

The Free Flighter

Journal of the NSWFFS Inc

September 2017



32 Free Flight Biplanes
(Bi-Fly's)
Cowra Oily Hand

NSW FREE FLIGHT SOCIETY
Minutes of AGM 9th Sep 2016

Meeting opened at 8.45 pm with President Terry Bond in the chair.

Present:

Barry Lee, Terry Bond, Ed Mahoney, Jim Mc Fall, Roy Summersby,
Gary Pope, Walter Bolliger, George Atkinson, Matt Hannaford, Gary Goodwin, Phil
Warren, Goran Milosavljevic, John Dodd's, Carlo De Filippis, B East

Apologies:

Michel Towell, Donna Gray, Jim Christie, Geoff Potter, John Pennells, Tahn Stowe,
Reg & Lyn Towell

Minutes of the previous AGM:

Moved Ed Mahoney sec Gary Goodwin be accepted.

Treasures Report:

Moved, Ed Mahoney sec Jim McFall Carried

The annual report was presented to the meeting in full detail. Fair Trading will receive a copy in the near future.

General Business:

The president thanked all the committee members for their work and assistance during the year and declared all positions vacant. Ed Mahoney took the chair and asked for any further nominations. There was one change, Matt Hannaford, had made it know that he would not be standing for vice president this coming year. Matt Hannaford nominated Gary Goodwin for the position of vice president. The other positions remain the same.

President: Terry Bond

Vice President: Gary Goodwin

Secretary: Roy Summersby

Treasurer: Gary Pope

Registrar: Barry Lee

Public Officer: Gary Pope

Safety Officer: Mike Towell

Education Officer: Geoff Mee & Matt Hannaford

Face Book Officer: Donna Gray & Matt Hannaford

Meeting closed 9.43pm

President
Terry Bond

Secretary
Roy Summersby

Minutes of General Meeting

21st July 2017

Meeting opened: 7.30pm Vice President Gary Goodwin in the chair.

Present: Barry Lee, Ed Mahoney, Roy Summersby, Gary Pope, Gary Goodwin, Reg Towell, Mick Towell, Phil Warren, John Pennells

Apologies: Terry Bond, Wally Bolinger, Geoff Potter

Visitors: Lyn Towell, Allison, George Atkinson

Minutes of previous meeting: Minutes accepted as a true record: moved Ed Mahoney sec Gary Pope

Business arising: Southern Cross Cup at the Nat's will be a world cup event

Correspondence In: Fly Paper, MAAA re Wings over West Wyalong funds.

Correspondence Out: The Free Flighter

Treasures Report: Moved Roy Summersby that the MAAA loan be repaid. This was seconded by Gary Pope & was carried on a show of hands. Tahn suggested a letter be written to MAAA formally requesting the make the Nat's Grant to NSWFFS 70th Nat's Bank Account. Than is to draft the letter for signature by the Treasurer. Gary Pope advised that the West Wyalong Roof Repair Fund continues to grow is now at \$18,121 as at 21 July 2017. Gary Pope circulated the updated Roof Repair Fund summary as well as the Treasury report for the May/June 2017 period (see below). Tahn Stowe moved that the report be accepted, seconded by Ed Mahoney & carried on a show of hands.

NSWFFS Inc

Treasurers Report - 1 May - 30 June 2017

-	
Opening Balance 1 May 2017	
CBA	\$39,148.50
ST George	\$9,659.06
ST George - Term Deposit	\$10,113.36
	\$58,920.92
 Add : DEPOSITS	 \$20,200.80
 Less : PAYMENTS	 \$6,519.13
 Closing Balance 30 June 2016	
CBA	\$52,829.37
ST George	\$9,659.86
St George Deposit Account	\$10,113.36
	\$72,602.59

NOTE - CBA Balance INCLUDES The following ;

West Wyalong Roof Repair Fund	\$16,475.00
Loan from MAAA	\$20,000.00
General Funds	\$16,354.37
TOTAL for CBA	\$52,829.37

General Business.

The meeting congratulated Barry Lee on his Hall of Fame award.

Roy stated that the new roof at West Wyalong is programmed for next September.

Road base is still to be placed on the road to the caravan park. (This should have happened by now)

Gary Goodwin will send a report on the last NSW state champs for A,B,C O/P & O/R to Malcolm Campbell for FFDU.

Tahn reported on the scale weekend, this was once again a huge success both with flying and socially. People we hadn't seen for a long time came to join us; we had around 30 vehicles on the field both days. The high light on Sunday was Barry receiving his hall of Fame award as he did not know when he was getting it. Peter Jackson produced a verity of prizes for the winners of the scale flying, thanks Peter.

Next year we are going to add Kit Scale as an extra event.

Nationals News

Tahn reported on the 2018 National's. He met with West Wyalong council and they inspected the sites including the new indoor centre. Council will provide safety fencing at the airport sites. Greg Lepp and Tahn are working on the program. Information will be sent out at the end of July to all magazines etc.

Next Meeting will be The Annual General meeting held at the Rosehill Bowling club on the 15th September at 7.30pm.

Meeting closed 8.45pm.

These minutes are for members only.

President

Terry Bond

Secretary

Roy Summersby

Editorial September 2017 and Annual Report

Hi Team, it's that time again for our Annual General Meeting. I called for nominations for positions last editorial in July and only received nominations for the current office holders. I can only guess that you are happy with the current mob! I should say that the current mob has been working very hard for the cause and I will try to give you as much detail as I can about work and progress so far.

The 2016 WOWW was a very successful get together. We had about 50 people attending with rave reviews for the next one in 2017. The only drawback was the lack of sufficient showers and toilets which will be fixed this year with a new ablutions block. The other complaint was a series of sore heads after the bbq on the Saturday night. WOWW was followed by the Christmas party and fun fly in 30 Dec/2 Jan, the SCC and the state champs later in the year. All were well attended and the weather also cooperated. During Feb in the USA at the Maxmen competition our VP Gary Goodwin flew exceptionally well and managed to fly off with some of the best in the F1B game. A gremlin late in the fly off prevented podium success.

The library has been finally 'loaded'. This means that the 67 boxes of books received from John O'Donnell have been sorted and placed on the shelves erected in the house at West Wyalong. This includes other books donated by various members alive and departed. This also means that in some cases there is a surplus of aviation books (full size and Modelling) available for purchase. I have taken photos of those available and they are included in the back of this Free Flighter. Purchase means a donation of any sort just to move the books from WW into circulation. This can mean somebody's personal library, a doctor's surgery or any waiting room in any town. There is a significant number of RCM, MAN, and Aviation monthly.

The program for WOWW is included in this magazine and programmed works should be complete by 21 Oct. This means that the roof will have been replaced; this includes gutters and barges, insulation and hopefully electrics. The roof fund is now about \$20k; it increases almost every day due to Roy's fantastic efforts on Ebay, and the generosity of our flyers.

Gravel to improve the road to the RC field and the caravan park is in place and now needs to be graded and rolled. The new ablutions block has just been inspected and selected and is currently located in Braeside Victoria, awaiting some renovation before delivery. The modifications to the front gate should be complete by WOWW depending on the amount of work Chris Bush has on his plate at the time. The enlarged shade shelter for the RC field has been constructed and is on a trailer in WW ready for erection.

A draft program for the 70th Nationals has been produced and the final cut will be available shortly. There will also be a web page and on line entry; a first in modelling history.

The NSWFFS team members from the world champs have now all returned to Aus and photos are available through Malcolm Campbell on his flicker page and there are also some photos included in this magazine. As a member of the WC team this was one of the toughest yet. Treacherous air and difficult conditions put paid to many an ambition of a climb to the podium. Gary Pope gives a no frills warts and all account of his journey to and through the WC as a short story at the back of this magazine.

I did mention earlier that the executive has been working hard. Special thanks to Roy Summersby who as our secretary has been incredibly successful at raising money through ebay auctions to supplement donations for the roof fund. He is the driving force behind the works at WW and is continuing to manage improvements there. He has nominated again for secretary this year and no other nominations have been received for that position. There is a possible change afoot with Gary Pope currently in the running for the treasurer's job on the executive of the MAAA. If this is successful then Gary Goodwin will nominate for the job as treasurer of the NSWFFS. Due to a conflict of interest Gary Pope would then nominate for the job as VP NSWFFS. Gary Pope as our treasurer has served us well and would be a significant loss; we shall wait and see the result of the MAAA election and voting post 11 Sep. Gary Goodwin our VP and works supervisor has also contributed a great deal. Unfortunately last time he went to WW the gear box in his Toyota Hilux failed and put a smudge on the Toyota brand (despite the 400k mileage). Barry Lee continues to be a stalwart of the FFS as our registrar and has been for many years. Also helping on our committee are Matt Hannaford and Geoff Mee our education officers, Donna Gray our Facebook guru, and Michael Towell our safety officer. Many thanks go to all our executive members who all work very hard to make the FFS what it is.

That's about all folks remember free flighters keep 'em up longer.

President
Terry Bond

Next Meeting, Please Read and take NOTE

This will be held at the old Doonside club house, yes that's right Ivor's place.

The club house is where a lot of us modeller's were first introduced to the wonderful world of aero modelling. Don't expect to see the club house as you remember it, but it will bring back some fond memories. This is the last chance that you will be able to do this as the bull dozers will be moving in very soon. You will need to bring your chair, if you want to sit down. For those not driving, maybe a glass of wine would be in order as a fitting send off to the club house and Ivor. There will also be an opportunity to take home some goodies, this will save Tahn putting them in the skip.

This meeting is our AGM, I know that Terry has mentioned it in his editorial, but this is the meeting if you want changes made to the executives, or the direction that we have been taking.

Work at West Wyalong

There is plenty about to happen over the next month or so. I have instructed the builder to start planning the new roof on the house. The extra shade at the RC strip will be finished in the next couple of weeks. The road heading out to the camping area and RC field will be built up with gravel, making it an all weather road. Extra toilets and showers are being sort to accommodate events such as Wings over West Wyalong and the National's. Most of the books are now on the library shelves. There's plenty more to do here in the way of sorting as we have a lot of doubles. Hopefully, new front gates and the entrance upgraded will have also taken place along with more signage. The work goes on.

Cowra Oily Hand Weekend

The Cowra boys turned it on again and the weekend was a huge success, Saturday was just perfect with flying all day long. I printed sixty Wings over West Wyalong pamphlets which I placed under windscreen wipers, and I ran out, I will print seventy next year. I was told seventy three flyers registered; this made it the biggest Oily Hand weekend yet. The models of the meet were for free flight, Dave Owen's Bi-Fly and the Magnum for control line. There were 32 of these lovely little biplanes buzzing around the sky making their owners very happy. Easy to build and fly well, if you haven't a biplane in the cupboard build one now, ready for the Brian Alcock day on the 12th November. The Magnum was also a good choice as they are a stunt/combat model and was so popular there were 18 built, they all flew very well. Flying went on all day Saturday and if one got tired of that, you could inspect the tables which had a huge variety of goods for sale, full models to new in the packet crankcases.

Roof Fund

This has been very successful, not only have we had money donations, we have had a great deal of modelling goods donated, which in turn have been sold on eBay. Those who have donated money or goods are recognised in the roof fund cylinder. There are still engines on eBay at present and will be for weeks to come. By the time of our AGM meeting we will have hit the \$20,000. I floated this idea at our January meeting and set a target of \$25,000 I am confident that we will achieve this and have started the ball rolling on the new roof, this if all goes to plan will be done by the Wings over West Wyalong weekend.

Wingspan Mag (MAAA)

If you are not receiving this by email contact Barry Lee. MAAA President Neil Tank sends out the link direct to MAAA members.

World Champs 2017 & 2019

There are many reports and photos to be seen and read, see the next issue of Free Flight Down Under for full details. Those that went are still getting over it; no doubt we will talk about it on Friday. The next World Champs have been awarded to the USA, this will be run at Lost Hills and I am told in October. I am sure there will be hot competition to get on the team in all categories.

Brian Alcock Biplane Day

On November the 12th at Richmond, we will be holding our first Brian Alcock biplane day. As most of you will remember Brian loved his biplanes, and it is fitting that we remember him by putting on a show that he would be proud of. If you haven't started building one, get going now on any sort of biplane. It can be as simple as an Ebenezer or a full scale Fokker, you decide, it is a fun day and to cap it off we will have a ½ hour scramble and scale rally. Why not build a FLY-BI by Dave Owen quick and easy.

For Sale

From the shop, (found at the Oily Hand weekend) one untouched Geodetic Galaxie ½ A Free Flight Kit. These make a competitive ½ A power model, 49" span. I flew one successfully for years using an OS 1.00cc engine. Selling at only \$35 for a quick sale, love to see it flying at Richmond. I can take deliver to the meeting or the field.



Some of the “Magnum” models flown at Cowra Oily Hand Day

The view from the bottom of the F1C ruck - Hungary 2017

Gary Pope – August 2017

Preamble

After almost a year of campaigning I had finished second in the scores for the F1C team selection. I was delighted to win selection to go to Hungary.

Like everyone else, I had some difficulties along the way. If you want to read about them, they are at the end.

My electronic Red, White & Blue Slava classic model was going well. Indeed it went well enough to get me on the team for Hungary. This model had already convinced me I should go electronic with F1C. When the selection period finished, I ordered 3 sets of Sidus G2 F1C electronics from Massimo. I also chased some Babenko style F1C folding bits (thanks Roy, Shayne & Shannon). One Sidus G2 set was to convert my mechanical Slava classic F1C to electronics and the other 2 were to go into 2 folders that were in the works. The first folder was a well-worn model (ex-Roy, ex-Terry, ex-Shannon) whose primary function was to bear the brunt of the inevitable accident damage as I learnt F1C folders. The second model was to be assembled from Babenko style bits and was intended to be fresh, light & damage free for the World Champs. I chose the straight drive Babenko route for both folders as they are simple, light & well performed.

The older folder did both parts of its job. It began to fly quite well and I became more confident with it. It also did the other part of its job i.e. glitches & mistakes resulted in two major accidents which required significant repairs to the wings. At one stage I thought it was a write-off. However, after putting it on the bench in disgust, ignoring it for a couple of weeks & then coming back to it with a fresh perspective, it was clear it could be repaired. This was done with the help of Geoff Potter who did some pretty clever things with his lathe & drills to get the wing joiner cavity into shape. Thanks Geoff.

The new folder was constructed from the various bits and pieces that were purchased & some that were made (again, thanks to Geoff Potter). This model was based on observations of the older Babenko folder & experiences gained from flying that older model. Chats with Roy, Terry & Mike and photos of their models were also very helpful. The new folder eventually took to the air & was very good straight off the board. I was very pleased.

While this was going on I had been trying to master a classic model with a 3 metre span Pisany Wing & Stab set that I had purchased off Roy. This model also had G2 Sidus electronics. This combination had a good climb & transition, but I could never get it to glide consistently. I reverted back to the standard Slava classic wing set. This set up was more reliable.

There were various ups & downs in the months leading up to the World Champs, but I must admit I was feeling confident. I had 2 Babenko folder F1C's and 2 classic Slava F1C's. All had electronic timers & all were performing quite well before departure. The best climb heights were;

#8 Folder straight drive – New – 131 metres.

#2 Folder straight drive – Old – 121 metres.

#3 Classic 'Big Wing' gear drive – 115 metres.

#5 Classic Red White & Blue RWB gear drive – this model had G1 electronics with no altimeter so I couldn't tell the height it achieved

The final enhancement was a pair of strobe lights from Massimo. There was no time to fit them properly before departure, so this was something to be figured out in Szentes.

Travel to Szentes

Despite the very recent terrorist alert (or alarm) being raised with arrests in Sydney, travel to the airport and check in was unremarkable.

The Sydney to Dubai leg was long (+14 hours) but comfortable in a very fresh Airbus 380. Emirates has 97 of these in their fleet. The cabin crew kept up what seemed like a constant supply of food & drink. The In-flight entertainment system was good. The Dubai to Budapest flight was much shorter (+4 hours) and much easier but the 777 was well used and a bit tatty. The in-flight entertainment system was poor. The touch screen system was now a thump screen system. More than a few passengers had cause to turn around and ask the passenger behind them to be a bit gentler when making a change on the screen. Albert, Matt, Donna & I were on the same flight from Dubai to Budapest.

At Budapest getting through customs was a nightmare. All the international passengers on our flight plus whatever other flights had arrived were channelled into one big scrum that was trying to pass through only 3 booths. The problems included insufficient floor space, too few customs' booths, almost non-existent streaming and no crowd management staff to control the flow of people. There were a large number of people crammed together. More than a few exhibited signs of significant stress. After a long & smelly delay, much shuffling and quite a bit of pushing, we managed to exit customs & look for our transport from the airport to our hire cars. Matt & Donna were sorted quickly. Albert & I had a lot of trouble finding the person who was supposed to pick us up & shuttle us to the U-Save Hire car office down the road. After a few frantic phone calls & lots of looking about, I found our contact person (a young & very attractive woman) lolling about making conversation on her mobile phone well away from the madding crowd. It seems the onus was on us to find her, not her to find us!

Anyway, we were transported to the U-Save office & got the hire car sorted. Instead of getting a battered old clunker suited to paddock work, I was given a brand new Suzuki SUV thingummy with only 541 kms on the clock ! Despite my protests, I was stuck with it. I had learnt in Argentina that the older & more battered the hire car, the more risky work you could do with it & still return it with about the same markings that it had at the outset. I was a bit nervous about taking such a new unmarked car into paddocks in a foreign country.

Albert & I got our gear into the car & went on our way. With only one missed turn and a probable speeding camera snap, Albert & I found our way to Szentes thanks to Albert's navigation.

By about 5.30 PM on 3 August, Albert & I were in our new digs. We quickly unpacked & joined the dinner table at the corner restaurant where a large group enjoyed what can only be described as a very large dinner

Before the World Champs

Amongst other things, we had a team meeting & sorted through things like model numbers, model processing sheets, Budapest cup details such as start time, round times, pole numbers, radio frequencies, etc. It was my intention to use the Budapest Cup as a combined orientation day (get used to the trip to the field, unpacking, walking in the gear, the ground, the poles, the time keepers, etc.) and trimming day where I could get a better feel for how the air was behaving.

However, after going well in the lead up to the world champs, my models did not co-operate ! My #2 folder (well used and a bit overweight but usually reliable) broke some bits and only got in one flight, D/Ting off the top. My #8 folder (the fresh lightweight model) was going very well but acquired a broken fin. Not to worry, prima facie there was still time to repair and trim these models.

We had a mixed bag with the weather. One day was quite windy with very long retrieves needed after modest flights. We also had the obligatory rainstorm. The deluge was so strong that the road to the field became impassable. This did not stop some individuals who inevitably became bogged & needed to be rescued from the bog.

The end result of these conditions was that I did not have much time for final trimming. The final session was not very good. On one flight my 'go-to' model did not go to the glide setting after the engine stop & it glided in vertically at high speed, breaking the wings near the centre. The model that got me here was now not available. Uh-oh ! The other classic model was going OK, but I did not have a great deal of confidence in that model. I did get some time trimming the repaired #2 folder, but it needed a few more flights than I was able to fit in. Basically all of my hopes rested on the 'you-beaut' #8 folder.

Amongst all this was the opening ceremony & processing. The opening ceremony was thankfully very brief. Processing was uneventful except for one moment when, after the ambient noise had slowly grown from whispers to a very noisy din, one of the officials made an extremely sharp and loud noise ('shut –up' in Hungarian?) at which point the hall immediately reverted to a hush of whispers. It felt like primary school all over again!

Wednesday 9 August – F1C Day

I felt quietly confident. The #8 Folder had been going very well in practice, regularly climbing up to 125 metres with good transition & good glide. The #2 Folder had been repaired & should go well, but it was untested after repair. The #3 Classic model had gone OK in practice with climbs to 95 to 110 metres, but it needed more flights to sort out transition & glide. My major concern was that my 'go to model' was broken. This was the model that had got me out of trouble on a number of occasions during the selection period.

Round 1 – In the parc ferme I had trouble starting #8 Folder. This was completely out of character for this model. It was so troublesome I decided to put it aside & go with the #2 Folder. It went together well & fired up straightaway. Off to the flight line. It fired up, climbed & transitioned to the glide. However my launch could have been better & the glide did not look good. It was down in 182 seconds. My hopes of competing to be the F1C world champion were again dashed in the first round. Bugger !

I went back to the parc ferme and returned to work on the #8 Folder & discovered 2 problems. Firstly, there was a fuel blockage at the NVA. When this was cleared, there was fuel leaking from somewhere in the front end. I replaced the lines but still the leak persisted. I eventually deduced that the fuel trap designed to choke off the fuel supply had lost tension and was letting a small but steady stream of fuel to escape into the venturi. A bit of wire bending & this was fixed. I test fired the engine and it started & ran beautifully.

Lessons Learnt – take better care of the fuel system.

Round 2 – I went to the line with #8 and the engine fired up nicely. My launch was OK, but could have been a tad steeper. The model climbed to 121.7 metres, transitioned nicely & glided beautifully and fair way downwind. At three minutes I hit the DT button & the model did not DT. I tried again & again, but still no response. It was set for 5 minutes so it did eventually DT, but a long way downwind. A long retrieve took place & I eventually received the model (thanks Albert). I reset the DT for 186 seconds.

Lessons learnt – double check electronic settings before each flight.

Round 3 – I was now running in third spot as Terry & Roy were clean and had a shot at being WC whereas I had none. I was also running late due to the long retrieve. I went to the line for my third flight & disaster struck on start up. Somehow the rubber bung in the starter clashed with the prop blades shattering both prop blades and sending the bung off for a small flight ! The rubber bung was retrieved & I rushed back to the parc ferme, replaced the prop & went back to the line to make my

third flight. Just as I was feeding the spinner into the starter I was advised that the round had finished. There was no 3rd round for me. Bugger!

Round 4 – This time the #8 model started without incident. However at launch the model went hard to its left and was not climbing well. One wing came out early. The model only got to 48.6 metres. I D/Ted the model early in order to save it. It was down in 13 seconds. While my launch could have been better, it did not explain the poor flight pattern. A quick look at the tail feathers showed that the rudder stop was missing. I do not know if it came off on impact or was absent when I launched it, but it being missing would explain the errant climb pattern. The round was over. Bugger!

Lesson learnt - Inspect, inspect, inspect!

Round 5 – I could not use # 8, #2 and #5 due to accumulated damage. This left only #3, so I put it together in the parc ferme & gave it a test run. The engine was diabolical. It was only running at about half revs & would not peak up. Something was seriously wrong with the model. The likely culprits were the engine brake or gears. My day was done. Bugger!

Some days are like this, nothing but disappointment. This was a day I would prefer to forget. It was my worst performance by far at any World Champs. The irony is that I felt better prepared going into these World Champs than at any other time.

Parallel to my difficulties Roy & Terry were flying very well & looked certain to be in the Fly-offs. Unfortunately in the final round Roy's model was 'spat out' of a thermal & missed what appeared to be a certain max by a very small margin. Roy's experience in round 5 would prove to be the fate of many in round 5 in F1C, F1B and in F1A. Terry was our sole representative in the fly-offs. Unfortunately Terrys flying ended at the first fly-off. However he was in very good company as Slava & other well performed flyers did not make it through to the final fly-off.

Thursday 10 August – F1B

Today my focus was doing my job in the recovery team. I was initially assigned to the away team with Roy & Albert. We took up position in the shade of some trees near the abandoned house. Vin flew & maxed & there was a bit of scurrying about but his model was eventually found. It was decided we should move closer. It was then decided I should take up position with Evonne near the bridge. After a brief encounter, I was eventually assigned to the beer tent with the job of relaying models from the away team to the flight line. This also involved tasks such as ferrying some Bino's from the flight line & one other task that took me to the flight line. Retrievals & sundry jobs kept me busy for the day. We ceased flying at round 5 as nobody on the team made the fly-offs, despite some very focused efforts by all our F1B flyers. All flew well, but the air was quite tricky, especially in the 5th round. Our flyers were in good company, all doing better than the usual benchmark i.e., AA.

Friday 11 August – F1A

Again my focus was doing my job in the recovery team. This time I was working on the long retrieves, bring them back to the half way point for ferrying by others to the flight line. While it was hot & laborious work, it was not too onerous. In fact my troublesome ankle seemed to be improved by walking on the softer ploughed paddocks. The good news was that after a long day of waiting..... waiting.....waiting, we had a flyer in the fly-offs. On my final retrieve I was greeted with cold beer from Matt & Donna. This was a most welcome finish to the rounds flying for the day. Many thanks to Donna & Matt.

Malcolm, Albert and Matt flew well. Malcolm made the fly-off. Albert missed the fly-off by only 13 seconds in the dreaded 5th round. This round was a challenge for many F1A flyers. In the fly-off Malcolm made the 360 second round but came undone in the second fly-off round. However the aggregate result was good enough for the Australian team to be in 4th place on the teams' scoresheet. A very good result by any measure

Saturday 12 August

This was the spare day & banquet. This was an unremarkable day that involved some cleaning up & packing in preparation for our journey home. The day ended with presentations to the winners and an interesting dinner. The next day saw Albert & I drive back to Budapest in convoy with Craig & Vin. With one detour and one separation and regroup, we made it back to Budapest Airport. Albert had a flight to catch whereas I had a few days to visit Budapest.

Not long after arrival in Budapest I bumped into Terry & Karen in surprise, surprise.....a funky little bar in a cellar near the Budapest railway station! The next day Roy ended up in town with Mike & Evonne. We all ended up in that funky little bar that sold all manner of beers. It's a small world.

Mike & Evonne went on their way to complete their European holiday, as did Terry & Karen. Roy went home one day before me. I did a bit more touring of Budapest on foot. One of the more interesting sights in such an old city was the swimming pool for the recently held FINA World champs – it was a temporary above ground pool & spectator stands erected with scaffolding!

On Wednesday 16 August I checked in at Budapest airport & began the long journey home. It was good to get home.

This Authors Old Person Challenge - Since early 2016 I had been battling persistent calf strains & ankle soreness in my right leg. Various cures had been applied by various medical people (chiropractic, massage, chiropody, herbs, acupuncture, etc.) but none worked well. Eventually scans revealed ossified structures and avulsion fractures in my right ankle. In September 2016 the Orthopaedic Surgeon said he could fix this by surgically reattaching the deltoid ligament to the bone in my lower right leg. However the rehab for this would be 3 to 6 months, including many weeks in a moon boot and no driving for quite a while. I chose to delay surgery till after the World Champs. Instead, I would undertake a program of physiotherapy and exercise (Swimming, Pilates, Ankle exercises, etc.) in order to manage the injury. While this proved to be quite effective in ameliorating the discomfort, it was not a cure. Some days were good & some days were difficult. However I was determined that this problem would not stop me from competing well at the World Champ's in Hungary. I should also acknowledge that many Team members had a variety of difficulties to overcome.

Post WC's Repair Jobs

#8 Folder

Replace fin & rudder assembly - DONE

Ensure fin & stab line up correctly – DONE

Replace fuel bladder & clean system – DONE

Resolve why the RC DT did not operate in round 2.

Improve Strobe fitting

#2 Folder

Remove Cowl – it is a very poor & ugly fit – DONE

Ensure fin & stab line up correctly – DONE

Replace fuel bladder & clean system - DONE

Recover Wings – it is a poor & ugly covering job

Fit Strobe

Why do batteries go flat all the time? – RESOLVED - charger port on motherboard does not work.
Remove battery from the motherboard for re-charging.

#5 Classic

Either Repair Inner wings or Replace inner wings – REPLACED, broken wings a job for Ron.

Repair Stab - DONE

Ensure Fin & Stab line up correctly – DONE

Clean NVA - DONE

#3 Classic

Fit Strobe

Fix poor running engine brake or gearbox issues...or something else ? - DONE

Clean NVA - DONE

Ensure fin & stab line up correctly – DONE

Retrievals Footnote

The retrievals situation was a bit different this year. In Argentina we benefited from Terry Bond organising a really sharp local who did most of the retrievals on his motorbike. This was very effective. In France we had a combination of Bicycles for the away team & on foot for the close in team. In Mongolia we had the use of Motorcycles, but not local riders. The end result in these 3 campaigns was that most of the retrievals were done on either Motorbike or on Bicycle with the in-close team having very little to do.

In Hungary all our retrievals were on foot. This meant that the away team did the away bit only & passed the model to the in-close team who carried the models the remainder of the way to the flight line. Both parts of the system had a real job to do.

While our practice has not been perfect on every retrieve, we did in fact do a good job of retrievals.

However, I have noticed some odd behaviour over the years. Some people get a bit wound up & start bossing others about. That might be OK for the team Manager, but it is not good for colleagues to start issuing instructions.

Sometimes people will be assigned a job & then another will jump in and do it. This is particularly so for the boys who like to ride bikes. No big deal, except when someone sharply points out 'you should have done that' to the person displaced by the eager beaver. It is disappointing to hear this, especially when it is both unhelpful and simply unnecessary.

Wings over West Wyalong

Saturday 21st / Sunday 22nd October 2017

2nd Last Weekend in OCTOBER

On the AB field 1390 Clear Ridge Road West Wyalong

A fun flying weekend for all

Come and fly Friday afternoon if you wish!

Fly anything at all,

Pulse Jets; to Cox 010s (noise no problem)

FF, CL, & RC, BIG and SMALL, BRING THEM ALL

TO OUR 700 ACRE MULTI PURPOSE FLYING FIELD

Plenty of parking and flying room for everyone!

Model engine displays including running, buy, sell & swap all model goods

Facilities

Camp on the field in our camping ground and make use of the camp kitchen, showers and toilets male & female. Electricity and water hook up for vans.

Sausage sandwich, tea, coffee & drinks will be available for purchase.

Cost

Camping - \$10 per head per night. Juniors free.

Flying - \$20 registration fee* paid before you fly and you MUST have, and produce a current MAAA card.

***Registration fee includes a ticket in the lucky entry draw for a new, in box and tested AE 1.00cc motor, drawn at Saturday night dinner.**

Organized events

Saturday 4.00pm

Ebenezer mass launch

Saturday evening

Lamb Spit roast & vegies around the campfire, Saturday evening - Cost \$20 special rate for juniors.

Bring your own chair and drinks

Sunday 8.00am

1 / 2 Hour Campbell Scramble (must walk, no running)

**STRATEGIC PLAN
for the
NSW FREE FLIGHT SOCIETY
AB FIELD.**

1390 Clear Ridge Rd West Wyalong NSW (2016-2018)

AIM:

To establish and develop a first class flying site capable of accommodating all disciplines under the MAAA umbrella, RC, CL, FF and SM, similar to the AMA Muncie site. This site should also be capable of providing Camping and Van facilities for a minimum of 40 people.

INFRASTRUCTURE PLAN:

Camping;

Augment existing ablutions blocks (currently capable of servicing approx. 15 guests) Expand the prepared area, and provide additional power bollards to allow for an extra 25 campers.

Control Line;

Install 2 "all weather" CL circles in artificial grass* and conveyor belt material*. (* This material is currently in storage)

Runways;

Upgrade existing RC strip and complete the cross strip to be "all weather" by installation of artificial grass* and conveyor belt material*.

Access Roads;

Upgrade existing road to the RC strip to be "all weather". Part of this work is currently in progress with a contractor engaged and is due for completion by end April.

Shade Structures;

Extend the existing shade structure adjacent to the RC strip to be 18 mtrs x 4 mtrs. Currently in progress with a contractor engaged.

Club House / Homestead;

Replace the existing roof including new, roof battens, roof sheeting, insulation, facias, barges and guttering and an upgrade to the electrical wiring.

These are major works with an estimated budget of \$25,000 which is to be funded by donation. This scheme has been in place for approx. 2 months and has raised more than 20% of the target, with many passionate modellers already willing to donate to this endeavour.

GOVERNANCE :

All structural and development works are the responsibility of the NSWFFS WW Committee, under the guidance of Roy Summersby and Gary Goodwin. Both Roy and Gary are highly qualified in these areas with more than 70 years combined building experience in both domestic and light commercial areas. Roy has a Clerk of Works Certificate, and Gary runs his own building inspection company in addition to providing "Expert Witness " statements.

FINANCIALS:

Since owning the property NSWFFS has invested \$45,000 with the bulk of this being spent on the ablution blocks, concrete floors and new septic system. Although these facilities have allowed greater use of the site they are not totally adequate for larger events such as Wings Over West Wyalong or the proposed 70th Nationals.

NSWFFS is generating an income from the property via the lease to a sheep farmer, fees from events and guests as well as donations from various benefactors.

Our membership has increased by 10% over last year and we have a strong junior contingent.

Applications for funding have been lodged with the MAAA and proposed larger events are forecast to provide a surplus, all of which will be invested in improving the facilities.

One such improvement which has taken place since Roy spoke about WW at the November Presidents' meeting, is the installation of over 500 lineal feet (150 mtrs) of shelving in the Club House. This is to house what might be the world's best / largest collection of books and magazines on model aircraft. These include the extensive collection of famous British flyer John O'Donnell, which was initially offered to the BMFA who were unable to give it a home.

The Executive of the NSWFFS, with the backing of its members, has been operating on the principle that if we provide the appropriate facilities it will be used. This belief has been vindicated by the increasing use of the AB field by various groups and future planned development will make it even better for even more groups

Hi, These magazines need to be moved. We will accept any donation and hopefully they will go to another home somewhere. They are duplicates, they can go to a doctors, or dental surgery or any waiting room. All bids will be accepted and pickup can be on WOWW weekend.







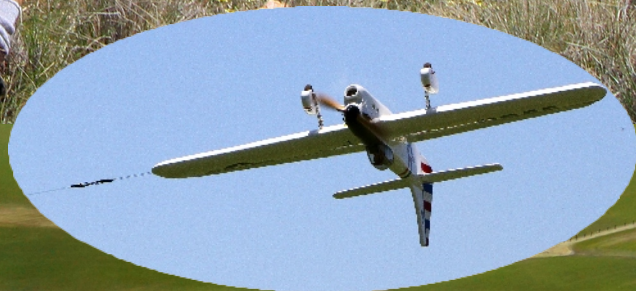




Wings over West Wyalong

21 - 22 October 2017

- Control Line
- Free Flight
- Radio Control



CONTACTS:

Roy Summersby 02 4341 0072

Mail: roydi132@optusnet.com.au

Tahn Stowe 02 9664 6198

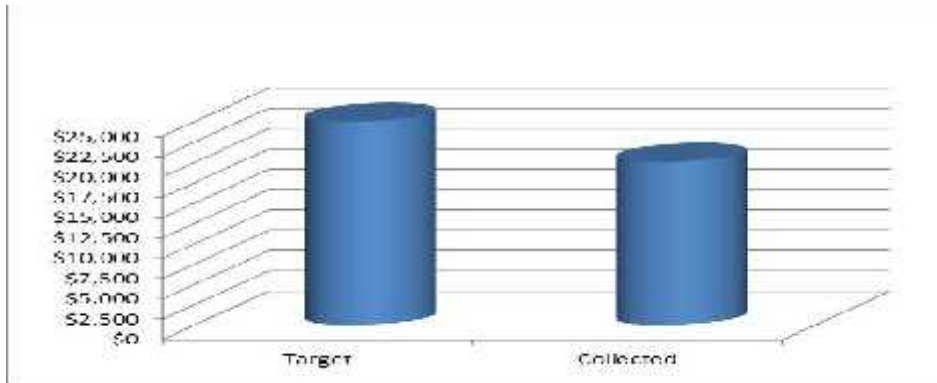
Mail: stowes@ozemail.com.au



The New South Wales Free Flight Society

The Jo & Adrian Bryant Field

West Wyalong Roof Repair Fund - Status as at 11 Sept 2017



Target	Collected
Kevs Kits & Robert O	\$6,831
Brian Allcock Family	\$1,000
Roy Summersby	\$1,020
Rebels - Tom Tobin	\$100
Peter & Gail Scott	\$522
Terry Bond	\$844
D. Hanna	\$100
P. Greenhill	\$100
M.Simpson	\$25
Lynn & Reg Towell	\$200
Gary Pope	\$305
Leigh Morgan	\$100
Vin Morgan	\$400
Albert Fathers	\$100
John Corby	\$530
Shane McDonald	\$155
Shannon Tolmie	\$235
VFFS	\$250
Ted Burfien	\$100
Anon	\$2,000
AFFS	\$500
Craig Hemsworth	\$500
Gary Goodwin	\$1,000
Peter Jackson	\$20
Neil Young	\$164
Wally Boliger	\$10
Stan Hinds	\$350
BFFS	\$100
Geoff Potter	\$10
Tahn Stowe	\$285
Jim Christie	\$400
Adrian Bryant	\$1,770
\$25,000	\$20,026

NSWFFS Contest & Fixture Calendar 2017

Date	Event	Venue	Time	C/D
Sep 15	Annual General Meeting	Doonside Club Hut, Ivors old address, 199A Kildare Road Blacktown	7:30 pm	
Sep 24	State Champs F1G H & J	Hinton	7.00am - 1.00pm	Matt Hannaford
Oct 8	Combined % Multiple Entries	Hinton	7:00am – 1:00pm	Gary Goodwin
Oct 21-22	Wings Over West Wyalong All Disciplines FUN FLY	W-Wyalong A.B.Field	7.00am-Till Dark	Plenty of Room for ALL
Nov 12	Brian Alcock Biplane Day 1/2 Hour Scramble + Scale rally	Richmond	7:00am – 1:00pm	Gary Pope
Nov 17	General meeting	TBA	7.30	
Dec 1	Friday Xmas Party	Richmond	7.00am – 1.00pm	
Dec 10	½ Hour Scramble, Combined Vintage with SAMS & Fun Fly.	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO	Terry Bond FOOD
Notes	<ol style="list-style-type: none"> 1. All scrambles start as close to 2. Sport FF, CL,& RC Flying welcome 3. BYO FOOD, DRINK & CHAIR to 	<ol style="list-style-type: none"> 1. 8.00 am as 2. on A.B. Field 3. ALL BBQs at 	<ol style="list-style-type: none"> 1. Possible 2. at W. Wyalong 3. RICHMOND 	Plenty of room