

The Free Flighter
Journal of the NSWFFS Inc
May 2012



Dianne Hanna making
friends with one of the
locals at the Nat's in WA

Minutes of General Meeting

16th March 2012

Meeting opened: 7.30 President Terry Bond in the chair

Present

R Summersby, Terry Bond, Barry Lee, Reg Towel, Tahn Stowe, Jim Mc Fall, Walter Bolliger, Jim Christie, Michel Towel, Carlo De Filippis, Neville Fraser, Gary Pope, Phil Warren, Geoff Potter, Mark Fenlon

Apologies

Geoff Mee

Guests

Minutes of previous meeting:

Minutes accepted as a true record: Jim McFall sec Barry Lee

Business Arising:

Nil

Correspondence In:

Flypaper, Airflow, MAAA correspondence Min Ex Tele Conference 15/1/12

Min Tele Conference 12/2/12, Nomination for Vice President, Letter from Mark Penlon re MAAA

Correspondence Out:

The Free Flighter March, Annual Report to MAAA 2012 conference

Treasurer's Report:

November-December Summary 2011. Tabled at the meeting

Credits		Debits	
Registrations	630.00	Affiliations	300.00
Sthn Cross Cup	200.00	Web Site	165.00
Gate / Parking (Comp Fees)	10.00		
Comm Bnk Int	.23		

Total	840.23	Total	555.00
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Hon Treasure Tahn Stowe Moved Michel sec Phil treasures report be accepted

New Business:

Ukraine visitors arrive on the 24th March, Web site up date, Scale weekend social night 7th July, MAAA Vice President, Southern Cross Tee Shirts to be sold for \$10 ea, Report by Carlo on model rockets, Jim Christie spoke on the winning of the Shaw Cup,

Talk by Mark Fenlon on MAAA funds. Moved Mark sec Michel that the letter be put to the MAAA via Kevin Dodd.

Notice to all Club Secretary's

Club secretary; has Barry Lee your members email address on his machine????? If not, that might be the reason they are not getting to read this newsletter. If your member wants a hard copy once again let Barry know, as good as Barry is he is not a mind reader.

Editorial May 2012

Team, Please note that the next meeting will be on 25 May and not 18 May as originally advertised. The annual MAAA council conference will be held on that weekend and almost all of our executive will be at that conference. Mike Close the current president is stepping down after 15 years in harness. He has done a difficult job extremely well and is to be congratulated. Two applications for president have been received, Paul Winter; the current vice president and Bob Carpenter; the current president of MAS. Tahn Stowe will also present the scoping report for the establishment of a National Flying Field.

The WA nationals were attended by quite few of our flyers and we managed reasonable success. The free flight field at Meckering was large and retrieving could be by car so our older and not so fit flyers could manage the days flying without succumbing to exhaustion. Yes, there was wind and it shifted frequently and as usual the ground was not ground but sand. This made life difficult for all and there were a number of F1B front end failures as a result of the fine sand particles. F1C engine cleaning was essential after each flight. The stuff stuck like you know what. I drove the Nullarbor and I can recommend the sights and the experience even if 3800kms each way is a bit challenging.

The SCC cup and the AFFS were the two premium comps held at Narrandera before the nationals. We had visitors from USA, China, and New Zealand, not to mention most states from OZ. We also managed to retain the Rose bowl. The margin was again very small, but we did it. The grass on the fields at Narrandera makes the retrieve very difficult without motor retrieve and we may have to select another site where motorised retrieval is possible.

Unfortunately the two professional modellers from the Ukraine could not get visas in time to get to Australia. It would appear from some research that both members are on a list of sorts which does not prevent travel and the issue of visas; it just slows the procedure to such a degree that travel cannot be taken at the time desired. Visa applications were submitted in Jan 2012 which would seem adequate from an Australian point of view but not so from the Embassy in Moscow. There is no embassy in Ukraine and it is ten hours by train from Kiev to the Embassy in Moscow.

I contacted the Australian embassy in Canberra on several occasions to try to help but that is a different world and even registering a complaint did nothing to alleviate the problem. Perhaps an earlier representation may have helped but that is only hindsight.

Our state champs for F1A, B, C will be held at Narrandera from 9-11 Jun 2012. Accommodation at the All Transit Motel at Gillenbah is the closest, corner of Newell Highway and Sturt Highway phone 02 6959 1155.

Our annual free flight and control line scale rally will be held on 7-8 Jul 2012 with a dinner on Saturday night at the Richmond Racing club. If you have a scale model bring it along and fly, there will be prizes during the day.

Safety!!! I am not sure how many modellers are aware how fast that blade is moving on a running motor. It is about time the sslllaashh stopped. In the very near future we will have lessons on the paddock to teach modellers how **not** to get cut. The days of the Sullivan starter will soon be gone.

President NSWFFS
Terry Bond

Notice Notice Notice

There has been a change in the date of our next meeting. This May meeting will be now held on the 25th May. This is due to the MAAA annual conference being held in Sydney over the 18th 19th & 20th. Our executive will be attending this conference over the weekend. All MAAA members are welcome to attend. If you are interested in going, contact Terry or Roy for details.

Sent Packing

Signed Anon, but we all know who the Richmond coupe flyer is.

Friday morning 23rd of March at Richmond with Percy Wright and Terry Bond I found the balsa packing under the Coupe's stabiliser trailing edge was loose. Has anybody got some Zap? No!! So when the D. T. worked the packing would be lost. No problem before 8.00 am, no D.T. needed that time of the day.

I flew the coupe. It climbed well in good air towards the south east. The reason for the up current then appeared an ominous black fog bank morning mist, which lifted and then enveloped the model. I followed the model using my tracker across the field and then around the polo stables until the signal led me East to Bakers Lagoon. There the model was at the top of one of the tallest trees in amongst many other dead trees. It was sitting there quite happy, about ten meters up and about half way across the water. The water was uninviting, black, unknown depth, and most likely full of things I don't like, I was too terrified to enter. I left the seen to seek counsel from more experienced retrievers- Terry and Percy who in turn were in pursuit of the missing modeller (me).

After flying we surveyed the scene and Terry spoke of boats, ropes, saws, and things.

I checked the model next day. The wind had blown it lower to about eight meters in an adjacent tree. Terry and Roy organised retrieval for Sunday, with waders, saws and lengthy poles. The intrepid pair waded out from the lagoons opposite shore with their supper long pole made up from all sorts of tubes. The waters depth proved to be about a meter and the model was soon back with its grateful chastened owner. However, the packing has not been recovered- it is believed to be hiding in the lagoon.

Lessons learnt

1. Always carry some super glue.
2. Always set the D.T.

The flight from Sydney to Perth with Virgin was very fast, in fact we arrived 55minutes early, due to a super strong tail wind. We picked up our rental from Avis, a class B type car which turned out to be a Nissan Micra, what a class A is, God only knows. I didn't think cars could get that small. The rear seats folded down, so no real problems. The model box would fit in on the angle.

After spending a very pleasant evening with Paul and Kathy Rossiter, we headed out to Meckering and the flying field. This site was new to me; it is a large wheat paddock which has been resting for sometime. Very little ground cover, no stubble and few fences. The surrounding area is undulating and has stands of trees that were at times threatening to models. The trees along with the undulating ground gave tubulating air, making flying difficult at times. One other hazard was the mine (now a dam) which seemed to attract models. The good side, car retrieval is allowed and this field is a rental cars paradise, 80kms plus was lots of fun. Every Hire car is a four wheel drive.

The ground which is mainly sand didn't throw up any dust from the mad dashes over the field, but did play hell with power models and F1B front ends. F1C and F1J engines needed constant cleaning, F1B models managed to get grit into the front end, resulting in more than one failing to start and falling back to earth after launch. Oh to be a glider flyer. One of the good aspects of the area is the road system, as they tend to follow the prevailing winds, this is a big bonus if you have a fly away. There were two notable flyaways.

First was Vin Morgan with his P30; he recovered it 13ks in a northerly direction; the second and by far the best was Leigh Morgan with her F1B. This was recovered no less than 36ks to the east. It goes to show what a good tracker system and GPS can do.

Most flyers stayed at the farm stay accommodation and this was great in the sense that there was a get together each night for drinks and a B-B-Q. It was also only 10 minutes to the field.

The high light of the Nat's was the F1B competition. At the end of round seven three flyers had maxed out, Brian Oliver, Terry Bond and Garry Pope. Fly off's were to start at 4.30pm with a five minute flight, all three made this with ease. Next round at 5.30pm and seven minutes, with the sun getting low this round would be the decider. All launched within seconds of each other and you could tell that no one was going to make seven minutes. What we didn't know was that all the time keepers and there were six of them (two on each model) were going to record a time of 5.16 a three way tie. There should have been another fly off next morning but Brian had to fly back to Melbourne for work, so by gentleman's agreement it was left as a three way tie for first place. This is most likely a first any where in the world.

To sum up conditions were reasonable, there was some great flying and the CDs did a good job. WA, like the other states needs more flyers. Numbers were small all round, only four flyers from NSW and four from Victoria made the trip, the rest from WA.

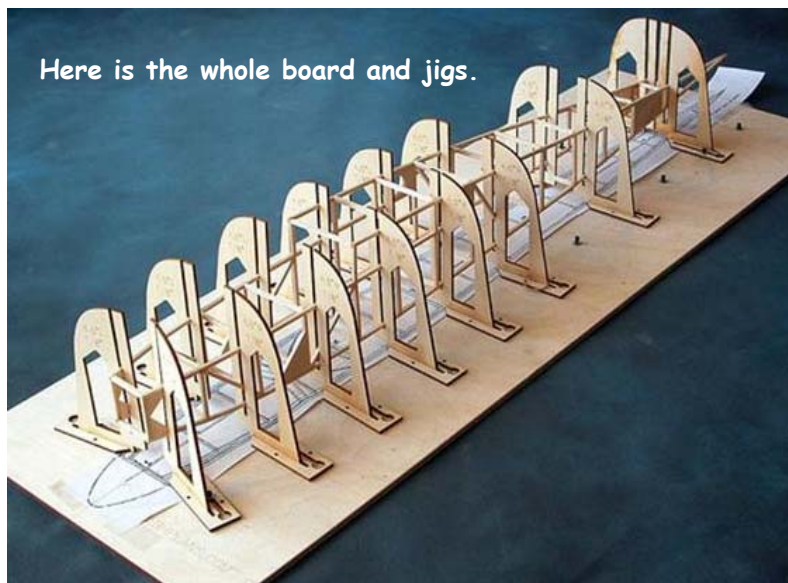
Contest & Fixture Calendar 2012

May 25	General Meeting	Harris Park	7:30 pm	
May 27	P30, Diesel Duration, Combined Open	Richmond	7:00am – 1:00pm	Tahn Stowe
June 17	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 24	Russell Forth Scramble	Illawarra		
July 7&8	Scale Rally ½ Hour scramble, Fun Flying, C/L flying & BBQ Lunch	Richmond	7.00am	Tahn Stowe Roy Summersby
July 20	General Meeting	Harris Park		
July 22	½ Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	Jim Christie
Aug 12	Combined %, Multiple Entries.		7.00am- 1.00pm	Terry Bond

From Al Pardue awpardue@att.net

I have had a chance to try Bob's newest fuselage jig. The newest jig is designed so you are able to remove the fuselage and turn it over placing it in the same exact position so you can glue in the remaining cross pieces on the bottom. I am Building the Aristocrat!

Here is the whole board and jigs.



You must tape the top view of the fuselage down on the board. Bob has thoughtfully drawn the center line on the board. You can see here how easy it is to clamp the triangle down at the exact spot to line up with the plan as the bottom of the triangle lines up with the edge of fuselage! NEAT!

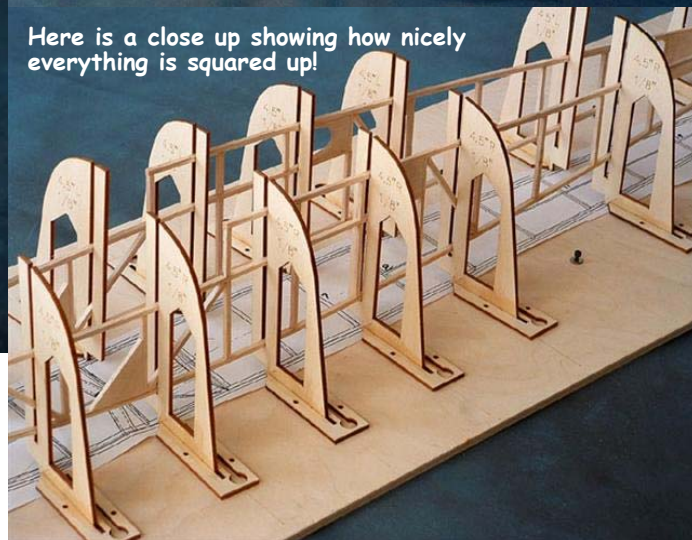
The "Aristocrat" has a wide fuselage with more than average curves, with the aid of a pair of tweezers, I was able to glue the bottom crosspieces in without removing the fuselage and flipping it over. I did find a small level handy at points where the fuselage longerons did not reach the bottom of the triangles.

I think you will find Bob's new design to be very beneficial. I can also see the benefit of having a set of both triangles! After all, the price is right! Thanks Bob!



The new jigs

Here is a close up showing how nicely everything is squared up!



FOR SALE Ignition coil assemblies with transistor - ready to go. \$70 **FOR SALE**
Peter Scott (02) 9624 1262. qualmag@optusnet.com.au

Cowra Oily Hand Diesel Days

Cowra MAC

24th-26th August 2012



at
Milroy Field

(Bangaroo Quarry Road
off Canowindra Road)

<http://www.cowramac.asn.au/main.html>

Information - Andy Luckett
02 6342-3054 mudpied@bigpond.com

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Rossi

A name in model engines that is synonymous with incredible power, precision, robustness of construction and exquisite quality. Rossi engines came into the world with a single purpose: to excel in competition. Over the years the successes achieved have made the name Rossi revered and legendary among connoisseurs of fine machinery.

To many hobby enthusiasts great success in competition may not seem important. What is important, though, is that the tremendous demands of top competition produce the best

engines. Nowhere else but in the quest for maximum performance will the highest standards of power, precision and durability be achieved. Quite apart from the legendary power of Rossi engines, this translates to extremely long engine life, the best in reliability and the ability to stay together where other engines won't. Whatever your application, sport or the most serious competition, aircraft, helicopter, boat or car, Rossi offers the finest in model engine technology.

The engines offered by AXE Motor Rossi and RAL Micron today represent the continuation of a very proud tradition. Here follows a brief outline of the history that made the Rossi name what it is today.

The story begins in the 1950s, when the brothers Ugo and Cesare worked in the business of their father, Giovanni Rossi, a watchmaker. There can be little doubt that the very high standards of minutely intricate craftsmanship demanded by this work would have played no small part in the awareness of the need for great precision that developed in the minds of the two brothers. This awareness would have stood them in excellent stead in their quest to extract maximum performance from the SuperTigre G20/15 control line speed engines. The SuperTigre G20/15 glow engine became the class of the field in the FAI F2A class of control line speed when Amato Prati set a new world record for this class in 1954. Giovanni Rossi supported his two sons in their engine tuning work until they reached the stage where they were able to convert their great talent and flair into a viable livelihood.



In 1960 Ugo Rossi became world champion in the F2A Speed class with an unprecedented speed from his G20 powered New Devil design. 1960 was also the year in which Fratelli Rossi, the company founded by the two brothers, was set up in Cellatica. Apart from their engine tuning work, they offered custom-made speed pans and aluminium spinners to suit the SuperTigre G20 and the New Devil design. It was not long before the first engine bearing the Rossi name was made. The story is not an uncommon one seen against the background of racing in Italy. Just as Enzo Ferrari came to prominence by showing his great drive and talent in the racing division of Alfa Romeo before going on to make legendary racing machines bearing his own name, just so did Ugo Rossi excel in his work with the finest Italian racing engines of his day before going on to write new chapters in the story of the power that could be extracted from model engines.

In 1970 Rossi offered the first .15 speed engine equipped with a tuned exhaust that anyone could buy. This changed the face of F2A speed flying forever. Up until then the event had been the preserve of a few factory employed designers having the facilities to make engines specially designed to run on a tuned exhaust pipe. Almost no-one else had access to these engines and the only way in which the rest could hope to try to compete was to conduct their own experiments with home-made tuned pipes and much modified existing open exhaust engines. With the arrival of the Rossi R15 engine the field had been levelled, and these magnificent engines shone in the hands of speed fliers from all over the world. That is the true Rossi legacy: to make the most advanced engine technology available to everyone. As the years after 1970 rolled on, the successes of the Rossi R15 established the Rossi name as the creator of the finest in model engine technology available, and this was crowned by the list of world champions who won with Rossi engines and became legends in their own right. Names such as Ugo Dusi, Giancarlo Ricci, Emil Rumpel, Juergen Lenzen, Pietro Fontana, Luis Parramon and Sandor Szegedi are deservedly great names in international model flying. To view some archival photographs from this very special history, please visit our photo gallery.



Rossi's superb standards of precision, durability and power had been established and accepted by the world as the highest, but Ugo Rossi set himself other goals still. With the introduction of the first CNC machines, an investment involving millions of dollars, production could be increased not only with no loss of quality, but with a higher degree of precision than had been possible before. Where most engine manufacturers had employed injection moulded crankcases, which is a relatively cheap and easy method of making them, the very first Rossis had used sand cast cases. This is a much more expensive method, but it produced crankcases that were far stronger. In more recent years Rossi crankcases have been manufactured by means of an investment process, which produces cases that are as strong as the older sand cast ones, but without the slightest pin-holing. Rossi's commitment to producing the best from all points of view remains unchanged.

In 1982 Cesare Rossi left the company to begin his own, specialising in the manufacture of racing car engines. With the dissolving of the original partnership Ugo Rossi set up Rossi Elettromeccanica srl in an expanded factory building comprising 5000 square metres and employing the latest in CNC technology, including several Swiss working centres, Japanese lathes in addition to the finest precision grinding and milling machines.

After the death of Ugo Rossi on November 30th, 2002 the company was re-named AXE Motor Rossi, with Alessandro Rossi, who had managed and developed the company's expansion programme, at the helm. The proud tradition initiated by Ugo Rossi remains at the centre of the new company's aspirations and the commitment to the pursuit of excellence remains unchanged.



ROSSI ENGINES: PRECISION OF MANUFACTURE

Precision has often been listed as one of the main hallmarks of Rossi quality, but perhaps we should highlight a few of the key areas where our standards place our engines in a league that is head and shoulders above that of the competition.

The terrific power that has always been associated with Rossi engines would not be possible without the incredibly high standards of precision that we make it our business to maintain, but these standards are also responsible for the amazing reliability and long engine life that anyone buying a Rossi can expect with complete confidence. Every Rossi engine carries a 3-year warranty and this is a measure of our confidence that we gladly pass to you. And now for a brief overview of the standards of quality control that are applied to make your Rossi engine the marvel of precision engineering that it is.

ABC PISTON & CYLINDER ASSEMBLIES:

Rossis legendary achievements at the highest levels of international competition have included the use of superb ABC piston & cylinder metallurgy ever since the technology was first introduced. Consisting of a lapped aluminium piston running in a tapered brass cylinder whose inside face has been plated with hard chrome, this system was developed to allow racing engines to withstand the huge increases in rpm brought about by the introduction of the tuned exhaust pipe into the competition classes.



Although it was an innovation developed specifically for racing engines, it is yet another example where racing has provided the laboratory to develop technologies that would ultimately bring enormous benefits to all users. If operated with a reasonable degree of care an ABC piston & cylinder assembly should last almost forever. Minute re-growth of the piston as a result of expansion at operating temperature compensates for wear and the fit is maintained almost indefinitely under correct operating conditions. Attempts by several other manufacturers to replicate ABC technology have been less than successful, however, and many of these have resorted to metallurgies that are less durable and less expensive to manufacture.



Every Rossi user has the advantage of having an engine featuring a true ABC piston & cylinder assembly of the highest quality, but the story does not end there. As engine tuners have known for a very long time, the fit of the piston and cylinder is easily the largest factor in determining how well an engine is going to perform. At Rossi very expensive equipment is used to ensure that each piston is exactly matched to a corresponding sleeve. The tolerances that are employed during this selection process are measured in single microns. Similarly, the roundness of these components is checked to tolerances that are measurable by only the most precise measuring equipment. Cylinders are checked for parallelism using the same precise tolerances, thereby ensuring that there is zero distortion when they are eventually fitted to crankcases.

CONNECTING RODS:

Each Rossi connecting rod is made from the finest ergal alloy available. The selection of this material and our design give you the best combination lightness for internal balance and strength possible. Connecting Rods are bushed with bronze alloy at both the big end and the small end to ensure the longest possible life, but equally important is the attention that we pay to correct crankpin and wrist pin clearances to prevent breakages and excessive wear. Ensuring that big end and small end holes are bored exactly parallel to within the minutest tolerances is undertaken with a degree of meticulousness that would astound anyone not familiar with practices at Rossi. Incredible precision in this area lies at the very heart of the power, reliability and long engine life that connoisseurs of fine machinery have come to expect from Rossi. Most engines produced for the mass market simply cannot even approach these standards and mediocre performance and short engine life are among the inevitable consequences of this.

CRANKSHAFTS:

Crankshafts are forged from the best materials possible using processes that ensure optimal grain flow and hardness. This results in crankshafts that are extremely resistant to bending and wear. They are then ground to the same tolerances described earlier. At no stage is anything left to chance. There are very well worked out procedures underlying each aspect of what we understand as Rossi quality!

CRANKCASES:

For most engine manufacturers the manufacture of crankcases is a matter of employing a compatible aluminium alloy that makes for easy mass production by means of an injection moulding process. This may make good economic sense for the manufacturer, but the result is not the best for the engine concerned.

Injection moulded crankcases are not very strong or crash-resistant, but there are less obvious drawbacks associated with them too. Permanent expansion of the case after operating at running temperature for a while can affect the alignment of the internal components of the engine and undesirable consequences such as ball bearing failure and a sudden falling off in performance can result.

Rossi crankcases are cast from a special aluminium alloy having a high silicone content that makes them very strong and resistant to expansion. This unique alloy cannot be used in conventional mass production injection moulding processes and as a result Rossi crankcases are cast individually by hand using a specially developed gravity fed process. This is yet another case where our manufacturing costs are far higher than those of our competitors, but at no point in the manufacturing process is quality sacrificed in the interests of cutting costs. The decision to buy a Rossi engine is one that centres on value for money and not on price alone. However, as any long time Rossi user will tell you, by buying a Rossi you will score in every respect. It is to be hoped that our explanation of what goes into our engines will explain why this should be so. The best may cost a little bit more, but it is certainly worth considering what that little bit more buys in the case of Rossi engines!

The AXE engines are made for competition and are synonymous of incredible power, precision, robustness of construction, scrupulous assembling care, and exquisite quality

The RAL engines are made to offer an economic line respecting the exquisite quality. Beginners can have an excellent, easy and reliability engine.

NEW SOUTH WALES FREE FLIGHT SOCIETY Inc

RICHMOND SCALE RALLY

JULY 7TH-8TH 2012

F4A TRANS TASMAN CHALLENGE(NZ 2013) Team Trial (Provisional)

REG JUDE MEMORIAL RUBBER SCALE

FLY ANY FF SCALE MODEL SATURDAY AND SUNDAY



HOT SOUP AND BREAD ROLL SATURDAY

PRIZES FOR ALL CATEGORIES

DINNER ON SATURDAY EVENING AT THE HAWKESBURY RACE CLUB

HALF HOUR EBENEZER SCALE SCRAMBLE AND BBQ LUNCH ON SUNDAY

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