

The Free Flighter

Journal of the NSWFFS Inc

September 2010



Whose hands are these?

Find out inside this newsletter

Minutes of General Meeting

16th July 2010

Meeting opened: 7.40 President Terry Bond in the chair

Present

R Summersby, B Lee, W East, W Bolliger, Reg and Lyn Towel, G Pope, Brian Rule
Phil Warren, Jim Christie, Tahn Stowe, Chris Behr

Apologies Allan Harvey, Guests Lyn Towel, Chris Behr

Minutes of previous meeting:

Minutes accepted as a true record: B East/Gary Pope

Business Arising:

Field next to our flying site has changed hands and will be slashed by new tenants.

Correspondence In:

Flypaper June/ July issues, MAAA correspondence MOP 20/10, Tele Con Feb 2010 MAAA conference report,
Nat's Bulletin No 2, MAAA Marketing Group

Correspondence Out:

The Free Flighter,

Treasurer's Report:

May /June Summary

Credits	Debits
Registrations \$270	
St Ch Entries \$275	
Total \$542	Total \$ Nil

Tahn Stowe Hon Treasurer

New Business:

Conference report by Terry, State Champs Quakers to receive \$100 (Lake George)

Report on Trans Tasman Scale challenge (Tahn Stowe) Tahn to be reimbursed for expenses (moved G Pope/B East).

General discussion on 2011 program with a few less flying days (approx three weeks apart). Tahn put a proposal for the society to have models on hand for new modellers to learn to fly. These models would be of high quality maintained by us Tahn to work out a budget and put to next meeting.

Terry announced that the next meeting 17th September will be the annual general meeting and for members to consider positions.

Meeting closed 9.00pm

Roy Summersby Sec

EDITORIAL September 2010

Hi Team, another year has slipped by in a flash and it is AGM time again. Nominations for the committee have been received and at this stage there does not appear to be much of a change. In other words we have not been deluged with volunteers. It seems as though the last AGM was only a few minutes ago.

Thanks to Roy Summersby, our conscientious secretary who grinds through the hideous piles of paperwork that a secretary has to contend with and produces the bi-monthly 'Free Flighter' with contest reports and occasional gossip. Thanks to Tahn Stowe our treasurer (and education officer) who dutifully controls the accounts of the society and ensures that every cent spent is accounted for and justified. We should also thank his willing assistant Elizabeth for her help as well. Thanks to Barry Lee who has been the registrar forever and has at his fingertips all the information required to maintain the society organisation and dubious history. Thanks to our vice president Jim Christie who has kept us honest, well mannered and enthusiastic on the field. Garry Pope our public officer and F1B champ, Mike Towell our safety officer and committee member Peter Braid, that's all folks.

The nationals are being held in Queensland this year over Christmas so if you have not booked for accommodation, do it soonest. We have the George Fuller weekend coming up first weekend in October. This is something no dixielander should miss.

Friday flying has been a bit sad lately with the August/September winds blowing us away but we have had the pleasure of an unusual visit by Paul Saliba, Pauline's father. He was in Malta as a child during the Second World War when the Germans were giving the place a terrible flogging. He can remember some interesting things that I saw on old WW2 news reels.

If you have had a chance, read the latest FFDU, there is a new event in the offing. It is called Endurance. We are looking for more suggestions to improve the rules and make the event a little more challenging. Suggestions can be forwarded to Vin Morgan.

Other news has been compiled by Roy in this magazine and is good reading. Sorry that I have not been out on recent Sundays but I have been travelling to and from Wagga most weekends.

President
Terry Bond

George Fuller Weekend

Dixielander/ Stomper/ Zoot Suit weekend will be on again. This year, October 2nd & 3rd are the dates. It will be held once again at Springhurst, and will be called a George Fuller Weekend. It will be along the same lines as last year's very successful Dixielander weekend except Georges two other models will be allowed along with the Dixielander these are the Stomper and the Zoot Suit. We are not sure about the rules; maybe we will have some, maybe not. What we are sure of is a great weekend, plenty of prizes which includes for every flyer a very special bottle of George Fuller wine (Fullers Merry Merlot) a FUN weekend is guaranteed. Last year 19 Dixies made it to the field we should be able to beat this with the addition of the Stomper and the Zoot Suit models. You should have one of these models hanging on the wall or in your model box so get it out and come and join in the fun.

Only 2weeks to go

Friday 17th September

Yes it is our meeting night; in fact it is our AGM meeting. The venue is the same Air League Hall in Harris Park. If you are a financial member you can stand for any of the positions available. After the business session there will be plenty of time to talk, show and tell or whatever.

Cowra Oily Hand Day

After the terrible weather on the Friday Saturday dawned with clear blue skies and no wind at all. Sunday was to copy Saturday but the flyers had slowed down after flying for eight hours on Saturday plus a night of playing with Hanger Rats in Cowra's school hall. Around forty flyers attended and all sorts of models were being flown. Free flight models ranged from sport types to Dixielanders, control line much the same, nothing to serious. The Cowra boys had the B-B-Q going for breakfast and lunch and this was much appreciated. Tea and coffee was free and available all day. The high light for me was when Roy Summersby and Dave Bailey launched their Dixielanders together. Both these models are powered with Steve Rothwell's 1.5 Mk 1 Oliver Cubs and fly the same pattern. Roy was away just behind Dave and near the end of the climb Roy yells out GO GET HIM BOY with that Roy's wing touched Dave's Stab. Both models landed with out a scratch but their precision free flight flying needs more practice. Cowra plan to hold this day again next year, it is worth the trip for a fun filled weekend.

Next Years Contest Calendar

This has now been finalised with the suggestions from the last meeting. Copies will be at this coming meeting for those sharp eyed people to find any mistakes which can still be changed; it will be included in our next newsletter.

Tom Linwood

Two years ago we helped Tom compete in the world control line championships flying F2D, this year Tom went once again to the world championships, this time in Hungary. I am pleased to let you know that Tom finished in 3rd place as a junior which gave him a medal. This is the first medal that Australia has won in this event. Tom will be a senior by the next world champs but the way he was flying against the seniors in Hungary and a little more experience he could go all the way. Well-done Tom.

Contest Report 22-8-10

A fine day, with light variable wind till 10 am, when an Easterly drift set in.

Phil and Noels were flying a flapper which was worth the price of admission as she was launched high and glided superbly.

Gary Pope's Korda Sticker had left her rudder at home so he elected to fly Combined Vintage with his fugitive blue and yellow Kerswap. Jim Christie opted to fly a 1954 Foster rubber model which was a Wakefield of the first year with the 80gram rubber and 10 sq inch cross-section and R.O.G. This was the first time the 180 max came in prior to this the max was 300 sec for three flights.

The Kerswap was well trimmed and on song but a short engine run on Gary's first flight was just short of a max which allowed Jim's Foster to win.

AGM

Once again this Friday 17/9/10 is our AGM meeting, now you don't have to be afraid to attend as we have had nominations from most of our outgoing committee to stand once again. Most of these fine fellows have been talked into this on the flying field just after they have had a great flight and are on a high. Nominations will be accepted on the night.

It was also suggested that after the meeting we have a scale show and tell. There has been quite a bit of interest which no doubt came from our excellent scale Trans Tasman last July. PLEASE bring to the meeting any scale model that you have, old new, or under construction. Even plans that you might have on the to do some day, they might just inspire someone. There are at least two large rubber jobs on the building board (50 - 60 inch) ME109 and a Hawker Hurricane which will make Roy's FW152H at just 40 inch look small. The boy's building these want to start the Battle of Brittan all over again. THE HUN IS IN THE SUN and SO MUCH OWED BY SO MANY TO SO FEW etc. They have promised to bring along on Friday what they have done so far and it's worth a look.

Newsletter

My apologies if you receive this newsletter a little late, as I was starting to write, the hard drive in the computer crashed (what ever that is). Thanks to Barry he managed to get it to the shop where it came from, get a new one fitted under warranty and so we are back in action once again. This means that the newsletter is being done in a rush so please forgive me if there are a few mistakes etc. Please be kind to me after all I am just a dumb builder who only ever passed an English exam once in his life and knows nothing about computers.

Nat's

Have you booked your accommodation? Are you going? I haven't sighted an entry form yet but the program has been out some time and was printed in our last issue.

Sunday 19/9/10

The Sunday after the meeting should be a top social day. Scramble, P30, & Vintage power followed by control line flying and B-B-Q lunch. I will have a control line trainer there for any one, young or old who wants to have a go. Last time we had two new people on the handle, Tahn & John Pennells can you get them back?

Contest Report 25/7/10

What a day, one might say just perfect. Numbers were down and those that were absent missed out. Combined % and Combined Vintage was on Jim and Roy just made it look so easy with full scores in both events. This naturally was helped by the conditions it all seems to easy when Richmond puts on one of those special days which she is so

September 17	Annual General Meeting	8:00pm	Harris Park	
September 19	1 Hour Scramble, P30, Vintage Power BBQ Lunch, Control Line Scale (not comp)	7am-1pm	Richmond	Terry Bond
October 2- 3	George Fuller Weekend, Stomper Zoot Suit, Dixielander		Springhurst	Roy Summersby
October 17	Open Power, Open Rubber, Mini Rubber	7am-1pm	Richmond	Jim Christie
October 31	Combined FAI A, B, C, G, H & J	7am-1pm	Richmond	Roy Summersby
November 14	OZ Diesel & Diesel Duration% ,Vintage Rubber	7am-1pm	Richmond	Bill East
November 19	General Meeting	8:00pm	Harris Park	
November 21	Mills Trophy Scramble		Illawarra	Graham Burgess
December 12	Combined%, Fun Fly, Xmas BBQ Lunch	7am-1pm	Richmond	Tahn Stowe

VALE

Neville Elphick.

On August 13 Neville Elphick passed away after a long illness.

His early Aeromodelling activities were conducted in Lismore and he then moved to Maitland, where he became involved with the Maitland group of Aeromodellers. He was heavily involved with the Maitland Police Boys Club, teaching the boys to build model aeroplanes.

The Maitland Club organised the Maitland Field Days, where the F/F events were held on Maitland Aerodrome (now the site of Royal Newcastle Aero Club) and the old Maitland Racecourse alongside Bradford Cotton Mills, while the Control-line events were held in Maitland Park and Nev was heavily involved with the organising and running of the Events.

The Maitland Field Days soon evolved into the Hunter Valley Championships and Nev was also involved with the running of them in the early days but he gradually drifted out of the Aeromodelling scene due to heavy involvement in his other love, the Lions Club, where he held various Offices, including District Governor.

Around 10/15 years ago he contracted Parkinson's Disease but was determined not to let it beat him and took up building and flying model aeroplanes again and also once more became involved with organising Club activities, this time with the Muswellbrook Club.

Unfortunately, his health deteriorated over his last few years and he finally succumbed on the 13th of August 2010.

Jack Dunkerton.

Jack Dunkerton started his interest in Aeromodelling back before World War 2 and was, even then, involved in organisation with the Air League. When War broke out, he found that he couldn't enlist in the R.A.A.F. Because of a hearing problem, so he enlisted in the Army and, at one stage, was a member of the 1st Commando Unit and spent time in New Guinea and the Solomon Islands.

Upon returning Home, he became involved with Aeromodelling again and was instrumental in the setting up of the Model Aeronautical Association of New South Wales. He then moved around a bit and worked at various jobs as far afield as North Queensland and New Guinea, but finally settled in Newcastle where he was Manager of the northern N.S.W. Branch of Medicare.

Around this time, he was given one of the very first Liver transplants in Australia but didn't let that stop him from enjoying life to the full.

He returned to his love of Aeromodelling after attending a Dinner at the Royal N.S.W. Aero Club organised by Ivor F and then became one of the Founders of the Aeromodelling Veterans' Gathering in Muswellbrook and this function is still going after some 15 years; a fitting tribute to his devotion to the Hobby he loved.

Members Profile

In the coming issues of our little mag I intend to do a brief article on some of our members. I have started with one of our longest serving members Barry Lee. Barry as you would know is, and has been our Registrar for ever. Barry was reluctant to give me details but I have managed to squeeze this out of him. When it's your turn if you can give me just half a page I would be most grateful. R.S.

Barry Lee

I started modeling in 1950 and the first model I built was a "Wirraway" from a K-Dee kit but never tried to fly it because I didn't think it would take being wound up. In 1951 Ivor Stowe came to the school I was at as a P.E. teacher and he also gave us an education in aeromodelling with the result that I have been hooked on modeling ever since. I started buying Aeromodeller magazine with the July 1951 issue and I still buy them today. My first motor was an Elfin 1.49 which I purchased at Model Aircrafts in Bond Street Sydney. I bought some Mills fuel and I tried all day to get it going without any success. The next day I mixed castor oil, Kerosene and ether in equal parts and it started. I had heard that kero was no good for motors and was a bit reluctant to try it but I did and I use it all the time now.

I learnt to fly on a Frog "Vandiver" in the local park. Some of the motors that I have had included Elfin 1.49 and 2.49, Frog 500, K&B 19, Sabre 19, McCoy 29, Fox 35 and a Mills .75 which I lost in a model at Camden.

My first attempt at Free Flight was with a Calypso Cub fitted with a Mills .75 which I flew in Parramatta Park and almost lost.

A lot of fellows used to fly regularly at Kings School Oval at the rear of Cumberland Oval in Parramatta Park. I had an "All American" with a Fox 35 in it, but I never learnt to fly aerobatics.

I tried to learn to fly radio on a Cicada using H.M.V. radio gear but I never had much success so I gave it up and went back to Free Flight.

Recently I flew a bit of old timer radio control with a little success.

I have flown nearly all types of model aircraft including microfilm and indoor control line scale.

I have held the positions of Secretary and Treasurer for the N.S.W.A.A. and I have been Treasurer of Southern Cross MAC since 1969.

In 1969 I assisted Allen Edwards to produce a newsletter called Free Flight Down Under which started in October and now has a circulation of over 200 copies and goes to readers in U.S.A., England, Europe and New Zealand.



Yes this is the man who owns the hands, Tahn with his F1J, How long before FIC Tahn ?



Waco Jacko with his SE5A at Cowra



Wally with Hangar Rat at Cowra
Assisted by Roy and watched by Brian



Tom Linwood receiving his Third Place Medal at the World Championships Hungary



Dave Bailey with Dixielander at Cowra



Roy Summersby ready to launch at Cowra.



Roy Summersby & Dave Bailey coming back from a retrieve.



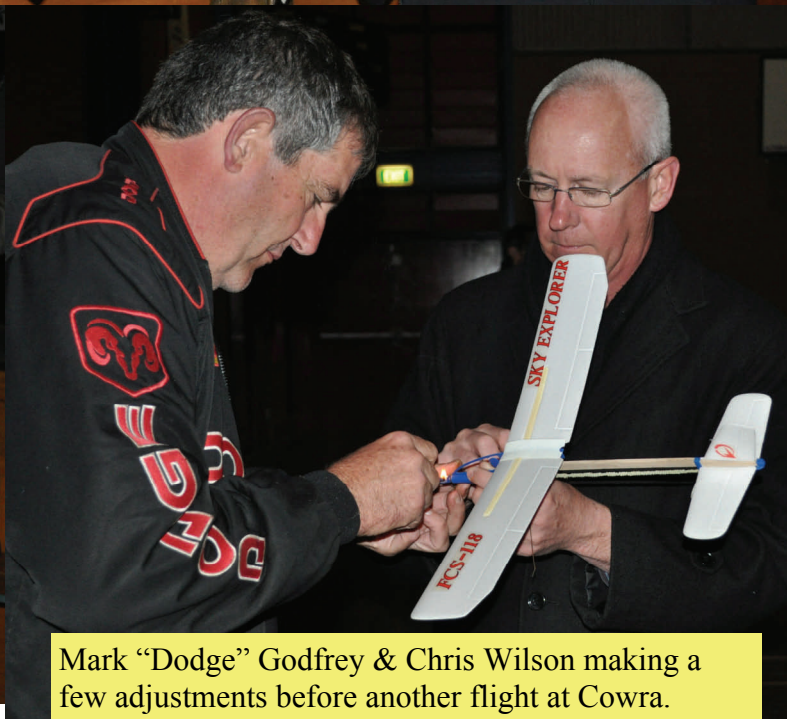
Mark Godfrey & Andy Luckett at the Indoor Flying at Cowra.



John Goodwin looking for some nose weight at Cowra.



Peter van de Waterbeemd putting on turns at Cowra.



Mark "Dodge" Godfrey & Chris Wilson making a few adjustments before another flight at Cowra.

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.
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Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following amended documents in the Manual of Procedures:

MOP027 Guideline for the Award of MAAA Wings - Amendments to the Helicopter Bronze and Gold Wings including the associated forms.

MOP058 2.4GHz Equipment - Amendments to MOP058 – Addition of 2.4GHz Downlinks guide. (see next item in Newsletter).

Added to Appendix A: Amended Frsky to V8 ACCST 2.4 GHz and V8 compatible systems. ESCALE 2.4 GHz Radio Control System 242.

2.4GHz Downlinks

A recent amendment to MOP058 2.4GHz Equipment was the addition of a guidance section for 2.4GHz Downlinks. A common form of downlinks is miniature video equipment, readily available for use in models. Video downlinks use different technology to that used for model control. Many of the systems available do comply with Australian standards but that does not mean that they can be used with impunity on model aircraft, particularly when operating on 2.4 GHz.

Many users have found no issues with video downlinks but there are reports of mutual interference. Whilst this can be just with the video quality, there can also be interference with the model control system. MOP058 is available on the MAAA website for further information and guidance on video downlinks.

Frequently Asked Questions

A recent addition to the MAAA website at www.maaa.asn.au is a Frequently Asked Questions page. The page is broken up into two sections at this stage, one for

general questions and the second relating to questions and answers regarding 2.4GHz equipment. The intention of this page is to provide members and prospective members with easy access to typical, everyday information, which may not be contained within the MOPs

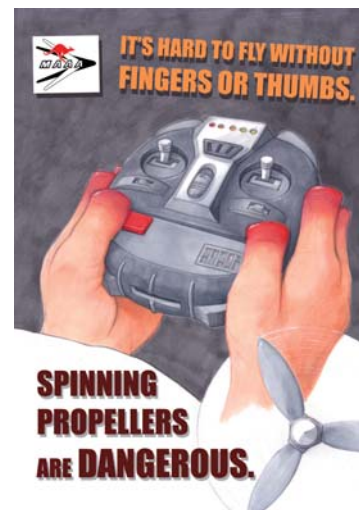
2010 - 2011 MAAA Membership

Members are reminded that the MAAA Membership period runs from 1st July to the 30th June each year. All membership expires at midnight on the 30th June. To continue to enjoy flying and to be covered under the MAAA insurance for the next financial year, your membership needs to be renewed with your club. Once the required fees are paid to your club and a receipt issued, this then is proof of current membership until you have received a valid MAAA Membership Card for the new period.

Outcomes from Reported Incidents

As reported in the last MAAA Newsletter there has been a sharp increase in insurance pay outs for the repair of vehicles damaged by model aircraft and this continues to be cause for concern. In most cases, damage could probably have been avoided with some extra thought when parking vehicles at model fields. Due to the large payouts being made by MAAA to repair vehicles, a review of the MOPs dealing with distances which vehicles should be parked from is currently underway. Several Incidents resulting in damage to vehicles were due to pilots losing sight of their model in the sun when taking off. This has been more prevalent in the morning

or evening when the sun is low on the horizon. If this is a situation which occurs at your flying field during this time of year, then it is asked that members and visitors are made aware of the hazard, both verbally and by notices.



Unfortunately, there continues to be a regular flow of incidents where members' fingers have come into contact with spinning propellers. With risk minimisation in mind and following a suggestion from a VMAA Member, a safety brochure was commissioned and produced by MAAA. This A3 brochure (shown) is meant to be a stark reminder of the dangers involved in and around propellers. The brochure is currently being printed and will be distributed to all State Associations for their Clubs.

64th MAAA Nationals Dalby Queensland

The Chairman of the MAAQ organising committee has confirmed that arrangements for the 64th Nationals are on schedule and he hopes to make it 'the best Nationals ever'. Bulletin number three is due out at the end of August with updates as well as the official registration form. This will appear on the MAAA website at www.maaa.asn.au

World Record

Notification has been received that the Australian claim for a World Duration Record has been accepted and recorded by FAI. Anthony Mott is to be congratulated for this outstanding achievement.

FAI has ratified the following Class F (Model Aircraft) World record:

Sub-class :F3 Open (Radio Control Flight)

Category: Aeroplane

Group : Piston Motor

Type of record : Duration: 141

Course/location : Melbourne, VIC (Australia)

Performance : 24 h 10 m 24 sec

Date :21.12.2009



Anthony and his
World Record
'Tedium' model

2010 World Championships

During late July several of the MAAA Australian teams were competing in World Championships. There were a number of successes.

Robert Fitzgerald and Mark Ellins placed first in the F2C Team racing. In doing so, despite confusion caused by FAI with the results, they are claiming two World Speed Records during the heats and final racing. Congratulations to the two new World Champions.

Tom Linwood placed third in F2D Junior Combat in Hungary.

Carl Strautins placed third in the Senior F3J Gliding event in France.

David Law placed fourth in the F4C Scale event in Poland.

On behalf of all MAAA members, the MAAA Executive would like to congratulate those who placed in these events as well as all the other team members and supporters who assisted.

Two MAAA Australian Judges officiated at these World Championships and their commitment is appreciated by the entire membership. These Judges are:

Joan McIntyre F2 Control Line Stunt
Noel Whitehead F4C Scale

F3C (Helicopter) 2011 World Championship Team Trials

Notification has been received that the Helicopter Subcommittee intend holding team selection trials for the 2011 World Championships to be held in Italy between 18 – 28 August as part of the 64th MAAA Nationals. Further details will be available in the Nationals Bulletin number 3 to be issued at the end of August 2010.

F3D (Pylon) 2011 World Championship Team Trials

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August. AMPRA will be hosting the following multi team trials for the 2011 F3D Pylon event. Any one of the following State Champs:

Victorian State Champs, Hamilton 16 - 17 October 2010

64th Nationals Queensland 29 Dec.2010 to 7 Jan 2011

In addition to the competitors, the Organising Committee for the 2011 F3D World Championships would like to hear from as many members or interested people who wish to be part of this event in the capacity of a helper. A World Class event such as this requires an enormous amount of outside assistance, so if you are able to help please contact the Secretary of the 2011 F3D Organising Committee at secretary@F3DWC2011.com

F3K (Hand Launch Glider) 2011 World Championship Team Trial

This is a new event on the World Championship calendar, to be held in Sweden from the 4 to 10 July 2011.

Proposed Team Trial

Contest Event - Australian F3K Hand Launch Glider Championship 2010

Diggers Rest Victoria, Davis Road (Melways 351 F1)

Saturday 27th & Sunday 28th November 2010

Contest Organisers : Brett Anthony 0412 518 554 brett@f3k.com.au

Theo Arvanitakis 0414 626 464 theo@rcga.org.au

Contest Director - Gerry Carter

World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	Awarded to
F5B, F5D	USA - Muncie Dates: 20 – 25 August
F3A Asia-Oceanic	Philippines Dates: 19th - 25th September, Bacolod-City
F3C Asia-Oceanic	Tung-shih (Chinese Taipei) 17-23 Oct
2011	
EVENT	Awarded to
F1 A,B & C	Argentina- Late April early May (dates to be confirmed)
F3A	USA – Late July early August (dates to be confirmed)
F3B	China
F3C	Italy Dates: 18 – 28 August
F3D	Australia Dates: 12-14 August
F3K	Sweden Dates: 4-10 July