180	180	180	180	240	338		1778	9
Larsen	Dag Edvard	NOR		240	240	180	180	180	180	240	324		1764	10
Jensen	Blake	USA		240	240	180	180	180	180	240	310		1750	11
ODell	Tiffaney	USA		240	240	180	180	180	180	240	299		1739	12
Fitch	Jerry	USA		240	240	180	180	180	180	240	289		1729	13
Ghio	Walter	USA		240	240	180	180	180	180	240	261		1701	14
Woolner	Michael	GBR		240	240	180	180	180	180	240	226		1666	15
Horak	Ladislav	CAN		240	240	180	180	180	180	240	???		1440	16 in FO1
Gorban	Evgeny	UKR		240	240	180	178	180	180	240			1438	17
Davis	Michael	USA		240	240	180	180	175	180	240			1435	18
Hagay	Gil	ISR		240	240	180	180	180	180	226			1426	19
Obligenarz	Tomer	USA		240	240	165	180	180	180	240			1425	20
Nereng	Vegar	NOR		240	236	161	180	180	180	240			1417	21
Eimar	Bror	SWE		240	217	180	177	180	180	240			1414	22
Norvall	Larry	USA		240	208	180	180	180	180	240			1408	23
Paff	Dieter	GER		223	240	180	180	165	180	240			1408	24
Baruch	Abraham	ISR		240	240	147	180	180	180	240			1407	25
Batiuk	George	GER		240	240	180	180	144	180	240			1404	26
Jones	Charlie	USA		240	240	180	180	174	140	240			1394	27
Felix	Ronald	USA		240	240	146	180	180	180	227			1393	28
Crowley	Paul	USA		240	186	180	180	147	180	240			1353	29
Kulakovskyy	Oleg	UKR		240	240	180	180	91	180	240			1351	30
Fibish	Tuvia	ISR		240	240	180	180	180	180	79			1279	31
Matsuo	Tetsuro	JPN		240	118	112	180	180	180	240			1250	32
Blazhevych	Iurii	UKR		240	240	180	180	180	180	26			1226	33
Guest	Bernard	GBR		146	240	180	180	180	180	112			1218	34
McGuckin	Derek	USA		240	228	158	180	180	180	DNF			1166	35
Donnelly	Skylar	USA		129	184	180	146	100	180	68			987	36
Clapp	John	USA		240	188	180	139	DNF	DNF	DNF			747	37
Jensen	Steffen	DEN		240	218	180	DNF	DNF	DNF	DNF			638	38
Achterberg	Michael	USA		136	DNF	130	DNF	DNF	DNF	DNF			266	39
Round Max				240	240	180	180	180	180	240	420	600		
No of Maxes				34	28	31	32	28	34	28	6	0		

F1C Kiwi Cup			12 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Shapiro	Oleksandra	UKR		240	240	180	180	180	180	240	420	423	2283	1
Summersby	Roy	AUS		240	240	180	180	180	180	240	420	361	2221	2
Carroll	Edward	USA		240	240	180	180	180	180	240	420	272	2132	3
Savukhina	Larissa	RUS		240	240	180	180	180	180	240	420	237	2097	4
Malkhasyan	Taron	USA		240	240	180	180	180	180	240	420	DNF	1860	5 5 in FO2
Chesson	Don	USA		240	240	180	180	180	180	240	382		1822	6
Roberts	Mike	USA		240	240	180	180	180	180	240	377		1817	7
Babenko	Artem	UKR		240	240	180	180	180	180	240	368		1808	8 8 in FO1
Menanno	Guy	USA		240	240	180	180	180	155	240			1415	9
Faux	Ken	GBR		240	240	167	180	180	180	204			1391	10
Parker	Faust	USA		240	240	180	180	180	29	240			1289	11
Ellington	Jeff	USA		240	240	180	180	180	145	DNF			1165	12
Round Max				240	240	180	180	180	180	240	420	540		
No of Maxes				12	12	11	12	12	9	10	5	0		

F1J Kiwi Cup			7 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place	Time to Ground
Summersby	Roy	AUS		120	120	120	120	120	240	550	1390	1	550
Parker	Faust	USA		120	120	120	120	120	240	360	1200	2	360
Kanegawa	Shigeru	JPN		120	120	120	120	120	240	325	1165	3	325
Faux	Ken	GBR		120	120	120	120	120	148		748	4	580
Menanno	Guy	USA		120	120	120	120	120	100		700	5 5 in FO1	334
Roberts	Mike	USA		120	120	120	120	85			565	6	125
McKeever	Mike	USA		DNF	111	120	120	106			457	7	
Round Max				120	120	120	120	120	240	600			
No of Maxes				6	6	7	7	5	3	0			



North American Cup

F1A North American Cup			31 flew	R1	R2	R3	R4	R5	FO1	TOTAL	Place
Grushkovskiy	Yuri	UKR		240	240	240	180	180	454	1534	1
Arigos	Lucas	ARG		240	240	240	180	180	396	1476	2
Arigos	Alejandro	ARG		240	240	240	180	180	386	1466	3
Danier	Jama	CAN		240	240	240	180	180	374	1454	4
Gerber	Eli	ISR		240	240	240	180	180	358	1438	5
Malila	Lauri	SUI		240	240	240	180	180	346	1426	6
Parker	Jim	USA		240	240	240	180	180	329	1409	7
Bichet	Yuval	ISR		240	240	240	180	180	328	1408	8
Persson	Anders	SWE		240	240	240	180	180	304	1384	9
Findahl	Per	SWE		240	240	240	180	180	298	1378	10
Van Nest	Brian	USA		240	240	240	180	180	280	1360	11
Studnik	Avner	ISR		240	240	240	180	180	258	1338	12
Sitton	Shmulik	ISR		240	240	240	180	180	241	1321	13
Pecenkov	Enes	BIH		240	240	240	180	180	234	1314	14
Balassiano	Aviv	ISR		240	240	240	180	180	217	1297	15 in FO1
Abad	Javier	ESP		240	237	240	180	180		1077	16
Cooper	John	GBR		240	240	240	139	180		1039	17
Pecenkov	Jasminka	BIH		240	240	240	174	121		1015	18
McKeever	Mike	USA		240	240	156	180	180		996	19
Fathers	Albert	AUS		146	240	240	180	180		986	20
Kongstad	Karsten	DEN		216	163	240	180	180		979	21
Brocks	K. Peter	USA		223	240	124	180	180		947	22
Starikov	Anatoliy	RUS		231	240	240	180	32		923	23
Jensen	Steffen	DEN		240	240	240	180	0		900	24
Bachmann	Christoph	SUI		240	240	95	180	140		895	25
Brun	Pierre	USA		202	240	79	180	180		881	26
Fradkin	Igor	USA		157	75	206	180	180		798	27
Higgins	Geoffrey	AUS		184	240	52	180	50		706	28
Baños	Alfredo Daniel	ARG		240	24	93	180	124		661	29
Puhakka	Risto	USA		240	139	25	180	25		609	30
Arigos	Anibal Enrique	ARG		240	240	0 DNF	DNF			480	31
No of Maxes				24	26	22	28	23	0		

FREE FLIGHT DOWN UNDER

March 2020

F1B North American Cup			36 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place
Andriukov	Alexander	USA		240	240	240	180	180	480	462	2022	1
Stefanchuk	Stepan	UKR		240	240	240	180	180	480	423	1983	2
Kovalenko	Mykola	UKR		240	240	240	180	180	480	409	1969	3
Schlosberg	Aram	USA		240	240	240	180	180	480	405	1965	4
Booth	William	USA		240	240	240	180	180	480	382	1942	5
Hagay	Gil	ISR		240	240	240	180	180	480	372	1932	6
Ghio	Walter	USA		240	240	240	180	180	480	349	1909	7 in FO2
Obligenarz	Tomer	USA		240	240	240	180	180	418		1498	8
Matsuo	Tetsuro	JPN		240	240	240	180	180	383		1463	9
Seifert	Michael	GER		240	240	240	180	180	323		1403	10
Jensen	Steffen	DEN		240	240	240	180	180	286		1366	11
Blazhevych	Iurii	UKR		240	240	240	180	180	282		1362	12
Larsen	Dag Edvard	NOR		240	240	240	180	180	258		1338	13 in FO1
Woolner	Michael	GBR		240	240	235	180	180			1075	14
Jensen	Blake	USA		240	240	234	180	180			1074	15
Baruch	Abraham	ISR		240	240	240	173	176			1069	16
Gorban	Evgeny	UKR		240	240	227	180	180			1067	17
Horak	Ladislav	CAN		240	240	226	180	180			1066	18
Kulakovskyy	Oleg	UKR		240	240	225	180	180			1065	19
Hemsworth	Craig	AUS		240	240	240	180	151			1051	20
ODell	Tiffaney	USA		240	240	209	180	180			1049	21
Paff	Dieter	GER		240	201	240	180	180			1041	22
McGuckin	Derek	USA		240	240	211	180	162			1033	23
Guest	Bernard	GBR		240	233	240	180	132			1025	24
Batiuk	George	GER		204	240	204	180	180			1008	25
Morrell	Roger	NZL		240	240	181	158	180			999	26
Crowley	Paul	USA		240	240	181	157	180			998	27
Jones	Charlie	USA		240	240	240	180	92			992	28
Felix	Ronald	USA		240	240	216	105	180			981	29
Morgan	Vin	AUS		240	240	131	180	180			971	30
Schroedter	Martin	USA		240	240	209	180	98			967	31
Nereng	Vegar	NOR		240	136	240	180	160			956	32
Fitch	Jerry	USA		240	240	191	180	81			932	33
Eimar	Bror	SWE		240	240	240	76	131			927	34
Fibish	Tuvia	ISR		240	240	85	165	159			889	35
Achterberg	Michael	USA		240	240	167	180	DNF			827	36
No of Maxes				35	33	20	30	25	7	0		

F1C North American Cup			12 flew	R1	R2	R3	R4	R5	FO1	TOTAL	Place
Summersby	Roy	AUS		240	240	240	180	180	471	1551	1
Shvedenkov	Yury	CAN		240	240	240	180	180	464	1544	2
Chesson	Don	USA		240	240	240	180	180	440	1520	3
Shapiro	Oleksandra	UKR		240	240	240	180	180	424	1504	4
Parker	Faust	USA		240	240	240	180	180	372	1452	5
Roberts	Mike	USA		240	240	240	180	180	350	1430	6 in FO1
Savukhina	Larissa	RUS		240	240	240	180	160		1060	7
Buskell	John	CAN		205	240	240	180	180		1045	8
Babenko	Artem	UKR		240	240	240	139	180		1039	9
Faux	Ken	GBR		190	240	240	132	161		963	10
Menanno	Guy	USA		24	240	240	180	171		855	11
McBurnett	Ron	USA		0	190	236	180	180		786	12
No of Maxes				8	9	9	8	7	0		





MaxMen

F1A MaxMen		40 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Findahl	Per	SWE	240	240	180	180	180	180	180	360	480	500	2720	1
Arigos	Alejandro	ARG	240	240	180	180	180	180	180	360	480	364	2584	2
Farmer	James	USA	240	240	180	180	180	180	180	360	480	340	2560	3
Bichet	Yuval	ISR	240	240	180	180	180	180	180	360	480	337	2557	4
Persson	Anders	SWE	240	240	180	180	180	180	180	360	480	266	2486	5
Grushkovskiy	Yuri	UKR	240	240	180	180	180	180	180	360	480	258	2478	6 in FO3
Studnik	Avner	ISR	240	240	180	180	180	180	180	360	416		2156	7
Danier	Jama	CAN	240	240	180	180	180	180	180	360	359		2099	8
Cooper	John	GBR	240	240	180	180	180	180	180	360	347		2087	9
Parker	Jim	USA	240	240	180	180	180	180	180	360	325		2065	10 in FO2
Pecenkov	Enes	BIH	240	240	180	180	180	180	180	287			1667	11
Balassiano	Aviv	ISR	240	240	180	180	180	180	180	270			1650	12
Bauer	Ken	USA	240	240	180	180	180	180	180	254			1634	13
Van Nest	Brian	USA	240	240	180	180	180	180	180	246			1626	14 in FO1
Baruch	Abraham	ISR	240	240	179	180	180	180	180				1379	15
Barron	Andrew	USA	240	240	161	180	180	180	180				1361	16
Fradkin	Igor	USA	240	240	160	180	180	180	180				1360	17
Fathers	Albert	AUS	184	240	180	180	180	180	180				1324	18
Gerber	Eli	ISR	240	180	180	180	180	180	180				1320	19
Obligenarz	Tomer	USA	240	175	180	180	180	180	180				1315	20
Malila	Lauri	SUI	240	214	138	180	180	180	180				1312	21
Arigos	Anibal Enrique	ARG	240	240	102	180	180	180	180				1302	22
McKeever	Mike	USA	240	240	180	180	94	180	180				1294	23
Pecenkov	Jasminka	BIH	240	212	180	180	120	180	180				1292	24
Bachmann	Christoph	SUI	240	240	180	180	85	180	180				1285	25
Abad	Javier	ESP	240	139	180	180	180	180	180				1279	26
Rosenzweig	Shlomi	USA	240	132	180	180	180	180	180				1272	27
Brun	Pierre	USA	240	225	106	180	180	159	180				1270	28
Baños	Alfredo Daniel	ARG	240	122	180	180	180	180	180				1262	29
Puhakka	Risto	USA	240	111	180	180	180	180	180				1251	30
Arigos	Lucas	ARG	240	176	180	180	180	148	132				1236	31
Goldstein	Guy	USA	217	240	180	144	180	180	86				1227	32
Jensen	Steffen	DEN	240	238	180	180	180	180	nc				1198	33
Allnutt	Peter	CAN	240	240	124	100	96	180	180				1160	34
Higgins	Geoffrey	AUS	159	214	104	180	180	137	180				1154	35
Brocks	K. Peter	USA	227	240	102	140	180	81	180				1150	36
Starikov	Anatoliy	RUS	0	240	180	180	180	180	180				1140	37
Goldstein	Noa	USA	189	107	102	0	180	180	180				938	38
Sitton	Shmulik	ISR	240	240	180	161	DNF	DNF	DNF				821	39
Kongstad	Karsten	DEN	216	136	55	180	180	DNF	DNF				767	40

Round Max	240	240	180	180	180	180	180	360	480	600
No of Maxes	33	26	29	35	35	34	36	10	6	0

F1B MaxMen		38 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Jensen	Steffen	DEN	240	240	180	180	180	180	180	360	472		2212	1
Eimar	Bror	SWE	240	240	180	180	180	180	180	360	442		2182	2
Sirkis	Omri	ISR	240	240	180	180	180	180	180	360	429		2169	3
Hemsworth	Craig	AUS	240	240	180	180	180	180	180	360	418		2158	4
Hagay	Gil	ISR	240	240	180	180	180	180	180	360	377		2117	5
Jensen	Blake	USA	240	240	180	180	180	180	180	360	377		2117	6
Seifert	Michael	GER	240	240	180	180	180	180	180	360	360		2100	7
Horak	Ladislav	CAN	240	240	180	180	180	180	180	360	356		2096	8
Stefanchuk	Stepan	UKR	240	240	180	180	180	180	180	360	329		2069	9
ODell	Tiffaney	USA	240	240	180	180	180	180	180	360	278		2018	10 in FO2
Blazhevych	Iurii	UKR	240	240	180	180	180	180	180	326			1706	11
Gorban	Evgeny	UKR	240	240	180	180	180	180	180	319			1699	12
Jones	Charlie	USA	240	240	180	180	180	180	180	155			1535	13 in FO1
Felix	Ronald	USA	240	237	180	180	180	180	180				1377	14
Ghio	Walter	USA	240	240	176	180	180	180	180				1376	15
Andriukov	Alexander	USA	240	240	174	180	180	180	180				1374	16
Kovalenko	Mykola	UKR	240	240	173	180	180	180	180				1373	17
Baruch	Abraham	ISR	240	240	180	180	180	170	180				1370	18
Kulakovskyy	Oleg	UKR	240	240	180	180	180	164	180				1364	19
Fibish	Tuvia	ISR	240	240	180	180	180	150	180				1350	20
Mathews	Tony	CAN	240	240	180	180	150	180	180				1350	20
Nereng	Vegar	NOR	240	240	149	180	180	180	180				1349	22
Batiuk	George	GER	240	240	180	180	147	180	180				1347	23
Fitch	Jerry	USA	240	240	180	180	143	180	180				1343	24
Morrell	Roger	NZL	240	197	180	180	180	180	180				1337	25
Davis	Michael	USA	240	240	157	149	180	180	180				1326	26
Matsuo	Tetsuro	JPN	240	201	180	180	160	180	180				1321	27
Morgan	Vin	AUS	240	240	112	180	180	180	180				1312	28
Larsen	Dag Edvard	NOR	240	240	180	180	109	180	180				1309	29
Obligenarz	Tomer	USA	190	215	180	180	180	180	180				1305	30
Piserchio	Robert	USA	194	237	129	180	180	180	180				1280	31
Paff	Dieter	GER	240	180	180	180	131	180	180				1271	32
Guest	Bernard	GBR	240	163	180	180	180	180	144				1267	33
Malkhasyan	Sevak	USA	240	240	180	180	63	180	180				1263	34
Schlosberg	Aram	USA	240	240	180	180	107	180	123				1250	35
Crowley	Paul	USA	240	190	180	180	98	110	180				1178	36
Gannon	William	USA	DNF	168	180	180	123	155	180				986	37
Donnelly	Skylar	USA	195	116	180	125	180	DNF	DNF				796	38

Round Max	240	240	180	180	180	180	180	360	480	600
No of Maxes	34	28	31	36	28	33	34	10	0	0

F1C MaxMen			15 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Summersby	Roy	AUS		240	240	180	180	180	180	180	360	341		2081	1
Babenko	Artem	UKR		240	240	180	180	180	180	180	360	320		2060	2
Shapiro	Oleksandra	UKR		240	240	180	180	180	180	180	360	300		2040	3
Jack	Alan	GBR		240	240	180	180	180	180	180	360	272		2012	4 in FO2
Ellington	Jeff	USA		240	240	180	180	180	180	180	316			1696	5
Chesson	Don	USA		240	240	180	180	180	180	180	237			1617	6
Menanno	Guy	USA		240	240	180	180	180	180	180	223			1603	7
Parker	Faust	USA		240	240	180	180	180	180	180	187			1567	8 in FO1
Shvedenkov	Yury	CAN		240	236	180	180	180	180	180				1376	9
Savukhina	Larissa	RUS		240	240	180	180	180	180	140				1340	10
Roberts	Mike	USA		240	198	180	180	180	180	180				1338	11
Buskell	John	CAN		240	240	180	180	180	180	109				1309	12
Faux	Ken	GBR		240	236	180	180	31	DNF	DNF				867	13
McBurnett	Ron	USA		240	240	180	180	8	DNF	DNF				848	14
Malkhasyan	Taron	USA		240	231	DNF	DNF	DNF	DNF	DNF				471	15
Round Max			240	240	180	180	180	180	180	180	360	480	600		
No of Maxes			13	10	13	13	12	12	10		4	0	0		

F1J MaxMen			9 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place
Parker	Faust	USA		120	120	120	120	120	240	360	1200	1
Summersby	Roy	AUS		120	120	120	120	120	240	319	1159	2
Kerger	Terry	USA		120	120	120	120	120	240	281	1121	3
Menanno	Guy	USA		120	120	120	120	120	240	277	1117	4
McKeever	Mike	USA		120	120	120	120	120	240	216	1056	5
Faux	Ken	GBR		120	120	120	120	120	240	209	1049	6
Roberts	Mike	USA		120	120	110	120	120			590	7
Schneider	Glenn	USA		120	120	108	120	120			588	8
Jack	Alan	GBR		120	111	87	117	120			555	9
Round Max			120	120	120	120	120	120	240	360		
No of Maxes			9	8	6	8	9		5	0		



We haven't had a go at the fly-off debate for a little while now, so I thought we should stir the pot a little to get it started once more. Why? Well, like it or not, the reduced availability of flying fields that have distant boundaries and no trees, makes it clear we have a problem and as we all agree, the situation has been exacerbated by the increased performance of our models resulting in them often travelling well over 2 kilometres in a fly-off.

I believe we need to move forward with this discussion once more in a,

hopefully, reasonable and logical manner, so let's talk about it again.

The approach I'm throwing into the ring for discussion here is based on leaving models as they are rather than attempting to reduce their performance, and instead; adopting a fly-off process that keeps models within sight of timekeepers and within the boundaries of the fields we use and one which provide an agreeable outcome.

I'm suggesting we look again at the use of D.T, or highest altitude, fly-offs.

I'm suggesting that we kick the idea around a bit until we have something worth trying as an experiment in those events where we're allowed to alter the rules and give it a go. If it evolves into a fly-off system we consider to be OK, it may possibly turn into a template worth putting forward as a proposed rule change.

I don't intend to get too involved in the arguments about limiting performance as that's already been beaten to a pulp by all and sundry over the last few months, although I would just like to remind you of one thing: A model achieving a 3 or 4 minute max during the contest rounds will travel the same distance for a given wind strength whether it's been nobbled to reduce its performance or not. On that basis, and as a generalisation, I'd say that reducing model performance has no real benefit other than to maybe reduce the number of models in a fly-off and to partly reduce the distance covered in a fly-off.

I say “partly” because if we are pragmatic about it, we would argue that reducing model performance won’t fix the field size problem because you can only achieve a limited benefit from reduced performance initiatives. Why? Well, if we reduce the performance to the point where our models are only good for 3 of 4 minutes in a fly-off so they stay in the fields we have, nobody would want to fly them.

I pause here to identify myself as a C flyer with minimal knowledge of how to fly a B and even less about the art of extracting the best from a modern circle-tow, zoom launch A model. Please forgive me therefore, if I overlook a valid part of the debate specific to A and/or B.

Here’s some thoughts around the topic of reduced duration fly-offs:

Our usual A, B & C contests, and all our other free flight duration contests, are about ultimate model performance being achieved within a fixed set of rules. That performance is, of course, to be achieved by a combination of the model performance and the skill of person flying it.

When we reach a situation in a contest where more than one model/flyer combination has achieved the set task of a set number of rounds with pre-determined maximum flight times, we need to find a winner by using a tie-breaker. The present arrangement is to add additional rounds of increasing duration until we have a winner. We all know that, because it’s a fly-off and we all think it is the correct way to resolve a tie in a contest because it’s fair and we’ve always done it.

But, is it always fair? I suggest that it may not be as fair as many believe.

Why you ask? Several factors make it so, and let me give you some random examples:

1. Field conditions when flying extended duration fly-offs can alter the result:

For example: Two models launched at similar times can go in slightly different directions. One is readily visible for the entire time it is flying, the other can fly behind a tree and be temporarily out of sight and even though we know it must still be flying, the model gets clocked-off because of the 10 second OOS rule and doesn’t win despite it subsequently being seen again still flying, and achieving a longer flight time than the model that won. Very few of our flying fields are entirely treeless and I know that we have all experienced examples of what I’ve described above.

2. Field conditions again: While we attempt to conduct fly-offs in “dead air” to make it a true test of performance, there is very rarely “dead air” available because there’s always lift around in one form or another. Consequently, the outcome of the fly-off is often manipulated by sheer luck: All models fly in a circle, but they also wander at random, with the result that some pick-up a bit of good air part-way through their flight and some don’t. Which one wins? Answer: The one that had the longest flight based to some degree on model performance mixed-in with it happening to pick up better quality random lift than the other models in the fly-off. Is this a true test of relative aircraft performance? No, not always!

3. Extended fly-offs have also become a test of timekeeper eyesight and a test of optical quality of the binoculars being used. Models a long way away are often lost in the binoculars and generally found again, but some aren’t.

Murphy’s law 4/180 says: *In a dawn fly-off, the models will always fly towards the sunrise.*

This makes the task of timing them very difficult indeed. A model lost by timekeepers and not found again (yes, let’s be honest - we all know it’s happened) is likely to be clocked-off before or after it lands based on the timekeeper’s best efforts to guesstimate where it is and when it will touch down. Other versions of this problem include things like undulations of the flying field hiding the actual moment that one of the models touches the ground, while not hiding another, and this also could change the result.

We could go on with more and more examples of timekeeper difficulties making it too hard for them to do their job in a fly-off, but you get my drift, I hope. (sorry for the pun)

The point here is: Our existing fly-off system is often flawed and often produces an incorrect result, yet we accept it, because that’s what it is, and we’ve always done it that way.

My question is: Would a reduced duration version of a fly-off be any more flawed than what I’ve just described? Maybe, but not greatly, is my answer.

In an ideal, dead air scenario, the model that gets the most height at launch and/or has the lowest rate of sink on the glide during the flight, is the winner of a fly-off.

This is the fundamental basis of altitude fly-offs where, as we know; in the D.T. fly-off version, the contest director nominates a flight time being a specified time after launch at which the model must be D.T’d and the winner is the model that achieves the longest flight time from launch to reaching the ground again. This procedure is based on the assumption that the models will all descend at the same rate under D.T and therefore the longest flight time to ground must have been recorded by the highest model at the end of the prescribed flight time.

The theory here is that the highest model at the prescribed D.T time

would be most likely to achieve the longest flight in the fly-off if a full duration fly-off was used. This form of reduced duration fly-off therefore, tries to judge that outcome based on the relative heights of the models to each other at the end of the prescribed flight time.

That being the case, it becomes essential to select a flight time that's long enough to pay respect to the climb height achieved as well as taking into account some measure of glide performance, and also; to allow the opportunity for someone to fly into lift. These are the ingredients of a full fly-off we are trying to retain in a reduced duration fly-off.

A prescribed flight time of at least 2, and more likely 3, minutes should be selected if conditions permit.

You will immediately argue that not all models descend at the same rate under D.T so it's not a true test of height at the point of initiating the D.T. While that's no doubt correct, do we think the difference is enough to alter the result and even if it did, would that be any more of a flawed process than a full duration fly-off? Possibly not.

I'd suggest however, that 'C' models all come down at reasonably similar rates, but I'm not sure about 'A' and 'B' models.

You will also immediately argue that the early D.T. fly-off takes away your opportunity to pick up good air later in your fly-off flight and that's also correct but; selecting a 2 or 3 minute

interval from 'launch' to D.T'd time still gives you an opportunity to pick-up some good air. The timing of when your model flies into good air, if it does at all, is a lottery in either version. On that basis, is this version any worse than a full duration fly-off when it comes to picking up some lift? Apart from a reduced window of opportunity to pick-up some lift, I'd say probably not, because as I said; in either version, finding a bit of good air is still very much a matter of luck.

One way we can eliminate the issue around variable rates of descent under D.T, is to interrogate the electronic timer in each model to find out the recorded height of the model at the moment of D.T and this would be used to determine the fly-off winner based on the presumption that the highest model would win. We've already discussed the flaws in the "highest model is the winner" approach, so that's the same as the D.T fly-off. Using the timer is, in my view, more complicated approach than just having a D.T fly-off because:

Firstly; does everybody have a timer that records and can regurgitate this information? Maybe not.

Secondly, are we sure that the timer can't be manipulated to give a different answer to what just happened during the flight?

And then, there's the problem of tagging the timer to make sure you are interrogating the timer that made the flight and, you could argue that maybe there's a problem of making sure of proper timer calibration in its

height measurement. Yes, I know, people have worked out some sort of weird rain dance with the model before the flight in which you raise and lower it in the presence of the CD to create a fingerprint to confirm identification, but it's all a bit complicated and time consuming in the event of large numbers in a fly-off.

I feel that this timer style fly-off has the potential to introduce more problems than it solves even though in the purely technical sense, it is the best approach to a reduced duration fly-off.

If we sum-up: What I've tried to do here is make a point that even the full duration fly-off process, that we all know and love at present, is potentially flawed because of external influences and I've tried to say therefore, that maybe the reduced duration fly-off isn't much more flawed (if at all) and perhaps it's worth a try.

Both fly-off systems can be a bit of a lottery based on luck, so if we're going to gamble on the result, we might as well do it with a much shorter retrieve by using a reduced duration fly-off. I think it's worth trying something and we'll never really know if we like it until we try it out.

Over to you.....

Mike Pettigrew

January, 2020.



I've always liked rubber power.

A simple process of compressing the rubber, which then releases with

great force at first, with the aircraft gaining altitude, and then reducing power to land softly downwind as far as you can make it.

So I was at the golf driving range during the week... something I also love doing... and suddenly realised it was almost the same thing.

The 'rubber' ball is compressed at impact, and releases with great force. It actually 'flies' inasmuch as the backspin makes it climb, and a little sidespin (torque?) - tho usually unintentional in my case - makes the

trajectory curve in one direction or the other, and you try to judge the wind direction and everything else to get it to fly as far as you can make it.

Essentially, golf is a rubber-powered activity. I wondered if that was part of the attraction?

I don't know how thermals come into it - though I did see Greg Norman hit some long irons back in the 80s that looked like they would go OOS!

Tim Hayward-Brown



AUSTRALIAN FREE FLIGHT SOCIETY
MULTI TRIAL SELECTION PROCESS ELIGIBLE EVENTS
2021 World Championships, France for F1A, F1B and F1C



AFFS has Approval in Principle from the MAAA to hold a Multi Trial Selection process to determine the Free Flight Team for the 2021 World Championships in F1A, F1B & F1C to be held in France.

The trial period commenced on 1 Dec 2019 and runs through to 30 Nov 2020. (As is established practice). Eligible events to be flown in Australia will include: the Australian Free Flight Society Championships, the Widgieva Cup, the Southern Cross Cup, various State Championships, West Wyalong National Champs and one additional Trial Event in Queensland. *Please note that there will be no Western Australia Trials due to a lack of field availability.*

The Event Schedule follows:

DATE	EVENT	CLASSES	LOCATION	CONTACT	EMAIL
Apr 2-8	Widgieva Cup	F1A,B,C	Narrandera	Phil Mitchell	filnoels@bigpond.net.au
Apr 2-8	AFFS Champs	F1A,B,C	Narrandera	Phil Mitchell	filnoels@bigpond.net.au
Apr 11-13	Southern Cross Cup	F1A,B,C	W. Wyalong	Roy Summersby	roydi132@optusnet.com.au
May 23-24	Qld State Champs	F1A,B	Dalby	Mal Campbell	actrain@ozmail.com.au
Jun 6-8	NSW State Champs	F1A,B,C	W. Wyalong	Roy Summersby	roydi132@optusnet.com.au
Jun 6-8	Vic State Champs	F1A,B,C	W. Wyalong	Vin Morgan	vinmorgan2@gmail.com
Jul 7-15	WW National Champs	F1A,B,C	W. Wyalong	Roy Summersby	roydi132@optusnet.com.au
Sep12&13	Qld Trials	F1A,B,C	Dalby	Mal Campbell	actrain@ozmail.com.au

NOTES:

1. Contestants may include the results of one FAI listed Open International contest (flown overseas) in their scores to establish their position in the order of merit for a team place.
2. If there is a need to separate contestants tied for team places, additional scores (forth best, fifth best and so on) will be used to establish final order of merit. Even if more than three scores are used, only one overseas score is allowed.
3. The dates for extended events e.g. the Widgieva Cup/AFFS Championships, NSW & VIC State Championships and West Wyalong National Champs are given as a block to allow minor changes to the program if adverse weather conditions occur.

Funding from individuals for improvements AB Field West Wyalong

A lot of money has been raised over the last few years and many, many thanks must go to all those individuals that who contributed. The funding activities began when I proposed that we ask for contributions to replace the roof on the house. The target was \$25,000. This turned out to be a huge success and within twelve months we had raised \$27,000 which was mainly cash donations from a wide variety of people. In the second half of 2017, I had modellers saying to me "I am sorry I can't give you cash but if you can sell these engines and kits will it help". All of these donators were published in our magazine every two months. To me, it showed that modellers had trust in us and faith in what we were trying to achieve, which

in the long term is a multi purpose flying site. I had been selling goods from Big Kev's estate since 2016 which has added to our general funds.

Now the roof was finished, but there was and still is plenty that could be done, so I kept taking goods, mainly engines and kits and putting them on eBay, which over the last few years has been very successful. Some of these goods have come from deceased estates such as Big Kev and Robert Ockenden. The rest has come from modellers that just have too many toys in their cupboard that they have collected over the years, and don't intend to use them. Modellers like Adrian Bryant, John Corby, Stan Hinds, Reg Millsom, Paul Rossiter, and

Dave Bailey, just to name a few. Well done guys.

If you are one of these modellers that just have too much stuff, or the wife is saying, 'get rid of this junk', then pass it on to me. I will see if I can turn it into cash to improve the AB field at West Wyalong.

ALL money donations, engine sales, model sales, etc, have been applied to improvements to the AB field at West Wyalong. These have helped us tremendously thank you all, and keep them coming.

Roy Summersby.

Are We Losing our History?

A Search for Photographs

by Mike Pettigrew

History has a funny way of becoming lost.

Keeping track of Australia's aeromodelling history has been talked about over the years with various efforts made to record what happened once upon a time when we were all young people, but I fear that we're not doing enough and we're at risk of losing track of the story of our hobby from years gone by.

That said, the establishment of the library at the West Wyalong field is a major step forward, particularly with the addition of the John O'Donnell collection (admittedly not Australian, but important none the less because of its completeness), but it doesn't have in it a specific compilation of text and photographs of early Australian aeromodellers or their models.

I thought we could talk about that, and I could show you some older photographs like the one below, to get you interested and see where we go from there. This is a photo of Alan Edwards, and it looks like the old Canberra field. Russian influenced F1C model (photo courtesy of Peter



Lloyd) – note the demised model behind him with the pink fuselage so not everything went well that day.

This note is written for FFDU so, I'm talking about free flight rather than radio modelling here although I do have a little bit of our early radio days in photographs. Free flight and control line flying were the only options available when I started into model aircraft in the late 1940's and early 1950's and, of course, free flight preceded control line, so it seems to me that free flight should be our primary and/or initial focus when trying to do something about saving our history.

Sadly, much of the very early Australian aeromodelling history has partly gone with the loss of the early pioneers including Jim Fullarton and of course, people such as Alan King, Jack Finneran, Arthur Cooper, Les Fahey and the like, but we should do what we can from where we are now.

I'm one of the many that have learned to appreciate history more as I get older. Yes, we took photographs of our modelling out of general interest back then, but it wasn't done with any sense of history in mind. Looking back, I sometimes wonder why we always seem to take photographs of models but often omit the modeller that owned it?

As I see it, the primary sources of records of our past lie in the following:

1. Old Australian modelling magazines. We have a number of wonderful, but sadly long gone, Australian modelling publications that inspired us in the years past and we have some of these at March 2020 Free Flight Down Under

West Wyalong mixed-in with our excellent collection of British and American modelling magazines, but I'd venture to say that our collection is by no means complete.

Certainly, the work of Adrian Bryant and Russ Hammond in keeping a modelling magazine alive stands out, as does the Rogers/Buckmaster work of some years ago. How much of it is left now?

2. Books on Australian modellers and modelling. There must be a few, although the only one that immediately comes to mind is the John Marquette book that has quite a few chapters in it, each written specifically about individual modellers. I remember this book because when it was being compiled, I didn't think John would ever get it off the ground and published. But he did; and it's a very worthwhile bit of history to keep.

Such was my lack of belief back then, that when John asked me to give him some of my modelling past to include in the book, I didn't get around to doing it, which shows how little foresight an sense of history I possessed back then.

There must be more such books and I'm sure our librarian at West Wyalong will be on top of all that!

3. Individual modeller's stories as printed in newsletters. We've seen a number of these over time and all I can say is; there should be more such articles, and when they appear in any of the many

excellent seasonal modelling newsletters currently in production by people like John Lamont and especially Malcolm Campbell who deserves a gold medal for diligence and dedication, they should be copied and put in a special history file. I guess that would be at West Wyalong?

4. Articles written about days past by modellers. We see a bit of that still, but not very often which is a shame because such articles are pure gold when it comes to recording history.

Many years ago, I was responsible for publishing the newsletter of SAM 1788 and as part of that I managed to talk Monty Tyrrell into writing the occasional article about his early days in modelling. I'd like to think that most people would know who Monty was and I can assure you that his stories of early days control line flying were fascinating. Where are they now? To be honest, I have no idea as my old files and documents from my days with SAM 1788 seem to have vanished over time. What a waste!

Maybe there are hard copies of those newsletters and those articles in the hands of dedicated collectors of newsletters, who knows? If there are, please make a deal to get copies into the hands of the librarian at West Wyalong.

5. The last in the list, but by no means least, are **photographs**. This is where we seem to be really dragging our heels!

There must be literally thousands of photographs lying around in cupboards and albums in the

homes of modellers that need to be rescued and copied into a history file somewhere, and my view is that we need to make a move ASAP to do something about it.

Let me start naming some people: **Peter Lloyd** is, I suspect, the custodian of some excellent old photographs from days gone by. He has recently circulated a few of them showing people such as Alan Edwards (photo at the start of this article), Bill East, John Borrill and even one of me firing-up an F1C model on my way to winning F1C at the 1975-76 Loxton Nationals. I've reproduced it here and I hope Peter doesn't mind and that it's not copyright!



I thought it interesting and worth reproducing because it shows my friend, the always helpful Roy Summersby, standing-by with a spare battery and plug lead!

It's funny to see that times haven't changed all that much! (Forty four years later, I have a loan of one of Roy's starters when flying F1C)

We'll come to Roy and his photographs shortly.

For a while Roy and I couldn't figure out where the photograph was taken which prompted me to rattle through a box of trophies and I found the trophy as below:

March 2020 Free Flight Down Under

So, we managed to link two bits of information together.



We could have saved some time by just asking Peter where the photo was taken but I didn't think of that at first which still shows what we're up against – I never was very smart!

So, Peter Lloyd, I'll be talking to you sometime soon hoping to get you to unlock and share some of your treasures. Peter's recent article in FFDU was very impressive and maybe we can look forward to some more excellent articles and lots of old photos.

Remember that Peter's dad was Ford Lloyd, a very notable power flyer of the 1960's and thereabouts and there must be some historical photographs of Ford and his models. This is where I need another kick in the backside because Ford and I flew together a lot, but can I find a photo of he and I with models back then? Not one.....

Roy Summersby is another who has some old photographs and I've been encouraging him to dig around to find what he has so we can copy them. I've already scanned around 30 of his old slides and sent them and the digital files back to him for safe

keeping. Some of his photo's were on Ektachrome and seem to have either faded or discoloured over time, but I did what I could with Photoshop to restore them such as this one of Roy with what I think is his first FAI Viking. It was the diesel powered one and while you may think he's running the motor; a close look shows there's no prop on the motor, so it looks as if he's struck a pose for the photographer. This must be back in



John was a really good power flyer of the 1960's and 70's and beyond.

That's John at the bottom of this page and to this day, I keep in contact with him. JB now lives up in Caloundra and is a radio flyer in his retirement. John has a collection of scanned old slides but sadly, they lack quality and can't be enlarged in any detail, but I'm hoping he might one day find the originals so we can re-scan to a better quality.



the mid-1960's and it was one of the discoloured slides that I've struggled to get back to an acceptable quality.

Two more of Roy's collection are shown here as well. The first one is a very young Dave Simons. Also attached later is a photo of Dave at the 1977 World Champs sporting the

same hairdo! (he's the one in black with the glider). You will also recognise other modellers of the 1970's including Peter Smith (Canberra), Bill East, Max Boccario, Howard Gostelow partly hidden, and Peter Lloyd was there as well.

Up the top of the page is a photo of another Dave; Dave Thomas this time, at Richmond. Not sure when it was taken but it has to be in the 1970's because we first used that field around 1972.

Incidentally, I have more of the 1977 World Champs, but by no means enough to make a worthwhile article.

John Borrill is a name I hope many will remember as

On the next page is one of John's slides with him standing on the left of the three people as we view it, me again in the middle (sorry!) and to the right is a flyer that I reckon was one of nature's gentleman: Bert Holmes. This, I suspect was also at Loxton as my outfit and model seem to be the same as in the Peter Lloyd photo earlier in this missive and I guess it was the three placegetters in F1C.





Spooky isn't it where the work of two photographers taken at similar times in the same place come together for the first time after 44 years!

Let's pick on **Peter Greenhill** now; Peter's dad was Bob Greenhill who was a legend in earlier modelling, so you'd have to say there are some family photos around the Greenhill residence. Maybe Peter can chime-in to the discussion and see what he can find.

The list can go on, I've only picked on a few publicly to stir them up, but I might ring my old mate Basil Healy as well, to see if he has photographs because he was flying free flight in the second half of the early days, and was a keen and very effective power flyer in his day.

I will also speak to Barb Cooper, widow of the late, great, Arthur Cooper (Coop) to see if she has albums. We keep in regular contact as we go back many years as modelling families with our children growing up together and spending a lot of time together through the common thread of aeromodelling.

So, what's the plan?

Well, I'm prepared to scan old photographs if people lend them to me. I'll make digital files of them and hand them back to their owners together with a memory stick loaded with the digital files I've scanned. I'll also keep multiple

master copies for the West Wyalong library plus a back-up for security. I can scan, prints of any type up to A4, sheet and strip film negatives including 5 x 4, 6 x 6 cm, 35 mm including mounted slides of either Kodachrome or more traditional style colour films such as Agfa, Ektachrome etc, and can also scan colour negative film as strip or mounted of the sizes noted above.

Why me? I have a very high quality scanner as used by photo shops to scan customers old photos (not all that I scan would be scanned to the highest possible resolution however, because of the file size generated) and I have Photoshop and a middling ability to drive it. Also, I understand the medium as I earned a living for some years in photography in the world of fashion and product photography. That was an escapist adventure in the early 1960's, before going back to my basic training of engineering relating to the building industry.

They say that if you remember the 1960's you weren't really there. I remember the 1960's however, and I'm pretty sure I was there. It was an interesting time.

I've digressed again, but isn't that part of storytelling?

If I can get some photos contributed in any quality or form, I'll save them to a central file available to view (NOT BORROW) At West Wyalong plus they would be backed-up at my place as well, and of course, returned as originals plus a memory stick to the owners. Depending on what we get and of what quantity, the photographs can form the basis of articles for FFDU and other spin-off's so we can "spread the knowledge and history" once more.

Have a look at the NSWFFS newsletter sometime after July 2019 and you will see an article I prepared of black and white photographs taken at the 1969-1970 Wallacia Nationals. As I see it, photographs like that are worth preserving and I hope you agree. That's the sort of article that brings the past back to life.

So, do we have model flyers with photographs who are prepared to let them be copied, stored and circulated? I'd love to hear from you!

If you decide to scan slides yourself, please try to scan to show detail and don't toss the originals away; throw them in my direction.

Pleeeeesse! Come up with something as we're losing our history too rapidly for my liking.

Mike Pettigrew

0419 509 013

mike2.pettigrew@gmail.com

February 2020.

Construction Corner

Look honey, no propeller

report and photos by Roy Summersby



One, well me anyway, cannot go into the plan drawer without finding something interesting or to get excited about. This time I stumbled upon a LAVOCHKIN 17 plan; the aircraft is an early Russian fighter. Now that's different; I've never built a ducted fan job before. I had to have a closer look; the plan was from a Veron kit which sold in the mid 1950s. If you could find a kit now it would be 60 years old and the balsa would be just terrible. The power shown on the plan is an Allbon Dart which was started using a cord (I don't think so) hard enough to start the little buggers with a prop.

Looking closely at the plan I see no problems with the flying surfaces, now the fuselage, it looks complicated but further inspection it is really quite simple it is just a

box; yes it does have two tapers before becoming a straight tube but not difficult. All one has to do is glue the formers on the box, and then add the stringers, the jobs done, well in my mind it was.

All those semi-round formers can be cut out with a laser machine; Aaron Booth can do that little job for me, thanks Aaron. What to use for power, electric should be the go, easy to start, adjustable power and time settings using a Hubin timer. Now the power, I'm sure Michel Towell will come up with a ducted fan unit suitable for me, so time to start building.



The three boxes, well it is really six half boxes as it is built in two halves before joining together. I was careful making the boxes but not careful enough, if they are out at all, the formers are either too big or too small. I will remember this next time and make jigs to hold everything dead straight. In the end the barrel



fuselage, and that is what it is, a barrel, came out quite well with a little packing here and there. I thoroughly enjoyed building it; one could say "barrels of fun".

I covered the model in polyester tissue and as you can see it is painted silver, a very easy colour scheme. Nothing fancy in the decoration either with only a few red stars, the Russians kept them simple. I did make a few minor changes like adding half ribs in the wings, but mainly stuck to the plan.

Will it fly? Well, Model Aircraft January 1953 says it does, they even put it on the front cover. Being serious it does have a good chance, shoulder wing, a generous stab and some dihedral. My only worry is the weight, the model is light but all those electrics bits and the battery are heavy, we will see, anyway jets are supposed to fly fast.

Roy Summersby

Wing span	960 mm
Fuselage	730 mm
Weight without electrics	270 g



WA News

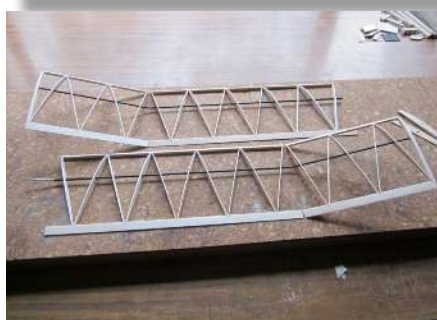
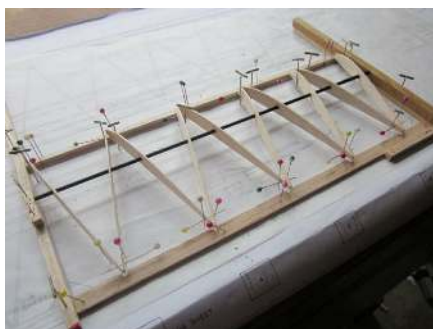


Jim Clem's 1/2A Witch Hawk modified to E36

By Philip Letchford

A few years back I bought one of Jim Clem's old Tee Dee 049's from his estate with the intention of building one of his models for it. First I considered the Country Boy but after finding out how big it was I settled on the Witch Hawk instead. The 1/2A Witch Hawk is still in the pipeline and it will be pretty much like this one construction-wise.

The tubes I use are from cheap CF fishing poles bought off E bay. They are not in the same class as the tubes we get from our specialist suppliers but they are light and strong enough for our needs. I start off by downloading a design I fancy from the internet and either print it out on A4 and glue the pages together or I get it printed up at Officeworks which is the better option. There is no need to alter the wing and tail on the plan but you will need to redraw the fuselage to accommodate the electrics and the CF tail boom. I put the prop driver in the same place as the TD and the CG



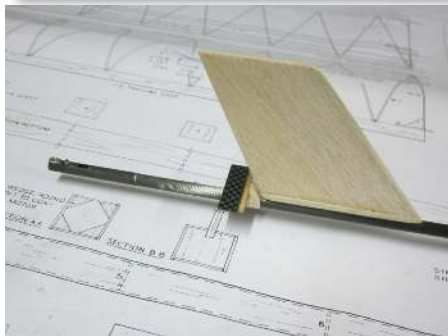
worked out ok. The tubes I use for spars have a slight taper and weigh around 2.3 g each. I stack drill half of the ribs with a 3mm drill and the rest with a 2.4 mm drill to allow for the taper. I open up the centre most ribs

with a curled up piece of wet and dry to suit the ferruled ends on the tubes. I used CF dihedral joiners on the Hustler but for the Witch Hawk I decided to use 2 mm alloy rod at the centre dihedral join and 1.5 mm alloy rod on the tips.

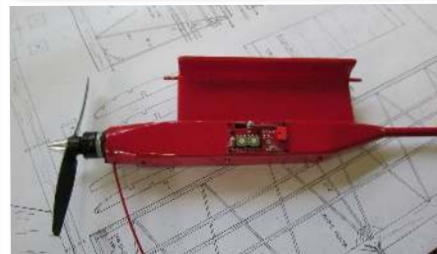
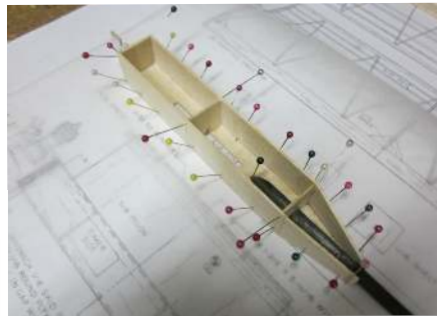
When building with tubes I pin solid pieces of wood to the ends of the bays to keep everything in place and then after putting the ribs on the spar I pin the lot together over the plan and slot the TE to fit. After the TE is done the front of the ribs will need a little chamfer to match the LE and once that is done you glue it all in place with PVA or superglue. I use thick superglue to glue the ribs to the spars and when the glue is dry I take the panel off the board and superglue the places I missed when it was pinned down. The end plates also come in handy if you are shaping your own TE & LE with a razor plane. For the dihedral joins I bend the alloy welding rod to the correct angle, slip

the panels together, sand the joins in situ and then glue with epoxy. The LE and TE joins can be reinforced with either SIG Koverall or very light glass cloth doped on.

There is not much sense in having a tubular tail boom if you do not bury the DT line in it. This can be a little tricky especially getting the line through the alloy tubing so I put a little slot before the tubing so I can thread it through easier. The incidence adjuster is made from a 3 mm pop rivet tapped out to 2 mm. File the flats while it is still on the mandrel to make holding it for tapping easier. To anneal alloy tubing



to make it easier to bend you coat it with a layer of soot from a carburising flame (a candle will do) and then use a natural flame to burn it off, let it cool down before handling and that's it no quenching. I bend the alloy welding rod to the correct angle, slip the panels together and sand the joins in situ.



The motor is a Cobra 1407 4100 kv running a 5030 carbon fibre prop mounted on a 2.5 mm carbon fibre mount I made from the arm of a cheap drone frame. The ESC is a 20A V Good which as far as I can tell is exactly the same as a Turnigy 20A 32 bit ESC but a lot cheaper. The battery is a Turnigy Nano-Tech Plus 300 mAh 2S 70C and it fits neatly into the front of the fuselage. The timer is the Australian made Detox which although being very compact is still a tight fit because I built the fuselage with the original taper. If I built another it would be just a parallel box.

The covering is Coverlite- Litespan using Balsaloc as an adhesive. I covered the front and rear of the fuselage with lightweight glass cloth doped on with a coat of red one pack epoxy over the lot to make it more visible. I was a little disappointed it came in at 130g but I was not very fussy with my wood selection and the paint must have added a gram or two. I had a few inconclusive test flights before packing up and going home to add a bigger rudder tab and another 0.5mm incidence on the wing. The climb was fast, the glide ok and the DT very positive. I found the DTox very easy to use and it takes up very little room. I use 6lb monofilament with around 10mm stretch straight onto the DT latch, no rubber band.

Matt Hannaford had a few worrying months

Facebook kept us informed and Matt didn't get much sleep some nights.

He said *"The Green Wattle Creek fire has been my worry, check out the fires near me on the app - my address 90 Frankum Dr Orangeville."*

The smoke here this morning has visibility down to 500m

I have survived the fire only just. It got as close as 3 km when the main front burst out of the valley last Thursday night with a spot fire 1 km away. A grass fire on Friday was less than a metre from my workshop.

I have been on "watch and act" many times and "emergency" several times.

I have the house and workshop to look after, but on different properties. They both have tanks, pumps and hoses."

And then in February, Matt got flooded!

JOKES PAGE



The Wedding

The wedding ceremony came to the point where the Minister asked if anyone had anything to say concerning the union of the bride and groom. It was their time to stand up and talk, or forever hold their peace.

The moment of utter silence was broken by a beautiful young woman carrying her baby son.

She stood up and started walking slowly towards the pastor. The congregation was aghast as the penny dropped. The Groom's jaw dropped as he stared disbelievingly at the approaching young woman and child. Chaos ensued.

The bride threw the bouquet in the air and burst out crying. Then the groom's mother fainted.

The Best men started giving each other looks and wondering how best to help save the situation.

The Minister asked the woman, "Can you tell us, why you came forward? What do you have to say?"

There was absolute silence in the church.

The woman replied, "We can't hear at the back."



PARAPROSDOKIANS

- If I had a dollar for every girl that found me unattractive, they'd eventually find me attractive.
- I find it ironic that the colors red, white, and blue stand for freedom, until they're flashing behind you.
- Today a man knocked on my door and asked for a small donation towards the local swimming pool, so I gave him a glass of water.
- Artificial intelligence is no match for natural stupidity.
- I'm great at multi-tasking--I can waste time, be unproductive, and procrastinate all at once.
- If you can smile when things go wrong, you have someone in mind to blame.
- Take my advice — I'm not using it.
- My wife and I were happy for twenty years; then we met.
- Hospitality is the art of making guests feel like they're at home when you wish they were.
- Behind every great man is a woman rolling her eyes.
- Ever stop to think and forget to start again?
- Women spend more time wondering what men are thinking than men spend thinking.
- He who laughs last thinks slowest.
- Is it wrong that only one company makes the game Monopoly?
- Women sometimes make fools of men, but most guys are the do-it-yourself type.
- I was going to give him a nasty look, but he already had one.
- Change is inevitable, except from a vending machine.
- I was going to wear my camouflage shirt today, but I couldn't find it.
- If at first you don't succeed, skydiving is not for you.
- Sometimes I wake up grumpy; other times I let him sleep.
- If tomatoes are technically a fruit, is ketchup a smoothie?
- Money is the root of all wealth.
- No matter how much you push the envelope, it'll still be stationery.

GETTING THE MESSAGE OUT

Over the last ten years, I have taken many free flight photos and have selected my best for the international website Flickr. Access to these photos is free. This is a promotional vehicle for our sport and it has received quite a few hits. Naturally international events generate the most interest but you may be surprised how much attention events in **Australia** receive. Does this translate into more overseas visitors? Maybe, but I do believe it has placed our competitions on the international radar.

If you are interested, start off at my home page link shown below, scroll up or down and pick whichever albums (events) interest you:

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



Free Flight Event	No. of Photos	No. of Hits	Free Flight Event	No. of Photos	No. of Hits
2012 Fab Feb Lost Hills	248	8,864	2019 42 nd AFFS Champs	166	947
2015 Fab Feb Lost Hills	427	7,000	2014 W Wyalong Grand Opening	194	893
2019 Fab Feb Lost Hills	482	6,725	2017 World Champs HUN Social	183	888
2014 Fab Feb Lost Hills	381	5,901	2016 Richmond Scale Rally	148	862
2015 World Champs MONGOLIA	518	5,170	2014 67 th Nationals Springhurst	195	750
2016 Fab Feb Lost Hills	392	4,197	2017 AFFS Champs	159	742
2019 World Champs USA	556	4,841	2019 Kotuku Cup	50	717
2018 Fab Feb Lost Hills	423	4,752	2019 RIP – Eugene Verbitsky (UKR)	42	686
2013 World Champs FRANCE	246	4,040	Scramble promotion	23	636
2013 Fab Feb Lost Hills	194	2,930	2017 Southern Cross Cup (SCC)	93	584
2017 Fab Feb Lost Hills	303	2,912	2017 Fab Feb Social	82	524
2011 Fab Feb Lost Hills	412	2,741	2013 AFFS Champs	114	519
2019 Sierra Cup	295	2,084	2018 AFFS Champs	59	416
2012 FF in AUS and NZL	135	1,915	2016 AFFS Promo	7	412
2014 AFFS Champs and SCC	233	1,889	2018 RIP – Paul Lagan (NZL)	22	370
2016 AFFS Champs	286	1,524	2013 RIP – Victor Stamoov (UKR)	29	311
2013 World Champs FRA Social	193	1,439	2016 69 th Nationals West Wyalong	202	277
2019 71 st Nationals	275	1,399	2013 NSW State Champs	53	213
2018 70 th Nationals	281	1,332	2016 Wings Over West Wyalong	38	134
2017 World Champs HUNGARY	108	1,278	2016 Free Flight in NZ	119	111
2015 AFFS Champs and SCC	182	1,152			
			Total number of photos	8,548	
			Total number of album hits	85,077	



DMcG on FB: No denying it. I'm dealing with Free Flight Burnout. All of my planes need fixing, builds need to be finished and no energy or desire to do any of it.

I'm sure I'm not alone. Taking time off is an option for sure but I feel that I've taken quite a bit of time off all

ready. I attended the WC at Lost Hills and flew in several comps. Normally I come back with lots of energy. Not this time.

What do you do to keep the Free Flight fires burning?

MY PRIVATE REPLY: What a great thread you've started on FB. And brave to do so as well. I too returned from the World Champs with the same feeling, a feeling I've been nurturing for a few years now. Burnout robs me of motivation and it's hard to rekindle enthusiasm. My involvement in FF extends beyond building and flying, to editing 2 major AUS FF newsletters, FF photography and FF committees. I lack the

enthusiasm to build after I do all my FF "jobs".

But I still get a kick when I open a can of dope, a bottle of diesel fuel or balsa cement. E36 was a definite kick starter to catch my attention and Kathy shares my passion for gliders and E36. And she beats me too! But I also fly 4 rubber classes, 5 glider classes and 3 power classes.

I have lots I could build from scratch or from kits and my fair share of repairs; I just lack motivation. In AUS, we have men's sheds where like-minded older men get together and build things for charity and personal satisfaction. I have suggested to our Brisbane FF club president that we should have a weekly meeting in his

workshop to encourage activity. He hasn't picked up on it because he's too busy building!

It's a great hobby, but it can be consuming and depressing - it's just finding the balance. If you feel like it, send me your email address and I'll send you our club newsletter - a lot of OS flyers really appreciate it - and it might help?

DMcG's PRIVATE ANSWER: Hi Malcolm, thanks for the kind words. I'd love to see your club newsletter.

Meeting with like-minded people makes a huge difference for sure. There aren't any other free flight people where I live that I know of.

That's why attending contest is important. Challenge is the closest but is a 6 hour drive and occurs in our fall months. Lost Hills is great but the travel commitment is tough. As you know! In my case it's lots of driving which I enjoy for the most part. I can't do it often enough though!

I look forward to the newsletter. Once again Thanks!

Anyone else know the feeling?



Innovative developer Harry Sokol has just informed me of a new product



Harry says:

I built a glider! 'Jetstream', from the Ambroid kit plan via OuterZone. This was another one of those 'I built one when I was a wee lad' so I had to build one again. But there was a dilemma.... I had no DT timer for it.

DTox laboratories to the rescue once again.

Building on the soon to be extremely popular type-E2 E36 timer, a variant was produced, the **single function type-EG**, with exceptionally easy programming. Just dial in the number of seconds on the two rotary switches and Robert is your Uncle!

The type-EG has, as all DTox timers, RDT capability so, pulling up the DTox socks, the DTox RDT is just about complete, having survived early flight trials and only requiring full range testing.

The shiny thing to the right of the timer is the auto rudder activation combined with a micro-switch to start the timer upon line release.

The pictured RDT transmitter and receiver (left) are the final configurations, soon to be included on the website along with details of the type-EG timer. www.4dfx.com.au/DTox is the place to go to discover all you need to know about DTox timers.

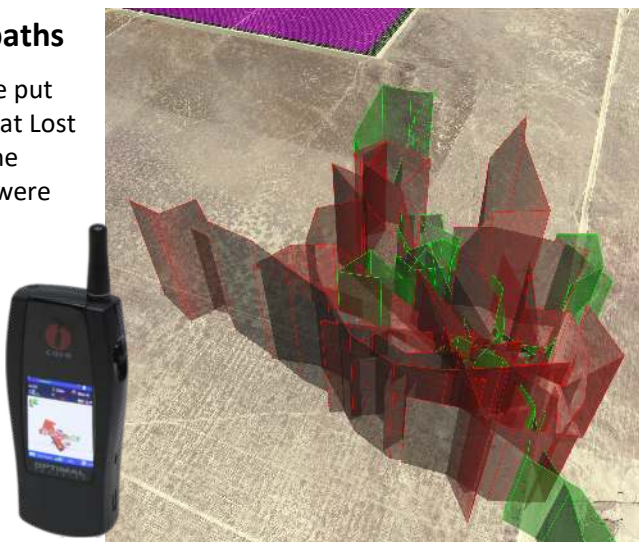


iCare GPS flight paths

UK F1H flyer Chris Edge put up 10 flights in one day at Lost Hills in October, when the Sierra and Kotuku Cups were run concurrently.

It looks like most flights DT'ed from great height and didn't stray too far from the flight line.

GPS units sure add a new dimension to model retrieving.



WANTED: YOUR WORKBENCH

Are you proud of your model bench? Is your current WIP worthy of exposure? Why don't you send me photos of what you've been up to? Maybe your modelling area is extremely tidy or extraordinarily messy. I'm sure we all want to see it. Let's see how many photos I can collect for future FFDUs.


VALE TED BURFEIN 10 March 1963 - 20 February 2020

Ted Burfein will truly be missed from his chosen sport. Ted was an intelligent man, large framed and full of enthusiasm. He loved his Free Flight modelling and was respected by his peers. He flew all premier classes in Free Flight and did well, particularly in F1B. He wanted another try at the Australian World Champs Team and that was his plan for 2020. Ted flew F1A, F1B, F1C, F1G and F1J, and was the AFFS president for two years. He was previously heavily involved in control line, and once managed the Australian Free Flight Team at the Croatian World Championships. Ted was nice to be around, dynamic and with a kind heart. I was so pleased to have spoken with him just ten days before we lost him. He actually sounded well but was composed to his fate. On Thursday 20th February, the cruel and savage disease took him so suddenly. I know the weary path a carer can walk and I'm thankful Sonya has been spared that journey, and that Ted has missed a dreadful treatment regime. My sincere condolences to Sonya and their families.

Malcolm Campbell



REST IN PEACE Charles Edward Burfein



BRISBANE FREE FLIGHT SOCIETY 2020 Flying Calendar



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
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 23 rd	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 24 th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 31 st	8-12pm	F1G State Champs (5 flights)	Coominya
June		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
	F	Sun 14 th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	🏆	Sat 20 th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 21 st	8-1pm	Reserve F1B / F1J	Dalby
	✂	Sat 27 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 4 th	3-6pm	Indoor - P18	BSHS
		7 th - 15 th		1st West Wyalong National Championships	West Wyalong
	F	Sun 12 th	8-1pm	Club power model fun & testing day including E36	Coominya
	🏆	Sun 26 th	8-1pm	Scale, HLG & CLG State Champs	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

NSWFFS Contest & Fixture Calendar 2020



Date	Event	Venue	Time	C/D
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 ½ hr Scramble & Scale Rally	Richmond	7.00am – 1.00pm	Terry Bond
Jan 17	General Meeting	Dundas Sport	7:30pm	
Feb 8-17	Maxmen etc USA	Lost Hills		
Feb 9	Combined F1 G, H, J, P30 + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
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 11 th F1A, C & O/R. 12 th F1B & O/P 13 th Reserve	W Wyalong	8.00am-1.00pm	Dave Thomas
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 plus 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 4 th . Sun 5 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 7-15	1 st West Wyalong National Champs	W Wyalong		
July 17	General Meeting	Dundas Sport	7.30 pm	
Aug 2	State Champs F1G, H, J (Combined)	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 13	½ Hour Scramble + Fun Fly BBQ Lunch	Richmond BYO Food	7:00am – 1:00pm	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 15	Bowden comp ROG details to come 1/2 Hour Scramble + Scale rally	Richmond	7:00am – 1:00pm	Peter Jackson
Nov 20	General meeting	Dundas Sport	7.30 pm	
Nov 27	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 6	½ Hour Scramble, Combined Vintage with SAMS & Fun Fly.	Richmond BBQ Xmas Lunch BYO FOOD	7:00am – 1:00pm	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

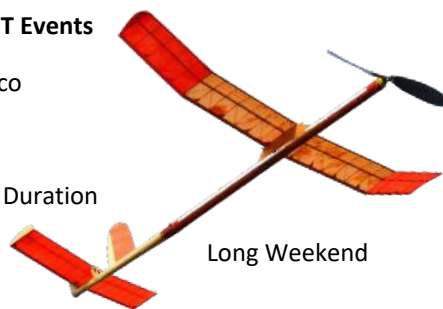




WAMAC AND STATE CHAMPIONSHIPS CONTEST CALENDAR



FF Events		OT Events	
08 March		1/2ATexaco	
22 March	Open Rubber		
05 April		Standard Duration	
12 April	Easter Sunday		
19 April	Slow Open Power		
26 April	Anzac Day		
03 May		Texaco	
10 May	Mothers Day		
17 May	E36 / Open Electric		
31 May		Duration	Long Weekend
14 June	P30 / Coupe		
28 June		38 Antique	
12 July	Open Power		
26 July		Nostalgia / Burford	
09 August	Combined FAI / 1/2A Power		
23 August		OT Glider	
06 September	Fathers Day		
13 September		½ A Elec / Tomboy	
27 September			Long Weekend



NOTE: While not stated on the calendar, all events will be held at the Beverley flying field in WA and anyone interested should contact me for further details.

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



Float Documentary

For ten years, filmmakers Ben Saks and Phil Kibbe have been collecting interviews and film footage at F1D World Championship events in Serbia, Romania and the USA. They have finally finished their documentary – an inspiring achievement that tells the story of this niche area of ultralight model planes, the history, the stress of competition at the highest level, and the precarious future for the category. Well worth the US\$29 cost – order via their website.

<https://floatdocumentary.com/>

