

The Free Flighter
Journal of the NSWFFS Inc
September 2013



World Championship
F1C Trophy

Minutes of General Meeting

19th July 2013

Meeting opened: 7.30 pm President Terry Bond in the chair

Present

R Summersby, Terry Bond, Barry Lee, Tahn Stowe, Ed Mahoney, Garry Pope
Wally Bolliger, Geoff Mee, Michel Towel, Jim Christie, Phil Warren, Goran
Milosavljevic

Apologies

Reg & Lyn Towel

Guests

Geoff Potter,

Minutes of previous meeting:

Minutes accepted as a true record: Moved, Wally Bolliger, 2nd M Towel

Business Arising:

Nil

Correspondence In:

Flypaper, Airpaper, Nat's @013/14 info 28th-3rd Jan, CIAM news, MAAA news

Correspondence Out:

The Free Flighter July

Treasurer's Report Jan-Feb 2013

Credit

Comm. Bank int	.03
66 th Nat's Postponed Entry Fees (scale)	30.00
Registrations	530.00
St George Power Saver Int	13.83
Total	\$573.86

Debit

Affiliations (MAAA)	60.00
Council conference (TS)	694.13
Total	\$754.13

Hon Treasure Tahn Stowe's treasures report is accepted Phil Warren sec M
Towel

General Business:

Tahn MAAA VP Explained the MAAA grants scheme for land and equipment,
Program for 2014 to be similar to this year's, Scale weekend will be run again
first weekend in July 2014, Stroke foundation to be invited as guest speaker.

Meeting closed 8.17pm

Following the meeting, general talk and shop goods sold.

Editorial September 2013

Hi team, by now, most will be aware that we have a new world champion after a mere 58 Years. Roy Summersby smashed the previous world champ by 2 minutes in the 12 minute round in F1C. The 12 minute round represents 10 continuous rounds of maxes on one day with the eleventh round at 7.15am the next morning. That was a monumental effort by Roy to prepare, set, and launch without any mistakes over a period of 11 hours. A special mention is made for all of the helpers, spotters, and retrievers who made the win possible.

We have not had a world champion since Alan King in 1954 and Bond Baker in 1958. Both of these fliers flew in the F1B category. Richard Blackam has been the closest when he managed third in F1B in 2001. No Australian has been on the top step of the podium in this category. I should mention it has only taken Roy 60 years of personal dedication and sacrifice for Roy to manage this feat. Our NSW contingent managed fairly well with all but one flyer not making the 5 and 7 min round in F1C fly offs.

There will be a lot more to come at the next AGM; unfortunately Roy will not be present as he is taking a well earned holiday at Truk Lagoon recharging his batteries. However we must decide where and when to hold a celebration for our new found world champ.

This editorial is also a reminder that our AGM will be held on 20 Sep 2013. We have already received nominations for our committee. The existing committee has had a busy year especially Tahn Stowe, (our treasurer) who is now also the vice president of the MAAA and the secretary of the AFFS. Other members of the committee are Roy Summersby, our secretary, Barry Lee our registrar, Jim Christie our Vice president, Geoff Mee, our education member, Michael Towell our safety member, Carlo de Filipis & Phil Warren our committee members and Gary Pope our public officer. A special thanks for their efforts during the year; without an active committee we would not have the enthusiasm and activity that makes a successful organisation.

Friday flying is up and running at full pace again with our delinquent fliers returning from the world champs. I try to encourage all fliers to attend the Friday scene as the weather is often better than our Sunday outings. It also gives fliers the opportunity to practice and discuss trimming and building techniques.

Additional items currently up for discussion are; Team selection process for attendance at world champ contests (currently before technical subcommittee members) and; whether and how to hold an Asian or Pacific Rim contest during 2014. Suggestions for either of these items may be forwarded to Roy Summersby, secretary NSWFFS.

That's all folks; just remember that free flighters keep it up longer.

Terry Bond
President

Victorian Scale Championships



Getting ready for a good days flying,

The Scale Victorian State championships competition was held at the Westcoast Soarers Leopold field on Sunday June 30. Fred Roberts organized the day. Four competitors turned up with ten models. The models were of a high standard. Judges Peter Greenhill and Vin Morgan pondered for some time over the criteria: general, fidelity, colour, detail, workmanship and flight.

The day was fine and reasonably calm early, however, as predicted, the wind rapidly became stronger. The best flights were naturally made early and recalcitrant motors led to late flights in a bit too much wind for scale models. The best flight was Mike Hardy's Blackburn Monoplane (do monoplanes fly better??). Gary Sunderland's DH4 looked good with lots of detail but the flight, which started well, ended in a tight right turn and a lot of damage on impact. His Avro - Duigan made a long if slightly stally flight in the wind which ended in the lake at the far end of the field. The wind blew it across to the other side where it was recovered undamaged. Gary said it was in better shape than after a normal landing which usually knocks the U/C back. Unfortunately the model spent quite a lot of time in the lake so it missed static judging.

Gary Odger's Glostershire Gannet received a good static score but its flight was not so good and ended with minor damage. Mike Hardy played safe and didn't fly the Avro Avis.

Fred Roberts Avro 504 flies well. Its flight score elevated it to 3rd place.

It was a nice day. We should do it again.

Results and some of the good pictures taken by Westcoast Soarers member John Hill (thanks John) are attached.

Vin

Victorian State Championships Scale

Leopold 30/6/2013

Place	Model	Competitor	General	Fidelity	Colour	Detail	Work	Flight	Total	Comments
1	Blackburn Monoplane	Mike Hardy	8	8½	9	7	8	30	70½	Nice model, looks just right. Flight of the day
2	BE2C	Gary Sunderland	8½	8½	8½	9	8½	20	63	Getting old (aren't we all) but still a lot of detail and looks the part
3	Avro 504	Fred Roberts	6½	8	8	6½	7½	25	61½	Nice flight. Fred is promising more detail to come.
4	SE5A	Gary Odgers	8½	8	8	7½	7½	20	59½	Nice model. Flew a bit late in the wind
5	Glostershire Gannet	Gary Odgers	7½	8	8	7½	8	15	54	Nice model, didn't like the wind
6	Avro Avis	Mike Hardy	7½	7	8	6½	8	-	37	Very nice model. Didn't fly but we felt like scoring it.....
7	Avro Duigan	Gary Sunderland						25	25	Long flight ended in the lake so it missed static judging. Pity,
8	Moth Minor	Fred Roberts	4	-	5	3½	6	4	22½	Cute, but that doesn't count
9	BA Swallow	Gary Odgers						-		Not flown.....
10	DH4	Gary Sunderland						-		Flight started well.... Then turned right and crashed. Con-



Gary Sunderlands BE2c



Mike Hardys Avro Avis



Mike Hardys
Blackburn Monoplane



Gary Odgers with his
SE5A & Glostershire
Gannett



Fred Roberts Avro 504

Contest Report 8th September

What a top day, plenty of people mainly having a chat, Bruce Hoffmann brought along his new, very large Tempest, for show and tell. He did run it up and taxied it around, It would look awesome in the sky. Chris Dudley was flying his fleet and they were performing better than I have seen them before. **P30**, well Jim lead the way with 357 followed by Terry 350, Roy 325, Tahn 299. **Vintage**, there was just Jim with his Bilgri 1956 and Roy brought his A frame pusher 1936. As the drift was to the river they only made the one flight each, both made maxes. A top social day, with nine cars on the field.

Roy Summersby



Richmond on September 8th

2013 World Free Flight Championships - Moncontour, France

F1A – Tuesday 6 August – Competition got underway at 8 am in fairly warm & benign conditions for 115 flyers. Phil Mitchell, Vin Morgan & Malcolm Campbell each achieved the round 1 max of 210 seconds. In fact, 100 flyers achieved the round 1 max, so most of the field was off to a clean start and hopefully a good day. Conditions remained quite good for most of the day. The drift was fairly mild and there was lift about for those who could chase it & pick it. The most difficult rounds for the day were rounds 3 (17 sub-maxes) and 6 (17 sub-maxes).

Phil managed to keep a clean sheet through the 7 rounds. Malcolm dropped in round 3 (168 sec) and 4 (108 sec), whilst Vin dropped round 3 (133 sec) round 6 (138 sec) and round 7 (137 sec). We had one competitor in the fly-off.

Whilst each round saw about 100 maxes and 10 to 17 sub maxes, those sub maxes were distributed fairly well over the entire field, the result being that 62 out of 115 qualified for the fly-off and 53 flyers missed out. Given the conditions, one might have expected more in the fly-off. Regardless, 62 is a big number to have in a fly-off with a 10 minute window.

The flight line was moved a fair distance to the west. When the line was set it was quite long and quite cramped with only a few metres separating each model. The weather remained excellent. When the hooter sounded chaos was on offer but most did a very good job of placing themselves and their models in order to make space and chase air. In fact, the models, the flying and the air were so good that 54 of the 62 who flew maxed out in the 5 minute round. Phil Mitchell caught a very good piece of air and his model had very good height when it D/Ted. Things were looking good for the 7 minute round. However conditions were a bit harder when the hooter went. Phil searched far & wide for a nice piece of lift but it was not to be and he was down in 223 seconds. Of the 54 who flew, 30 dropped and 24 moved to the 9 minute fly-off. At the end of the day Lesko from Croatia was the new Champion by 24 seconds from Szijarto and a further 41 seconds from Victor Stamov - RIP.

F1B – Wednesday 7 August – The weather was bit cooler and the drift a bit brisker for the F1B flyers. Judging by the results, lift was much scarcer and a lot harder to pick than was the case on F1A day. No fewer than 36 of the 102 contestants failed to achieve the 4 minute max required in round 1. For the Australians Terry Bond managed the 4 minutes. Much to the astonishment of the writer, both Richard Blackham (190 sec) and Bryan Oliver (236 sec) did not get the round 1 max. After watching both flyers achieve wonderful flights in practice the previous 2 evenings and watching Richard then have 3 excellent practice flights immediately before round 1 on this very day, I was expecting that they would easily Max round 1 and waltz through the subsequent 6 rounds. To witness both of them miss round 1 left me speechless (well, almost speechless). During the remaining rounds 2 to 5 inclusive, over 80 flyers maxed in each round. However, after lunch the doldrums set in. Round 6 would be the bete noire for 38 flyers as thermals all but disappeared for almost an hour. Normal conditions returned for round 7 when 87 out of 102 maxed.

While this was going on, Terry Bond maintained a clean score card with 7 fairly convincing max's. Indeed, Terry was in very good form and picking the lift very well, getting very good height with every flight. In contrast Bryan had one more drop immediately before lunch (162 sec) whilst Richard dropped in round 2 (114 sec) and round 6 (147). As I write this brief tome I still find it hard to believe that I saw Richard's model stall down in rounds 1 and 2. The models performance was superb the previous 3 outings. Same for Bryan - his models performed excellently on their previous outings at this very field.

There were 30 starters for the 5 minute fly-off in weather that was getting grimmer and far less encouraging. The flight line was unchanged. After observing the 10 minutes it seemed to me that one end of the line (north ?) experience good air whilst the majority of the line had very ordinary air indeed. Nine flyers made the 5 minutes whilst 21 dropped in this round. Sadly Terry did not advance to the next round. It seems he could not do much about 10 minutes of poor air at his pole.

At the conclusion of the 7 minute fly-off Bulsatov (Russia) emerged victorious at 385 seconds which was 94 seconds clear of Yurtseven (Turkey) and a further 17 seconds clear of the well performed junior from the USA, Brian Pacelli.

F1C – Thursday 8 August – The weather was much nicer than for F1B day. While there was some cloud about and the occasional sprinkle of rain, the weather conditions did not present much of a challenge to the flyers. In round one 60 of the 73 flyers achieved the 4 minute max. For those that didn't get a max the issue was mostly operator error via wayward launches or poor tuning. Roy easily maxed with a flawless launch, transition and glide. His model had some serious mumbo and its acceleration throughout the climb was a sight to behold. Terry was in a similar boat with a flawless launch, transition & glide. However yours truly muffed the tune of the FORA powered Slava machine, with the engine going lean not long after launch. While the launch was good and the climb near vertical, the momentary stalling of the engine meant a loss of speed & height which guaranteed a poor transition at a modest height, leading in turn to flight of only 137 seconds.

(Oh dear, all that effort to get here.....3 models destroyed whilst here....and I was out of the running after the first flight. Only one thing to do now, keep at it !)

During the day the line had to be moved twice as first crops and then cars came under threat from the odd wayward F1C. However the weather conditions remain quite workable and there was lift about. In rounds 2 through 7, the Australians (yours truly included !) were in fine form with each posting what appeared to be no risk max's based on good engine tune, good vertical launches, good transitions and good glides in air that was astutely picked.

Of the 73 flyers who started the day, 50 flyers or 68% of the field qualified for the fly-off. Roy and Terry were amongst them. I had hoped to be there, but that was not to be. I had to console myself with a PB of 6 max's in a World Champs contest.

The first fly-off was a sight & sound to behold. In what seemed a very short space of time (say about 30 seconds), almost 50 F1C's fired up and leapt into the sky, tearing upwards at an amazing velocity. Just as quickly, silence fell and those 50 tearaway beasts suddenly turned away from their vertical trajectory into a huge gaggle of graceful gulls, meandering slowly and horizontally through the blue sunlight sky as if they were giant birds looking for prey on terra firma. The noise and spectacle is without precedent in my lifetime.

The conditions, the skill of the flyers and the models were so good that only 7 failed to make the 5 minute max and 43 proceeded to the 7 minute max round. Sadly Terry was one who exited at this stage, the victim of an out of character errant launch. A good launch in these conditions would have seen him through to the next round.

Again the alarmingly noisy spectacle was repeated, this time with 43 angry beasts. Of those, 16 failed to get the 7 minutes but still 27 were left. Onto the 9 minute round they went.

Again the noisy spectacle broke the silence of the evening. When the dust had settled only 2 were left. Old stagers Verbitsky and Summersby were all that was left for the final fly-off which was to be held at 7 am the following morning.

F1C Fly-off – Friday 9 August. The Australian contingent arrived relatively early. Roy & Terry set up camp & Roy busied himself with preparing two identical Babenko Folders. This he duly did & he fired up both models & ground tested them. Roy was all business, a picture of focus and an example of almost metronomic activity....always doing something, but never rushed or hurried.

Both flyers were ready when the hooter sounded. Roy fired up first & soon brought his model to a perfect tune. His launch was perfect and the model accelerated with verve, achieving a very good height followed by a perfect bunt and wing extension. He was looking good. Fairly soon Verbitsky fired up and launched. His launch was good but the engine seemed a tad rich compared to yesterday and was a bit clacky. The engine did not clean up on the climb & the height achieved seemed not so great. But he was in the air and anything was possible. As time passed it was clear Roy had won his and Australia's first F1C World Championship. Congratulation Roy, Well Done !!

Roy was credited with 447 seconds whereas Verbitsky achieved 321 seconds. Roys model was duly retrieved at a great distance from the away point and roughly twice the distance noted for Verbitsky's model. The model was presented for Technical Inspection which it duly passed & it was official....**Roy Summersby (Australia) 2013 F1C World Champion !!**

All things considered this was a fine Contest. The organisation was good, the fields were good, the weather was good and the flying was good. The food was excellent as was the people and the hospitality.

Next stop, Mongolia !

Gary Pope – August, 2013

—oooOooo—

WORLD CHAMPIONSHIPS FRANCE 2013

KWASONTS, MELONS & RULE NUMBER ONE

FIRST, THE KWASONTS

The Oz Team members arrived in Moncontour at various times and generally settled into the regulation *kwasonts* for breakfast by the time of the first World Cup competition held near the village.

Noels & I didn't really see much of the flying on B & C day but it became evident early the crops were going to be an issue! Most of the Oz B & C flyers had chosen not to enter the this comp, saving themselves for the World Champs.

F1A World Cup day was reasonably calm for the first few rounds, then the wind came up for a very uncomfortable days flying at/near and over the FAI limit. Albert Fathers, Mal Campbell and myself were flying. By the end of Round 5, the good news was that there were only 3 flyers maxing out!!! Myself, Oscar Findahl and Anton Gorsky from Russia. Well, a long story short I finished 9th after a very long retrieve from round 5. The comp was shortened to 6 rounds. Anton Gorsky won in a two man flyoff the next morning.

SECOND, THE MELONS

Much better weather was forecast for the second scheduled contest, Poitou 2013 (on a different to the Moncontour/WC site). However, the contest ended on F1B day after Round 3 due to farmers concerns for the impact of retrieval on their melon crops. Basically the crop season in France was 2 weeks late and the flying comps early, hence the conflict. F1A & C were cancelled.....Narrandera looks better & better!!!

NOW, RULE No ONE

All three days of the World Champs we enjoyed perfect weather conditions!!! The first 4 Rounds on F1A day were basically a case of tow up, clear the traffic, steer the model into the launch window and hammer the launch. After lunch, flying was a little more difficult but I made it through to the flyoff.....along with 64 others. Unfortunately Vin & Mal had both dropped rounds during the day. I drew pole 28 for the 5 min FO, so I sprinted up wind to clear traffic, settle in and find lift. A 90m launch into good air lead the field into a huge thermal. Around 40 flyers lined up for the 7min FO at around 8.00 pm. I drew pole 28 again!! So, upwind was really the only option, unfortunately no air this time. Robert Lesko won with a flapper in the 9 min round.

Can't really comment much on F1B day as I was on retrieval duty. Terry Bond was the only Oz team member to max out. Well done 007!

F1C was a near perfect day for Roy, the only hiccup was an overrun in round 6 or 7. This was more due to timekeeper's perception rather than actual engine run. Roy's switch to electronic timers was paying off. I timed him all day in a range between 4.7 & 4.8 sec. The overrun by the time keepers was 5.2! Roy backed off the time for the second attempt by 0.1 and the time keepers got an engine run at 4.1 sec, I got 4.7.....so perception continues to be an issue in engine run timing. Nevertheless, Roys launches were excellent all day through to the 9 mins FO which only he and Verbitsky made. Terry Bond maxed out too.....used a couple of "get out of jail free cards" with 2 flights timed to the ground at 3:01 & 3:03..... a max is a max!! Gary Pope did an F1C PB maxing 6 out of the 7 rounds. He was just a little unlucky in the first round with a dicey engine run. The F1C easy boys from Richmond had done good but the best was yet to come!!

In the early morning shoot out with Eugene Verbitsky "the Master", we decided that Roy should fly first. Roy made a perfect launch "straight up the gun barrel" and perfect bunt/transition to glide. Verbitsky launched within two minutes after Roy, however it was clear from this point that Roy would win. After Verbitsky was timed down by the timekeepers with Roy still flying I yelled "Aussie,Aussie,Aussie,Roy,Roy Roy" !!

After a somewhat nervous time following Official Processing Roy was declared Free Flight World Champion 2013!! However, he had broken Verbitsky's "Rule No One" "one must not beat the Master". Eugene was humble in defeat and pleased to see Roy as F1C World Champion.

Thanks must go to Albert Fathers for his excellent effort as Team Manager in somewhat trying circumstances and to Noelene who timed/sighted every team round flight to the ground. A big thank you too to the NSWFF Committee for their continued financial support of the NSW members who made team selection

Phil Mitchell

22nd Annual Worldwide Postal Competition 2013/2014, to Include the KK Senator Postal

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013** and **June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: caleyanhand@yahoo.com

GOOD FLYING - GOOD LUCK - and ... above all ... HAVE FUN!
Caley Hand

EVENTS:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Rubber. Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

Freewheel Rubber - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

KK 'Senator' A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Small Bungee Launched Glider - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) - For any glider larger than 12"/30.5cms. Rules as above.

Embryo - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

NOTE: The following are for those who are new to the hobby with less than 3 years experience

Novice Basic Stick Fuselage - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

Novice Basic Built-up Fuselage - rubber powered, wingspan up to 18 inches (examples are the Pusycat and Big Pusycat) Maxes are the same as the Basic Stick Fuselage

Novice P-30 - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

Scale - This year we have one builds for three categories of scale.

Low-wing scale build is the P-40, any version

High-wing scale build is the Pilatus Porter, any version

Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be reflown. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

NOTE: Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.



Roy's Winning Model & Trophy

Bambi for Musswellbrook

The Veteran's gathering at Musswellbrook may well be the biggest annual gathering of model flyers in Australia (outside the nats), and it's been going for a couple of decades. Talk of competition is banned – this is strictly a fun flying event, and all types are flown. Held over two days of a weekend in autumn, this is the event to put a model in the air, meet old friends and have a social aeromodelling time – a highlight is the Saturday dinner, which in the early years had musical entertainment by Frank Bryant (author of 'There's always bloody something' – the book of his experiences in the RAAF, WW2). Over the years, the dinner has also had a line-up of distinguished after-dinner speakers from the international aeromodelling world.

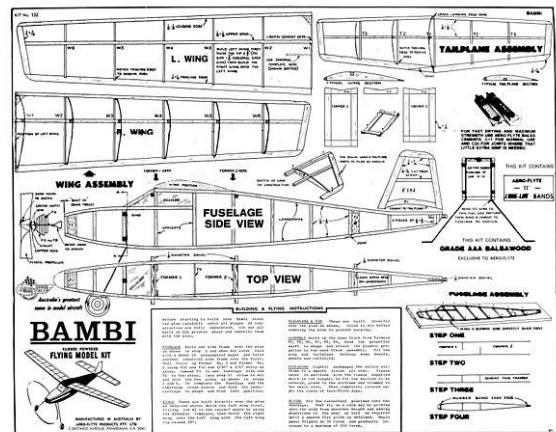
Theme models are chosen periodically, often both a FF and a CL model, and always of course an Australian design, with attendants encouraged to build them for a mass launch. Models in the past included the Demon for CL, Adrian Bryant's Golden Boomerang and Jim Fullarton's 'Sportster' among many others.

This year, the theme model is the Aeroflyte Bambi, a 24" beginner's rubber model. The plan is available on Outerzone, prop and rubber (and jap tissue, if you would like to be authentic) from Peter Lloyd at Pel-Aero (search for both on the web). Of course, there would be no problem converting the design to RC electric.

Well, most of us in WA wont get over to Musswellbrook, I expect, so we may investigate the idea of having an event here, probably on the Gossage road field, in sympathy. (In which case, RC may be out of the question, given proximity to another model flying club).

Anyone remember the model, the plan or the adverts for Aero-Flyte?

George Car





A very happy Roy

A few pictures from France



Terry Bond, Roy Summersby & Phil Mitchell



Early morning in France



Roy Summersby and Aust team supporters prepare for final F1C flyoff.



Roy Summersby prepares for final F1C flyoff watched by Terry & Di.

**Bruce Hoffmann's Magnificent Hawker Tempest.
on the field at Richmond for show and tell last
Sunday it's BIG at 18kgs (fabulous)**



Model shop items.

1 only Fora 06 F1J engine \$145
1 set Slava fixed F1C wings \$ 360
Castor oil \$10. Nitro still have some left.
Plus all the normal stuff

Check out our new

web page it's very good.
Barry should have it finished
By the time you read this.

Hello All, I met with Dave Hegarty recently and he will not be importing any more Munson paddle timers into Aus. I will eventually buy all of his stock and I now have seven timers for sale. Contact Terry Bond, Mobile 0417 027 579

For Sale Munson Timers; \$16 each (If you give me \$20 don't expect change)

Contest & Fixture Calendar 2013				
Date	Event	Venue	Time	Contest Director
Sep 20	Annual General Meeting	Harris Park	7:30 pm	
Sep 29	State Champs F1G,H,J Combined	Richmond	7.00am—1.00pm	Roy Summersby
Oct 13	Diesel Duration, P30, HLG/CG	Richmond		Tahn Stowe
Oct 20	State Champs Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	Gary Pope
Nov 10	Combined % Multiple entries	Richmond	7.00am- 1.00pm	Roy Summersby
Nov 15	General Meeting	Harris Park	7:30 pm	
Nov 17	Mills Trophy Scramble	Illawarra		
Dec 1	F1G, H J,(Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 15	½ Hour Scramble, Combined Vintage with SAMS + Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Note	All scrambles start as close to 8:00am as possible			