

The Free Flighter
Journal of the NSWFFS Inc
March 2013



Terry wins F1B
at Victoria's state champs

Editorial March 2013

This is that part of the year where things start to happen. By the time you see this, the Victorian state champs will have been completed and we will be preparing for the SCC and the AFFS. We had hoped to have our European visitors available for the Vic champs but they will arrive shortly after. I also hear that we will have six Chinese visitors with us (3 x F1B, 1 x F1A, 1 x F1C + Trainer).

Just a reminder for the SCC and AFFS the dates are, 25 Mar to 31 Mar this year. The dinner should be a cracker at the Morundah pub. A bus from Narrandera has been arranged for transport of about 40, so the danger of having a wine before the dinner and driving, is no longer a threat. I would hope that champagne and canapés on the way to Morundah is the order of the day. Morundah is well-known for its excellent cuisine and the menu looks spectacular.

There has been some turmoil in the MAAA executive ranks of late and the president Paul Winter has resigned. As a result the vice president Neil Tank has taken the reins for the time being and elections will be held for the president and the vice president at the next council conference. I hear the stampede of people rushing to get their CV's ready for consideration! Elections will take place at the next council conference on 22 May 2013. Please have your nominations in to the Secretary MAAA by 13 Apr 2013.

In February this year two of our executive Tahn Stowe and Geoff Mee attended a workshop in South Australia to determine the future direction of the MAAA. Discussions included fees, insurance, field purchases and policies. I was away competing in the Maxmen competition in the USA during this period and despite being briefed by Tahn I will look forward to his presentation at our next general meeting. The matter of a free flight field is still very much alive and we are still continuing to search for the ideal location.

Our advertisement in the Land, contact with country real estate agents, letters to local councils and personal contact with local land owners has been beneficial. To date we have been offered land in West Wyalong, Coonamble and Narrandera but for various reasons these blocks have not been suitable. The aim is to procure a block centrally located in NSW about 2000 acres in size relatively close a town with enough infrastructure to cope with a nationals or AFFS contest. We will continue to search and provide information as we continue the quest.

I have been told this has been the hottest summer for many a year and that global warming is the cause. However it should be noted that since Charlie installed the monster moon walking sprinkler on the field there has been more rain since the ark was built. The Hunter Valley champs have recently been cancelled because the field was under water and on a visit last Friday to our own field at Richmond a speed boat would have been the vehicle of choice for retrieval. It certainly has been a wet summer.

The Maxmen contest I recently attended in the USA was not as well attended as previous years. The weather in the eastern states was so bad that many of the flyers could not get through the snow or drive over snow covered road to get to the competition. They still managed more than 50 starters in F1B and F1A.

That's all for the time being, there will be more news to follow at our GM.

President NSWFFS
Terry Bond

Minutes of General Meeting

18th January 2013

Meeting opened: 7.40 President Terry Bond in the chair

Present

R Summersby, Terry Bond, Barry Lee, Tahn Stowe, Jim Mc Fall,
Reg Towel, Wally Bolliger,

Apologies

Jim Christie, Wally Bolliger, Michel Towell

Guests

Geoff Potter, Lyn Towel

Minutes of previous meeting:

Minutes accepted as a true record: Moved, Barry Lee, Jim McFall

Business Arising:

Land Report

Correspondence In:

Flypaper, MAAA re Council Conference, Airflow.

Correspondence Out:

The Free Flighter January

Treasurer's Report Nov- Dec 2012

Credit

Comm. Bank int	.08
St George Power Saver int (Sept-Oct-Nov)	19.08
66 th Nat's Entry Fees	135.00
Parking/ Richmond Fees	538.00
Member registration	720.00
Total	\$1412.16

Debit

Affiliations (MAAA)	270.00
SCC Prizes (TS)	121.19
Stationery (TS)	28.48
Gift Voucher for Pauline (TS)	300.00
Hall Hire (Aust Air League)	180.00
66 Nat's Signs (TS)	33.40
CD Chairs (TS)	139.88
Total	\$1493.95

Hon Treasure Tahn Stowe's treasures report is accepted Roy Summersby, Barry Lee

General Business:

Proposed that we check the possibility of holding Nat's indoor competition if there is suitable numbers.

Meeting this Friday March 15th

On this night we will have two visitors from Ukraine with us, Slava F1C / J and Igor F1B. They will have their model boxes with them for us to look into. They will be able to answer any questions that we might have and hopefully we might learn just a little.

Update from Lost Hills. Weather very, very, good.

Roy, Dianne and Terry made the NSW contingent and acquitted themselves fairly well.

1st Comp Roy made 4th F1C

2nd Comp F1C Roy made 2nd. This is also a team comp and along with Alan Jack from UK teaming up with Roy and Terry and came out winning, beating the Ukraine team by 3 seconds.

3rd Comp Roy failed but Terry went on to max out and go into the 7.00 min fly off in F1C. Terry also flew F1B; both these events were flown at the same time. Terry dropped one round in F1B he was just in too much of a hurry.

In total 7 Aussies went to Lost Hills, 5 staying in RVs on the field.

Southern Cross Cup and the AFFS Champs will soon be on us. From overseas we will be having, 3 flyers from Ukraine, 1 from Sweden and I think 5 from China. It should be a great week of flying, so if you can make it, please do, even if you only want to observe.

With regards to our overseas visitors, some of them will be on the field at Richmond on various days, please check with Terry or Roy for the actual days.

2013 World Champs

Terry, Phil, Garry and Roy will be representing NSW in France this year. Australia will have a full team with other flyers coming from Victoria and Queensland.

Hot of the press as they say as the boys only came home yesterday.

Victoria State Champs.

Roy, Terry, Jim, and Tahn made the trip down to Springhurst and came away with a fair haul of the trophy's which include.

1st in F1A, F1B, F1C, O/P, Combined Vintage,

2nd in F1C

3rd in O/Rubber(Jim climbed far higher than the rest only to suffer with a bunch of rubber stuck in the rear of the fuse causing a stall all the way to the ground)

Model shop News

We have managed to obtain 2 Fora 06 F1J motors. \$145 this is cheap. We would like them to go to someone that will use them in F1J if you are interested ring Roy. Also bought in USA, some latex fuel tubing, 3 feet for \$2. We still have a little Nitro and Caster available along with all the normal stuff.



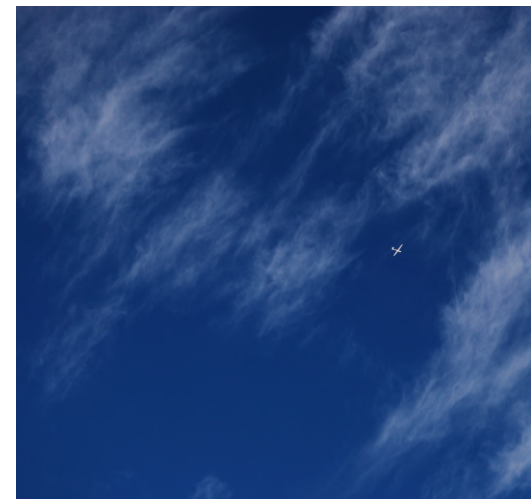
Flying in an Unbelievably Blue Winter Sky



For many years, model airplanes have been flown in wintertime on the frozen lake in Davos in the Swiss alps. The conditions may be a bit special but are not nearly as nasty as aeromodellers in warmer

The effect of the cold

Local model flyers comment that many can't understand how surprisingly warm it sometimes feels. They explain that body heat is not dissipated by air but only by moisture in the air. "One winter, the air in our high mountain valley had only 4% relative humidity at a temperature of -16 °C – this corresponds to a water vapour content of 0.02% RH (!) at +25 °C. Such dry air can hardly be generated technically" claims one of them and adds, "on that day, we were flying without gloves". At other times, it can also be remarkably warm as long as winds remain light (which, in winter, is often the case in the valleys) as the surrounding walls of snow additionally reflect the sunlight. However, standing in the snow for hours on end does lead to cold feet. Fur-lined waterproof boots are recommended.



Altostratus can develop with tremendous speed

Thermals when flying in Winter?

"These are less likely in midwinter – but ridge and wave soaring from the bottom of the valley are possible," says a local model pilot, "but the stable weather conditions bring high-altitude winds in which we can sometimes – keeping a safe distance from the mountain – fly to very high altitudes with lift continuously increasing with altitude". A variometer is useful for these flights but not essential, as visibility is excellent. The pilots of large model gliders point out that visibility depends more on wing width than span and give an approximate value for an altitude that still allows for good visibility of 4000 times the wing width. Thus, a glider with a wing width of 20 cm can be easily controlled at altitudes of up to 800 m. Sometimes it can be dead calm on the lake while snow is blowing off the summit ridges. Such snow banners are not to be feared –

on the contrary – the glider has to get there first! Thermals over the continuous covering of snow usually start occurring in March. They often become detached over the first snow-free wooded areas and become more powerful with increasing altitude. Local model glider pilots say a big weather risk that has to be taken seriously is presented by cirrus clouds (altostratus). "Locally, they can develop with tremendous speed and if you are flying at 800 m with a purely white glider, you will very suddenly have a visibility problem", explains one of the pilots; "...and that caused me to lose a large glider last year," sighs his friend. But this is clearly outweighed by the advantages: for one, there is the soft blanket of snow which has saved any number of models. It covers the entire landscape like a single foam carpet and if you're lucky it will absorb even vertical impacts to a degree that no or only little damage occurs.



Snow is blowing off the summit ridges

Preparation on the model aircraft

Taking off and landing with floats works well in deep powder. On a compacted snow surface or even ice, floats with a hard surface must be used. Balsawood with foil is immediately abraded and EPP also suffers. Two variants are recommended for skis: Shorter ones with poorer directional stability for scale models and long narrow skis for the remaining models. The latter can be the tips of downhill or cross-country skis. A large model with a 200 cm³ engine has even been equipped with complete downhill skis. Towing on snow is like flying on water. Snow will enter the fuselage through unbelievably small gaps and pool on the bottom of the fuselage, which is why moisture-sensitive components such as receivers or controllers should not be mounted on the

bottom of the glider fuselage body. On gliders with retractable landing gear, the landing gear openings must be sealed off with fabric tape. Tail wheels must also be well taped off, otherwise they can act like small shovels that soon fill the tail tube with snow. Experienced alpine pilots also advise against using nickel metal hydride (NiMH) batteries for powering receivers and instead recommend lithium polymer (LiPo) or lithium iron phosphate (LiFePO) batteries, with the latter causing no problems. Batteries for the propulsion unit are brought along in an insulated box equipped with hot water bottles.

There's nothing quite like it

"After seeing your snow-white glider being towed up into the deeply blue sky for the first time, you'll be hooked", says one of the pilots and adds, "For us alpine aeromodellers, flying in wintertime has become almost more important than ridge soaring, although we are surrounded by locations with excellent ridge soaring conditions".



Cold and dry air -16 ° C flying without gloves



Flying with skis

Photographs: Bertram Radelow

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Contest & Fixture Calendar 2013

Date	Event	Venue	Time	Contest Director
Mar 17	1 Hour Scramble, Combined %	Richmond	7:00am – 1:00pm	Roy Summersby
Mar 25-31	Southern Cross Cup---AFFS Champs	Narrandera		SCC. T.B.A.
April 28	State Champs HLG/CG. Rocket Glider, Plus Combined Vintage	Richmond	7.00am—1.00pm	Jim Christie
May 4-5	Veterans Gathering	Muswellbrook		
May 17	General Meeting	Harris Park	7:30 pm	
May 19	State Champs Scramble, Combined % , Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 26	P30, Diesel Duration, + Comb Open	Richmond	7:00am – 1:00pm	Roy Summersby
June 8-10	NSW State Champs F1A,B,C	Narrandera	8.00am---3.00pm	Jim Christie
June 16	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 23	Russell Forth Scramble	Illawarra		
July 6-7	Scale Rally, Sun 14th ½ Hour scramble, Fun Fly C/L flying & BBQ	Richmond	7.00am	Tahn Stowe Roy Summersby
July 19	General Meeting	Harris Park		
July 21	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 11	Combined %, Multiple Entries.		7.00am- 1.00pm	Terry Bond
Aug 25	½ Hour Scramble + Tomboy Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Tahn Stowe
Sep 8	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 20	Annual General Meeting	Harris Park	7:30 pm	
Sep 29	State Champs F1G,H,J Combined	Richmond	7.00am—1.00pm	Roy Summersby
Oct 13	Diesel Duration, P30, HLG/CG	Richmond		Tahn Stowe
Oct 20	State Champs Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	Gary Pope
Nov 10	Combined % Multiple entries	Richmond	7.00am- 1.00pm	Roy Summersby
Nov 15	General Meeting	Harris Park	7:30 pm	
Nov 17	Mills Trophy Scramble	Illawarra		
Dec 1	F1G, H J,(Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 15	½ Hour Scramble, Combined Vintage with SAMS + Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Note	All scrambles start as close to 8:00am as possible			