Diary

30th October North Luffenham	SMAE Autumn Centralised Mini event. A1, ½A, CdH, HLG, CO2. Contact D Hipperson on 01 201 0179.
12-13th November Sculthorpe	SMAE Second European Championships Trials. Contact D Hipperson, tel 01 201 0179.
20th November Church Fenton	Falcons Rally. O/R, O/G, O/P
27th November Watton	East Anglian Wakefield Contest. Vintage Wake (pre-51 design), Own Design up to and including 1953 rules, current F1B. Start 10.00, in rounds with first flight to be made by 12.00. Contact A R Wells, tel 04024 40859 (home), or 0245 67222 ext 2817 (office).
27th November Slaithwaite nr Huddersfield	Colne Valley Leisure Centre Low Ceiling indoor contest, start 12.00. Contact B Hunt, 0484 862353 and for special rules, procedures, etc contact J O'Donnell, tel 061 427 3711.
18th December Wigan Technical College	Low Ceiling Indoor Contest. EZB, IHLG, PND, Scale Start 11.00. Contact D Yates, 0942 214725 and for special rules, procedures, etc contact J O'Donnell tel 061 427 3711.
8th January 84 Slaithwaite	As for November 27th
12th February 84 Wigan	As for December 18th
4th March 84 Slaithwaite	As for November 27th

STOP PRESS

FFn will have copies of the World Championships Plan Book. These should arrive during December, details will be in the December FFn along with the usual variety of features missing from this World Champs special issue.

NOVEMBER 1983 83/11

FFn

FREE FLIGHT NEWS

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Compiled and published by Ian Kaynes, Paul Masterman, Malcolm Wood.

1983 WORLD CHAMPIONSHIPS GOULBURN Sept 28 to Oct 5 Report by Ian Kaynes

GB TEAMS WIN GLIDER AND PLACE THIRD IN WAKEFIELD

LOTHAR DORING TAKES WAKEFIELD AGAIN AND MATT GEWAIN WINS GLIDER.

First, a reminder of the muddled history of why free flight modellers were converging on a small town in Australia for the 83 Championships. The possibility was first raised at the December 1980 CIAM meeting. when Australia proposed hosting the W/C at Goulburn in March or April 1983 and an offer was also put forward by Argentina. The two offers were noted ready for a decision at the December 1981 meeting. but then offers were also made by Austria and Israel. Giving the easiest journey for many countries, Austria easily won the vote. However, three months later Austria withdrew and an extremely rapid postal vote gave the alternative choice as Israel. Then there were protests at the impossibly short schedule for that voting and the "no reply equals yes" counting; a new vote by September 1982 gave the Champs to Australia. Obviously. this gave too little time to continue on the March or April date and so it was rescheduled for October 1983. despite some locals voicing doubts about the weather during the Australian spring. At least it meant that we were there to witness the outstanding national high which followed winning the America Cup !

The venue gave Europeans some taste of the problems faced by the long distance travelling which some countries have to face for every W/C and indeed the travel plans seemed to overshadow model preparations. Martin Dilly as GB team manager had arranged a group booking for the team members plus wives. friends. supporters and myself and my wife Chris (I was going as FAI Jury member). As well as the fruits of their individual efforts in getting sponsorship. team members were to receive £190 each from the SMAE team travel fund. which included £141 which had been sent via George Lynn and Aeromodeller for the HOTTA fund. The main group gathered at Heathrow on Monday Sept 19th to travel on Malaysian Airlines 747 flight MH1. The model boxes were packed into and filled one standard airline container, Stafford Screen's large box just fitting. A short hop to Frankfurt was followed by a longer leg to Kuwait. where the transit stop allowed us to see something of the endless sand outside the large terminal building. During the next leg over India to the MAS base at Kuala Lumpur the British party visited the flight deck - reinforcing our impression from the cabin that the MAS staff were most friendly and helpful. After the longer stop at KUL we were back in the 747 for the last long leg in the now established routine of drinks and a good meal followed by sleeping during the movie. then wake up for more food or drink.

Approaching Melbourne just after dawn revealed a green and wet view of Australia under ominous dark clouds. After another hour wandering around a terminal building the trip was completed by a one hour flight to Sydney. While looking at many tree covered mountains I failed to identify our Goulburn target but there was no mistaking the landmarks on descent to Sydney - the harbour, bridge and opera house, and they were basking under bright sunshine.

The container full of model boxes was brought right into the baggage reclaim area and we were soon out to meet Martin Gregorie (who had arrived earlier) and Aussies Dave Simmons, Dave Thomas, Allen Edwards et al. It was about 10.30am Wednesday local time, about 31 hours after leaving Heathrow and our general state was much less shattered than we had feared. We were then eased through the day by true Australian hospitality, being driven to a barbeque at Dave Simmons' and then on to the homes at which we were guests for the first night. Chris and I and Steve Philpott stayed with Jon Fletcher and his family. It was interesting to hear about Australian life from recent emigree Poms, and seeing the spacious desirable residences certainly emphasised the contrast with UK.

We awoke from a good nights sleep feeling well adapted to life down under. collected our hire cars and set off for some sightseeing. I found it quite confusing to drive on the left in a foreign country with surroundings and road signs having more in common with North America than Britain. This included the cheap petrol - the same price per litre in cents as we pay in pence and that means just 60% of our cost - but our hired Colt gave such poor consumption that the fuel cost per mile was the same as my Alpine. After a quick trip around Sydney, Chris and I headed south along the coast and then inland over the interesting Macquarie pass to reach Goulburn by Friday evening. A conversation with the clerk in a bank at Moss Vale (50 km away) had yielded the discouraging view "Goulburn - Oh, it's windy there" and that was before she knew that we were going flying there and had any interest in the wind ! Pronounced "Goalburn" it is a self contained country city of population 24000, 267km from Sydney on the Hume Highway to Melbourne. Laid out on a roughly block street plan around the main shopping street. the city occupied a much greater area than an equivalent size English town, reflecting the great open space of Australia - a factor we had realised since arrival in Sydney. The flags were out in Goulburn, but this was not just for the visiting modellers since the town was preparing for its "Lilac Festival" which had the FF Champs advertised as just one of the celebrations. There were many spring flowers blooming so it was odd that this festival entailed bringing out potted Lilac trees. Accommodation for the Champs was at the College of Advanced Education, a new building but soon to be mothballed due to under-utilisation, the food and accommodation being very good - probably the best yet for Championships.

As part of the warm up for the W/C (to be organised by the New South Wales FF Society), Peter Lloyd was running the Reg Allemby memorial contest for the Victoria FF Society on the preceding weekend. The wind

was too strong for flying during the days before and it continued to blow on Saturday, so the flying for that day was postponed to Monday. The events scheduled for Sunday (F1A and F1B) went ahead as planned. The day started with a fresh wind which later dropped, to give pleasant and sunny flying conditions. The organisation was extremely relaxed - timekeeping eventually worked out to be on the British "get anyone to time" method. There was an odd scheme of having overlapping round times for the two classes, but it did not develop into an F1B contest for lift picking from the gliders. Thermistor watchers, including the GB Wake team, complained that the lift was hard to detect; Lothar Doring dropped one flight, claiming that he had lost concentration when talking to people. The air was much smoother than is usual in England and I found no problem in picking the small lift patches with bubbles, but the last round was late and had little lift and I missed not taking my decent still air model ! Ghio and Silz survived all flights and made an interesting fly-off; after holding for a few minutes they launched at nearly the same time in apparently neutral air. Walt Ghio had much the better climb and won, but by a surprisingly small margin. The glider fly-off saw much circle towing to find the best of this air. Peter Nash and Harry Grogan found lift enough for the four minute max and Peter used his local knowledge of the field to win with a creditable flight over 3 minutes for the late last round. The following day had even better weather, but the power flyers had difficulty in locating the lift so that Rol Anderson was the clear winner with the only full score. The other event was F1H (FAI class designation for A1 glider) and this went to three man fly-off. Harry Grogan again flew well and was the only one to hit lift for a convincing win.

Surprisingly few of the visitors had taken the opportunity of trying out the site under contest conditions. Other than the character of the lift, most reactions had been favourable - the air was very smooth and in that breeze retreiving had been easier than expected over the grass paddocks (broken by wire fences and a creek). Goulburn had suffered a drought that lasted four years when the W/C proposal had been made; this had now broken and there was a large lake quite near the entrance to the TSR field. TSR actually stands for Travelling Stock Route (used when animals were herded across country) rather than the nickname of Tiger Snake Reserve. Although snakes might be found on the field normally, it was predicted that they would disperse with lots of people tramping about on the field and indeed we did not see any snakes during the whole of our stay. Another complication that had recently arisen was that work converting the Hume Highway to a divided highway made access to the field less easy.

For the following couple of days there was a strong wind from the north west, the opposite direction to the light wind for the Reg Allemby. This was a particularly awkward direction, since motorised access to the field was restricted to the first paddock and flying from there would have taken models across some trees and the highway. For contest flying a potential launch area would be reached by another road to the north and then models would be overflying the railway (only a few trains per day !). Practice was not attractive for those days and so they were spent in tourist activities, with one big attraction being kangaroo. One Pom party located some in the bush near Goulburn but most people went to Rehwinkels animal park near Canberra, where the tame 'roo were roaming freely, grazing and eating the animal food from our hands. The unique wild birdlife was remarkable all over the country : Kookaburra, brightly coloured Rosella (parrot family), Galah birds and many more including the magpie. Larger than its European namesake, it fiercely defends its nest - one nesting near our room at the CAE buzzed us whenever we ventured on to the balcony.

Wednesday evening marked the official arrival time for the Champs and it was interesting to find which countries were actually present. Among the absentees were USSR (withdrawn one week BEFORE the South Korean airliner affair, stating that they had found the event clashed with their Nationals), Cuba (Japan had refused permission for them to transit through Tokyo and they could not make new arrangements in time), Brazil and North Korea (sent preliminary entries but made no further contact), France (aeromodelling politics concerning taking an assistant team manager lead to no one attending). However, 18 countries did arrive including a first (sole) representative from Uruguay, this total a being a fair sample from the FF world despite being well below the number at Burgos in 1981 (30) and Taft in 1979 (24). A preliminary team managers meeting was given a timetable for model processing, inwardly greeted with scepticism but then on Thursday everything went like clockwork - probably the first Champs to complete this task according to schedule !

The wind had dropped and so practice was possible on both Thursday and Friday, the latter interrupted only by the official opening ceremony in the morning. This had the teams march in, an opening speech by the local MP (not translated into any foreign languages) and playing Waltzing Matilda. The ceremony was recorded by the Goulburn radio station 2GN and edited highlights were broadcast. A second team managers meeting heard details of contest arrangements and discussed fly-off contingency plans. The meeting went smoothly and quickly and no more were scheduled - which worked out as intended, a credit to the attitude and thoroughness of the organisers.

F1A GLIDER

As had been forecast Saturday dawned calm and misty. Around Goulburn there were some patches of fog and these were most dense on the TSR field. The start was delayed from the intended 7.00 until 7.20, with the incidental benefit of giving the organisers more time to get over first day snags. The wind was very light and variable - the streamers pointing away from the trees but the smoke from the start flare drifting towards them. Ian Weston of New Zealand was first up, towing

F1 A GLIDER INDIVIDUAL RESULTS

										Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	Gewain M	USA	1260 + 240								1	1	1	1	1	1	1
2	Lagan P	AUS	1260 + 124								1	1	1	1	1	1	1
3	Karanovic M	YU	180	180	180	180	180	180	158	1238	1	1	1	1	1	1	3
4	Lu C	CHN	153	180	180	180	180	180	180	1233	34	25	19	16	12	5	4
5	Gregorie M	GB	143	180	180	180	180	180	180	1223	40	30	21	18	14	6	5
6	Stroble K	D	142	180	180	180	168	180	180	1210	41	31	22	19	16	8	6
7	Philpott S	GB	161	180	180	180	148	180	180	1209	31	23	17	15	17	9	7
7	Schmidt H	D	180	180	180	180	180	129	180	1209	1	1	1	1	1	9	7
9	Weiss I	IS	180	180	180	180	180	117	180	1197	1	1	1	1	1	11	9
9	Wendel B	S	117	180	180	180	180	180	180	1197	44	33	25	22	18	11	9
11	Drori Y	IS	180	180	180	180	142	131	180	1173	1	1	1	1	15	16	11
12	Bauer D	YU	180	180	180	180	180	88	180	1168	1	1	1	1	1	17	12
12	Brussolo V	I	180	180	180	180	180	180	88	1168	1	1	1	1	1	1	12
14	Gobbo M	I	180	180	180	180	168	147	116	1151	1	1	1	1	11	7	14
14	Pacher E	A	147	180	104	180	180	180	180	1151	37	28	38	35	24	19	14
16	Soave P	I	149	180	164	159	178	180	139	1149	35	27	24	25	22	15	16
17	Dondero E	ARG	173	180	70	180	180	180	180	1143	27	21	41	36	25	20	17
18	Puhakka R	FN	180	180	180	180	180	60	180	1140	1	1	1	1	1	21	18
19	Bradley J	USA	180	180	180	180	113	180	123	1136	1	1	1	1	19	13	19
20	Hacken A	NL	180	180	113	180	180	180	110	1123	1	1	28	24	19	13	20
21	Vidensek A	YU	180	180	180	180	29	180	180	1109	1	1	1	1	27	24	21
22	Busnelli M	ARG	137	180	180	180	69	180	180	1106	42	32	23	20	29	25	22
23	Crisp A	GB	110	180	180	180	180	92	180	1102	46	38	30	27	22	27	23
24	Sexton M	NZ	180	117	180	123	180	134	180	1094	1	33	25	37	26	28	24
25	Collyer C	AUS	180	99	180	154	112	180	143	1048	1	40	31	34	32	29	25
26	Hunter G	CDN	74	180	180	180	73	180	180	1047	48	45	37	33	38	32	26
27	Henriksson K	FN	180	180	180	180	180	74	68	1042	1	1	1	1	1	18	27
28	Morgan V	AUS	180	180	65	148	105	180	180	1038	1	1	40	42	40	33	28
29	Van Wallene A	NL	177	148	180	180	180	84	87	1036	25	29	20	17	13	23	29
30	Persson A	S	134	157	180	180	180	94	107	1032	43	37	29	26	21	26	30
31	Kraus W	A	166	180	91	123	106	180	179	1025	29	22	36	43	43	36	31
32	Salzer K	A	170	124	122	180	109	180	138	1023	28	36	43	38	34	30	32
33	Schueler C	CDN	147	102	127	180	137	180	138	1011	37	46	47	44	35	31	33
34	Ben David D	IS	164	114	180	180	95	91	180	1004	30	41	32	28	31	38	34
35	De Boer P	NL	180	180	180	180	180	55	35	990	1	1	1	1	1	22	35
36	Puttner S	D	156	180	180	146	81	62	180	985	32	24	18	21	30	39	36
37	Tarzibachi A	ARG	98	180	180	180	111	106	125	980	47	41	32	28	27	35	37
38	Sun K	CHN	180	180	52	96	180	158	104	950	1	1	45	46	37	36	38
39	Wheeler P	NZ	176	180	180	80	1	180	142	939	26	20	16	32	45	41	39
40	Zhou Y	CHN	180	180	180	97	40	180	81	938	1	1	1	30	41	34	40
41	Weston I	NZ	180	90	180	145	125	84	128	932	1	44	35	40	33	40	41
42	Kurokawa S	J	180	150	89	3	148	180	164	914	1	26	42	48	47	44	42
43	Ledocq M	B	149	87	180	180	50	58	180	884	35	47	43	38	44	47	43
44	Allnut P	CDN	156	61	180	180	110	86	86	859	32	48	46	41	38	42	44
45	Sahi P	FN	147	129	180	180	53	62	83	834	37	43	34	31	36	43	45
46	Elder D	USA	180	180	69	105	64	129	72	799	1	1	39	45	46	45	46
47	Sundstedt I	S	180	102	0	180	44	99	180	785	1	39	48	47	48	48	47
48	Matsuno J	J	115	180	180	180	20	34	61	770	45	35	27	23	42	46	48
49	Shibachi M	J	70	144	42	99	0	180	180	715	49	49	49	49	49	49	49
Number of maximums			24	35	36	36	21	26	25								
Number of full scores			24	19	15	14	10	4	2								

F1A GLIDER TEAM RESULTS

			Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	Great Britain	GB	3534	13	11	8	7	4	3	1
2	Yugoslavia	YU	3515	1	1	1	1	3	2	2
3	Italy	I	3468	8	4	2	2	1	1	3
4	West Germany	D	3404	11	6	3	5	6	5	4
5	Israel	IS	3374	6	8	4	3	5	7	5
6	Australia	AUS	3346	1	7	11	10	9	6	6
7	Argentina	ARG	3229	14	12	12	9	10	10	7
8	Austria	A	3199	10	10	13	14	13	11	8
9	U.S.A.	USA	3195	1	1	7	8	8	8	9
10	Netherlands	NL	3149	4	5	6	6	2	4	10
11	China	CHN	3121	7	3	9	11	11	9	11
12	Finland	FN	3016	9	9	5	4	7	12	12
13	Sweden	S	3014	12	14	14	13	12	13	13
14	New Zealand	NZ	2965	5	13	10	12	14	14	14
15	Canada	CDN	2917	15	16	15	15	15	15	15
16	Japan	J	2399	16	15	16	16	16	16	16
17	Belgium	B (1)	884	17	17	17	17	17	17	17

F1B WAKEFIELD TEAM RESULTS

			Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	China	CHN	3659	1	1	1	1	1	1	1
2	Italy	I	3479	7	5	7	2	2	2	2
3	Great Britain	GB	3438	5	3	6	4	3	3	3
4	Australia	AUS	3371	11	6	8	6	4	4	4
5	West Germany	D	3333	1	1	2	7	5	5	5
6	Israel	IS	3280	6	10	5	3	6	7	6
7	Canada	CDN	3178	13	12	10	9	7	5	7
8	Sweden	S	3151	1	8	12	13	11	10	8
9	U.S.A.	USA	3140	14	11	4	5	10	8	9
10	Austria	A	3093	12	14	11	9	9	9	10
11	Yugoslavia	YU	2931	1	4	13	11	12	12	11
12	New Zealand	NZ	2615	10	9	3	8	8	11	12
13	Japan	J	2603	8	13	14	14	14	14	13
14	Argentina	ARG	2583	9	7	9	12	13	13	14
15	Finland	FN (2)	2120	15	15	15	15	15	15	15
16	Netherlands	NL (1)	1247	16	16	16	16	16	16	16
17	Uruguay	URG (1)	262	17	17	17	17	17	17	17

F1B WAKEFIELD INDIVIDUAL RESULTS

										Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	Doring L	W/C	180	180	180	180	180	180	180	1260	1	1	1	1	1	1	1
2	Zeri A	NL	180	167	180	180	180	180	180	1247	1	24	15	11	7	2	2
3	Klemke G	D	180	180	180	180	180	154	180	1234	1	1	1	1	1	7	3
4	Lu J	CHN	180	180	180	162	180	169	180	1231	1	1	1	13	10	8	4
5	Zhang W	CHN	180	180	180	180	180	164	161	1225	1	1	1	1	9	4	5
6	Wang G	CHN	180	180	123	180	180	180	180	1203	1	1	24	17	16	10	6
7	Kilpelainen A	FN	180	180	180	180	156	180	146	1202	1	1	1	1	12	5	7
8	Bar Z	IS	180	165	180	180	176	137	180	1198	1	26	16	12	11	11	8
9	Mcgillivray J	CDN	180	180	180	180	165	180	110	1175	1	1	1	1	8	3	9
9	Spooner B	GB	180	180	126	149	180	180	180	1175	1	1	23	25	21	16	9
11	Taylor I	GB	178	180	180	177	180	161	117	1173	34	21	13	9	5	5	11
12	Cassi G	I	180	137	175	165	180	180	154	1171	1	32	22	19	17	12	12
13	Silz B	D	180	180	180	180	180	89	180	1169	1	1	1	1	1	17	13
14	Guzzetti L	I	180	180	180	180	180	116	149	1165	1	1	1	1	1	13	14
15	Van Leuven P	AUS	112	180	180	180	180	180	138	1150	45	38	29	21	18	14	15
16	Iwata M	J	180	180	123	149	153	180	180	1145	1	1	24	26	27	20	16
17	Artioli R	I	144	170	109	180	180	180	180	1143	40	34	38	32	29	22	17
18	Beebe S	USA	180	180	180	180	125	180	116	1141	1	1	1	1	13	9	18
19	Wutzl F	A	140	180	180	180	165	102	180	1127	42	30	19	14	13	23	19
20	Ghio W	USA	180	180	180	125	180	99	180	1124	1	1	1	16	13	24	20
21	Lewis J	AUS	180	153	180	92	180	180	154	1119	1	29	17	31	27	20	21
22	Lagan P	AUS	180	180	102	180	180	180	100	1102	1	1	32	23	20	15	22
23	Blitzman M	ARG	138	175	180	180	154	154	114	1095	44	35	21	15	19	18	23
24	Eimar B	S	180	180	115	98	159	180	180	1092	1	1	28	34	32	28	24
24	Kapetanovic M	YU	180	170	129	180	73	180	180	1092	1	22	27	18	32	28	24
26	Ben Itzhak I	IS	165	177	159	115	180	114	180	1090	37	27	18	28	25	31	26
26	Howick M	GB	180	180	82	128	180	180	160	1090	1	1	36	35	31	25	26
28	Hansson L	S	180	160	127	180	82	180	180	1089	1	28	31	22	34	32	28
29	King C	NZ	169	180	180	180	180	89	57	1035	35	23	14	10	6	19	29
30	Andrew D	CDN	180	180	180	85	180	125	95	1025	1	1	1	27	22	25	30
31	Chmelik H	A	180	180	180	113	151	113	100	1017	1	1	1	20	23	27	31
32	Armesto A	ARG	180	180	100	180	160	112	94	1006	1	1	34	24	24	28	32
33	Herzberg G	IS	180	89	180	159	103	101	180	992	1	40	35	30	36	35	33
34	Condon B	CDN	102	124	93	180	180	119	180	978	46	45	46	43	39	36	34
35	Hakansson A	S	180	84	85	151	180	110	180	970	1	41	43	42	38	38	35
36	Zachhalmel H	A	151	31	149	180	180	78	180	949	38	47	45	41	37	39	36
37	Jusufbasic K	YU	180	166	71	157	180	73	107	934	1	25	39	33	30	33	37
38	Busch A	D	180	180	79	4	180	127	180	930	1	1	37	45	43	42	38
39	Kutvonen A	FN	167	56	129	180	180	106	100	918	36	46	42	39	35	34	39
40	Sinanagic I	YU	180	132	76	180	71	86	180	905	1	36	41	36	42	43	40
41	Schoedter G	USA	50	180	180	112	59	180	114	875	47	44	40	40	44	41	41
42	Shibachi M	J	140	180	142	75	122	107	100	866	42	30	32	38	41	40	42
43	Malkin J	NZ	145	171	180	114	180	6	5	801	39	33	20	29	26	37	43
44	Barnes A	NZ	180	112	180	89	107	51	60	779	1	38	29	37	40	44	44
45	Namiki T	J	180	76	78	54	70	67	67	592	1	43	44	46	46	45	45
46	Donelli D	ARG	180	122	180	0	0	0	0	482	1	37	26	44	45	46	46
47	Lorenzo E	URG	141	116	5	0	0	0	0	262	41	42	47	47	47	47	47
Number of maximums			33	26	25	24	26	19	22								
Number of full scores			33	20	12	8	4	1	1								

from one side of the launch line while Arno Hacken then towed, choosing the opposite direction. After much circle towing Arno launched into good air and the first American up, Matt Gewain, also launched nearby; both models maxed comfortably in bouyant air, drifting about 200m.

Steve Philpott was first to go for the British team. He circled for a while and had a line cross which brought down a Kiwi model. When Steve launched it was with full force but the model flew straight ahead and stalled instead of turning and gaining height from launch. It soon settled into a good glide but landed 19 seconds short of a max. The mist had now cleared and gentle thermal activity was building as the temperature rose. Martin Gregorie was next in line and towed for more than twenty minutes, the model spending much of this time in low altitude circles well below other gliders going over in lift. When eventually released it was to follow the survivors of a mass launch which had claimed many line crosses at the starting line. Martin's glider flew a long straight leg out of the lift for a 143. This left Andy Crisp with under twelve minutes of the round remaining. He circled near the starting line until eight minutes later a line cross with the dangerous sole Belgian Ledocq brought down both models. Team mates prepared a reserve model but had the original ready to go in the last minute, towed straight up and off to release 15 seconds before the close, but it was poor air and only gave a 110 second flight.

The Aussies had fared rather better in late flights; Col Collyer had towed for a long time, had a late line cross and crashed, but reflew with two minutes to spare and maxed. The home team then had a full score along with USA and Yugoslavia.

By the second round the drift had settled in direction and the thermals were stronger. Gregorie went first this time for GB into a patch well marked by models launched upwind of him. Philpott also maxed, the model climbing rapidly in lift that broke away and was out of reach of other models trying to feel it on the line. Pete Allnutt had similar problems with a patch of lift being above him, but he launched and the result was 61 seconds from a flight landing in the creek. The timekeepers were all Australians and appeared to have started well, with a possible exception of recording Persson (Sweden) as having touched the ground at 157 on a flight which the team manager timed for a max.

The launch line was slightly re-aligned for round 3 to suit the strengthening wind. This was another clear round for GB. Vidensek (1981 champion flying as a member of the

Yugoslav team) demonstrated his skill in picking lift from the ground, towing straight up and off into a strong thermal. Hacken crossed with a Finnish flyer, breaking the wing tip off his AH-26 and scoring less than two minutes on his second attempt. Elder of USA also broke off his tip when towing into the ground, but this was a solo performance not affected by a line cross. He followed this by a poor flight and another one in round 4, when his USA colleague Bradley was one other of many having trouble with the increasing wind. In his case the 7 m/s wind caused premature unlatching of his hook. The British camp could gain some comfort during the half hour lunch break by reflecting on nine straight maxes to offset the disastrous first round.

During round 5 the wind strengthened further to an average of almost 8 m/s with a few gusts briefly exceeding the FAI advisory speed limit of 9 m/s. The wind was measured at about 2m above ground with a Vector Instruments anemometer, set to give a 10 sec running average wind speed. Gewain found one of the few really strong thermals but the model landed in the field short of the road. Visibility was very good and since the road could be seen so clearly this gave the impression that it was not far away, but in fact there was adequate field space before reaching it. Another apparent property of the site was that the wind gradient seemed less than usual - the steady wind speed at a few hundred feet was similar to that at ground level on this smooth terrain, whereas the wind at 2m above ground on an English airfield with surrounding obstacles is usually much less than the speed at altitude. Crisp flew his offset hook model in a windy period and suffered bad weaving which led to a crash and a badly damaged model. His second attempt safely maxed but Philpott dropped a half minute. De Boer of Netherlands towed his sheet wing model very smoothly and scored his fifth max, but Vidensek lost his perfect record : he made one circle to get downwind from the starting position but did not keep up with the glider, the line went tight on the downwind leg and although it just missed the ground the hook had unlatched and the line came off for a sick 29 second flight. The smart Chinese team in their blue and yellow tracksuits appeared to be able to handle the wind for a short while : Lu was maxing after a dropped first round flight, but his team mates sometimes had trouble keeping the model on the line for a long time, ending up making a mistake and loosing the model into the ground or releasing for a poor flight.

Another setback struck the GB team in round 6 when Andy Crisp nearly hit the ground with his "Tchop-Tchop" while circling and then released low for a 1½ minute flight. Paul Lagan, still with a full score for Australia, also nearly hit the ground on tow but he recovered and safely circled away downwind until he could follow lift marked by a high model. Bradley set off a launch of five other models, including De Boer whose model then spun out of the rather turbulent air.

At the start of the last round there were four perfect scores - Gewain (USA), Lagan (Australia), Karanovic (Yugoslavia), Brussolo (Italy) - and the team positions were first Italy, second Yugoslavia and third after a steady improvement all day was Britain. Gewain and Lagan were towing at downwind positions at the same time; Gewain launched just as a model collided with his line but was away for a safe max, while Lagan continued towing until he followed lift marked by Gregorie's glider launched from upwind. Philpott also maxed but Crisp's model crashed at the start of towing - another badly damaged one for Andy and he had just been told that if he maxed it would be a second team place since Karanovic had failed to max - but he brought home the goods on the second attempt. Then it was found that Brussolo had really blown his last flight and another Italian team member Gobbo had also dropped more than a minute, so that the GB team had moved into the number one position. What a contrast to the British mood after round one !

The wind was still blowing at 6 or 7 m/s when the fly-off started at 16.20 (local sunset time was about 17.30). Lagan continued to fly his Robin (not only Mike Fantham's design but also his wing tip colour scheme) with his AL-29 as reserve model. Gewain had his Pacer design series, actually using the Number 15 variant. Paul Lagan was first in the air and circled to about 200m downwind. Matt started towing a minute later, making a circle to get downwind of the starting position but weaving around after the low circle; he soon unlatched and launched into air that did not look spectacular. Paul circled near the Pacer as it came over but did not feel enough to justify following it. However, as the flight continued it looked safer for Matt and by the three minute stage it was climbing through 100m, which it then held for a four minute max which was well away into the distance. Paul towed for another five minutes and then decided to launch. The launch was not outstanding and the air was poor, so that the flight barely exceeded two minutes and gave Matt a clear victory in the first fly-off. He had come to the top after flying in conditions ranging from calm up to very windy, with him admitting that the latter had given him some trouble.

FAI Medals were presented on the field to the individual winners. There was not a full scale presentation to the winning team, which was a pity after the Poms had strategically positioned their BL sponsored Land Rover so that it could get publicity in the team photos. The Land Rover had already proven its value on the field with swampy patches marked only by darker green grass.

F1B WAKEFIELD

There was no problem with mist on Sunday morning, when the Wakefield Cup would actually be competed for in Australia many years after Alan King had won for the country (his design had made a symbolic flight the previous weekend). Check flights were covering a surprising distance in a moderate wind and this was forecast to increase during the day. One of the few organisational problems arose when timekeepers did not allow motors to be loaded into cartridge tubes before the start of the first round; this had been their instruction at the timekeepers briefing but team managers had received confirmation that loading would

be possible. This was resolved and for the rest of the day motors could be loaded into tubes and kept in the care of the timekeepers.

Ivan Taylor made the first flight for the British team. An average climb was followed by a glide with some slight stalls and gave the heartbreaking time 178. Mike Howick and Brian Spooner successfully maxed, the latter having broken a couple of motors before getting away in good air with the model buzzed by a magpie high downwind. George Schoedter (USA) had his model spin in immediately after the prop folded for a sub-minute start to his Champs flying. His compatriots maxed, Walt Ghio taking full advantage of bubbles and 2 recording thermistors and needed to rewind a fresh motor before they found him good air just three minutes from the end of the round. Lothar Doring was not on the West German team, flying individually as defending champion, but had drawn a pole next to the team so that there was room for cooperation in their flying. Doring's recording thermal detection system was developed in conjunction with Klemke, who was flying on the national team.

The wind was up to 6 m/s by the start of the second round. The Brits all maxed, with Spooner having trouble in that his pylon broke off his metal tube fuselage while he was holding the model in the wind. Their scores were upset in the following round when both Spooner and Howick dropped a lot of time in poor air. The wind had continued to increase and by the end of round 3 was strong enough to cause a temporary hold. There was some confusion as to whether the 30 minute hold requested by the Jury was counted from the end of round 3 or was a postponement of 30 minutes from the time round 4 should have started, but during the break the wind was seen to drop back significantly below 9 m/s and flying was restarted as soon as everyone was ready. Early in the round there were lulls of 6 m/s or less and Beebe quickly launched in one to continue maxing. The Chinese team were at a pole near the official anemometer and sneaked a look at it to augment their data from bubble machine and thermistor to pick a beneficial lull for Zhang to continue his maxes. Other flyers down the line flew at the same time but found less good air, amongst these being Ivan Taylor who dropped three seconds. The Chinese models were all climbing very well and Zhang was exceptional for having winglets on his wing tips. Howick and Spooner both dropped more time, with reasonable climbs followed by glides in poor air. Schoedter was reported to have had his black and white model attacked downwind by a magpie which caused it to spin in; however, neutral downwind reporters said that the magpie had not actually come near enough to the model to upset it and suggested that the cause was really the turbulence over the trees in which the magpies had their nest. Ghio lost his clear score, despite a good launch and climb, when he failed to find lift during a windier part of the round.

At the end of round 4 the wind had again increased and the next round was postponed until 13.00. By that time the wind was around 10 m/s and the Jury had received the latest forecsat for the area - the wind would continue to increase until late in the day - and so flying was called off for the rest of Sunday. It might have been possible to fly one more round that evening but this possibility was discounted since it would still have left two flights to complete on Tuesday, the contingency day in the timetable. The US protested against the flying of round 4 but this was rejected, basically on the grounds that there were significant flyable periods during the round. Another matter of concern to the Jury and flyers was the damage caused to models during the round. The downwind area had included some fields with rocks and models blown against these had been very badly damaged; the damage could not have been undone by disallowing round 4 results but it was a powerful argument against continued flying. During round 4 Delmo Donelli was taken ill and it fell to the Jury to confirm to his Argentine team that the Sporting Code did not allow anyone else to continue by proxy flying for him. Delmo went to hospital and had an operation for appendicitis, from which he started a good recovery but would have to return home later than the rest of his team.

To keep with the Wakefield story now entails a jump beyond the power day to Tuesday. Considerable rain had fallen so that cars were kept out of the field and parked on the roadworks site, so that a muddy trek and climb over a fence was required to reach the starting position. Round 5 started at 7.55 after the first F1C fly-off in weather that was cold with some wind, initially dry but the rain soon started again. Ivan Taylor was first away from the British pole, with a very low climb followed by excellent gliding to stay up to DT from about 100 ft. Howick also made a comfortable max and Spooner glided down (with a few slight glide stalls) for a very close max. Brian was flying the model which he had flown at the Save W/C twelve years ago. The number of full scores were cut from 8 to 4 during this round. The ones remaining were Doring, Klemke and Silz (West Germany) and Guzzetti (Italy), while the drop-outs were Kilpelainen (Finland), McGillivray (Canada), Zhang (China) and Beebe (USA), the last two at least being below their normal climb height in quite poor air. Further upset for USA was when one model spun out of a group in lift - sure enough it was "Wake-Up" Wakefield kit supplier George Schroedter showing that practice at Taft doesn't prepare one for flying in all weathers.

After an interlude for the second F1C fly-off Wakefield round 6 started at 9.40. It was generally wet and rather windier, but still well below 9 m/s. Doring flew early, after his usual period of watching his charts then rapid motor winding then another study session to pick exactly the right moment for launch. This time the climb was only average height but the air picking was right and the model gained height on the glide. Guzzetti's model reached little height and glided down for a short flight to end his maxes, Silz had an even more sick flight and Klemke dropped a little to leave the defending champion with the only full score. However, at this stage the scoreboard was at least one round out of date and so the complete status did not become apparent until during the following round. Generally the scoreboard had been kept adequately up to date after the end of each round, with the team managers

receiving prompter summaries of scores as printed out by the Apple computer in the control van - however, the weather had been so bad that it had not been attempted to run the Apple on this final day. Howick and Spooner maxed while Taylor dropped some more seconds after a low climb this time in neutral air. Zhang returned to maxing with a good flight into the murk at some altitude but others were having trouble with wet models fluttering or spinning in.

At the start of round 7 the British camp became aware that there was the possibility of a team place again, it seeming that the current position was third, although display of team scores was rather further behind than the individual results. Taylor was first to wind and flew alone after only a short wait. The climb was again low but this time the glide was in poor air and a score of only 117 was the outcome - particularly disappointing in view of Ivan holding third place before that flight. Lothar Doring had suffered a damaged wing tip after the previous round and it looked as though this could have broken his good run. His first attempt fluttered and crashed immediately. The second attempt also had some flutter followed by a slight power stall as the model veered to the left but it then recovered and climbed. Lacking height, the model struggled to stay up at low altitude but Lothar's air picking had just been adequate and it scraped a max - joy then changed to despair as the model was seen to land in the lake. Lothar was concerned because he thought he would need the model for the fly-off and he took a lot of convincing that he had actually won outright and no one else had a full score. Although there was a little muttering about the advantages of the defending champion flying at a pole by himself, there is no doubt that Lothar had flown well in a wide range of conditions without the full support inherent in belonging to a team; it's quite likely that he would have produced the same result had he been a team member. Since loosing his good model in Spain he had built three more to the same design (see FFn 8109), the main problem being to find light enough wood with adequate strength to avoid flutter with the very thin wing section used. When processed after its dunking in the lake the model weight was 220g, only just a little higher than its owner had expected for a dry model.

While Lothar had flown alongside the German time for all the other rounds, it so happened that for the last round the normal progressive movement along the starting line had taken him to one end of the line and left the German team at the other end. Now it was time for him to run the full length of the line to tell his compatriots (and help them with their flights), receiving everyone's congratulations en route. After that excitement was over the teams returned to their own business. Mike Howick flew on the edge of a gentle thermal; one side of the glide circle was clearly in lift while the model dropped rapidly on the opposite side. Eventually evil dominated and the model came down on that side at 20 seconds below the max. Brian Spooner finished with a max, just holding height in some misty air beside Klemke on a flight that gave the German flyer third place.

It was found that Anselmo Zeri had steadily worked his way up to take second place after dropping 13 seconds on his second flight, flying those well designed and constructed models which have made such an impact on the European contest circuit in the last three years - almost the entire time that Anselmo has been flying Wakefields. Packed into his compact box were about 9 models, dating over his entire history of Wakes. Interesting details of his "Rara Avis" (Rare Bird) include triple turbulators on his propeller blades, the complete prop assembly weighs 34g and uses a ball thrust race with a plain brass tube 12mm long as the shaft bearing. The wing has five strips of printed circuit drawing tape spanwise over the rear half of the wing upper surface and a single turbulator at the usual position just behind the leading edge. The section is similar to the Koster Wake section and was chosen after comparative tests in a 90cm working section wind tunnel in Italy - it has small centre of pressure movements so that a large tail is not needed. A Seelig timer and a buzzer are mounted in the long low pylon and started via a release switch. The rear fuselages have a nylon ring with toggles projecting forward to engage in the joining ring in the rear of the motor tube; this allows quick fitting of the rear fuselage after winding the motor from the rear. Power was 1/8" Pirelli, like a majority of the highest palcing competitors.

In the team competition China was the clear winner with individual placings of fourth, fifth and sixth , while Italy retained its second position by dropping less time than Great Britain who then kept third place ahead of the home team who had had an even worse time in the last round. The weather on field was so unpleasant that everyone headed for CAE to have a warm shower and lunch, leaving the medal presentations till later. The British team stayed to demonstrate the appropriate marvels of the Land Rover by towing the Argentinians' bus out of the mud - some such mishap had hit their transport each day, including loosing a seat from it.

F1C POWER

Stepping back one day chronologically, the power contest was flown on Monday. It dawned misty with low cloud and wind in Goulburn. Little hope of anything better was given by the weather forecast on 2GN - with such a forecast on Lilac Festival day surely it could do little for the trade of John Craig Discounts who sponsored the forecasts ! There was some doubt about the cloudbase but round 1 was started at 7.04. Hans Lindholm flew early and his good climb stayed clearly within sight. Ken Faux and Stafford Screen made typically competent flights to max without problems then Poti (USA) had a flight which was near to entering the cloud but then failed to max. His team mate Achterberg had a fast climb and maxed without visibility problems. Dick Johnson had a low climb followed by glide stalls; these eventually damped out but too low and the time was only 118. It seemed as though the gamble of flying in marginal visibility had been won but then came news of Werner Kraus and a Yugoslav having had models clocked off upwards into the

F1C POWER INDIVIDUAL RESULTS

										Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	Lustrati S	I	1260	+	240	+	254			1260	1	1	1	1	1	1	1
2	Agren G	S	1260	+	240	+	177			1260	1	1	1	1	1	1	1
3	Venuti G	I	1260	+	216					1260	1	1	1	1	1	1	1
4	Achterberg M	USA	1260	+	209					1260	1	1	1	1	1	1	1
5	Chen Z	CHN	180	180	180	180	180	171	180	1251	1	1	1	1	1	10	5
6	Zito M	ARG	180	180	180	166	180	180	174	1240	1	1	1	20	15	11	6
7	Weston I	NZ	180	180	180	180	180	180	147	1227	1	1	1	1	1	1	7
8	Rocca M	I	180	180	180	180	180	180	141	1221	1	1	1	1	1	1	8
8	Velunsek O	YU	180	180	180	180	180	141	180	1221	1	1	1	1	1	12	8
10	Reda S	D	180	180	180	171	146	180	179	1216	1	1	1	19	17	13	10
11	Poti N	USA	177	136	180	180	180	180	180	1213	27	32	26	22	18	14	11
12	Feng R	CHN	180	180	180	180	180	127	180	1207	1	1	1	1	1	15	12
13	East W	AUS	180	180	136	170	180	180	180	1206	1	1	24	25	21	16	13
14	Hubler H	D	164	180	180	180	180	136	180	1200	29	27	22	21	16	17	14
15	Hinds S	AUS	138	180	169	180	180	170	180	1197	34	30	28	24	20	18	15
16	Lindholm H	S	180	180	180	180	180	180	114	1194	1	1	1	1	1	1	16
17	Kraus W	A	180	180	180	180	110	180	180	1190	1	1	1	1	23	19	17
18	Anderson R	USA	180	180	180	180	109	180	180	1189	1	1	1	1	24	20	18
19	Johnson R	GB	118	180	180	180	180	168	180	1186	37	33	31	26	22	22	19
20	Screen S	GB	180	165	120	180	180	180	180	1185	1	26	32	29	27	23	20
21	Meissnest D	D	180	180	148	105	180	180	180	1153	1	1	23	32	29	24	21
22	Wang Z	CHN	180	180	180	180	180	180	72	1152	1	1	1	1	1	1	22
23	Groselj J	YU	180	180	129	160	180	139	180	1148	1	1	27	28	24	26	23
24	Sherlock S	AUS	173	180	180	180	180	180	64	1137	28	25	21	18	14	9	24
25	Faux K	GB	180	180	180	180	180	46	180	1126	1	1	1	1	1	28	25
26	Sexton M	NZ	152	180	149	171	144	164	160	1120	31	28	29	27	28	27	26
27	Truppe R	A	180	180	180	180	180	25	180	1105	1	1	1	1	1	29	27
28	Schlachta F	CDN	180	180	180	177	112	180	91	1100	1	1	1	17	24	20	28
29	Ezure A	J	132	109	166	180	148	180	180	1095	36	37	37	35	32	30	29
30	Cuzzi O	ARG	99	175	180	76	180	180	180	1070	38	36	35	37	35	32	30
31	Bain R	NZ	180	180	136	96	139	154	180	1065	1	1	24	34	33	33	31
32	Cohen O	IS	148	180	107	180	116	180	153	1064	32	29	36	31	33	31	32
33	Morita H Ja	J	134	180	165	106	155	134	119	993	35	31	30	36	31	35	33
34	Saukkonen R	FN	96	180	180	150	95	180	109	990	39	35	34	33	37	34	34
35	Jovin S	YU	180	180	180	130	180	122	0	972	1	1	1	23	19	25	35
36	Banos A	ARG	164	121	180	180	64	118	136	963	29	34	32	29	36	36	36
37	Karlsson L	S	0	178	166	142	123	102	180	891	41	41	40	38	40	40	37
38	Waltonen Y	FN	44	180	124	95	171	133	79	826	40	39	39	40	39	39	38
39	Matthews T	CDN	143	92	141	93	162	180	0	811	33	38	38	39	38	37	39
40	Sugden D	CDN	180	180	180	180	45	40	3	808	1	1	1	1	30	38	40
41	Koitabashi I	J	180	0	0	0	0	0	0	180	1	40	41	41	41	41	41
Number of maximums			26	33	27	25	25	23	23								
Number of full scores			26	24	20	16	13	8	4								

F1C POWER TEAM RESULTS

			Total	Placing after R1	R2	R3	R4	R5	R6	R7
1	Italy	I	3741	1	1	1	1	1	1	1
2	U.S.A.	USA	3662	4	6	3	3	4	3	2
3	China	CHN	3610	1	1	1	1	1	2	3
4	West Germany	D	3569	5	4	4	6	7	5	4
5	Australia	AUS	3540	8	7	7	4	3	4	5
6	Great Britain	GB	3497	9	8	8	7	6	7	6
7	New Zealand	NZ	3412	6	5	6	8	8	8	7
8	Sweden	S	3345	12	11	11	9	9	9	8
9	Yugoslavia	YU	3341	1	1	5	5	5	6	9
10	Argentina	ARG	3273	11	10	9	11	10	10	10
11	Canada	CDN	2719	7	9	10	10	11	11	11
12	Austria	A (2)	2295	12	13	12	12	12	13	12
13	Japan	J	2268	10	12	13	13	13	12	13
14	Finland	FN (2)	1816	15	14	14	14	14	14	14
15	Israel	IS (1)	1064	14	15	15	15	15	15	15

cloud. After interviewing the timekeepers they were awarded reflights. Strictly, running to the letter of the Sporting Code visibility rules would have prevented flying and then there would have been an acute problem in finishing the W/C by Tuesday evening; the ad hoc solution for the few flights going out of sight in cloud appeared to satisfy everyone involved.

It was still cold and the wind was up to 5 m/s for the start of round 2. Worse, it looked like cloudbase was actually dropping. This time Hans Lindholm's model nearly went into cloud before it bunted. Faux successfully used a slightly short run to keep in the clear and Rocca achieved the same result by going left and having a lousy transition. Then it was found that Lindholm toyed with the cloud until finally disappearing into it after two minutes; in quick succesession New Zealand and Chinese models had also vanished - the latter in just 18 seconds straight from transition. The Jury interrupted the round at this stage. When conditions had improved enough to allow a restart at 11.00, the affected New Zealand and Sweden flyers made reflights after the circumstances had been ascertained from the timekeepers, again with general agreement except for some muttering from Martin Dilly on behalf of his team. Schlachta climbed in an impressive straight climb into wind, but not very high after the bunt. He maxed while a group flying just after him (including Screen) found poor air and failed to max.

In order to regain some of the lost time, it was decided that from round 3 the duration of each round should be reduced to 50 minutes without a gap between rounds. The wind shifted towards the lake : a few models landed on the edge while others, including Ken Faux, set DTs for four minutes and successfully overflew the water. By contrast, Stafford Screen made an uncharacteristic flight in the breeze, a poor rather loopy climb gave a poor transition to low altitude to glide down in 120.

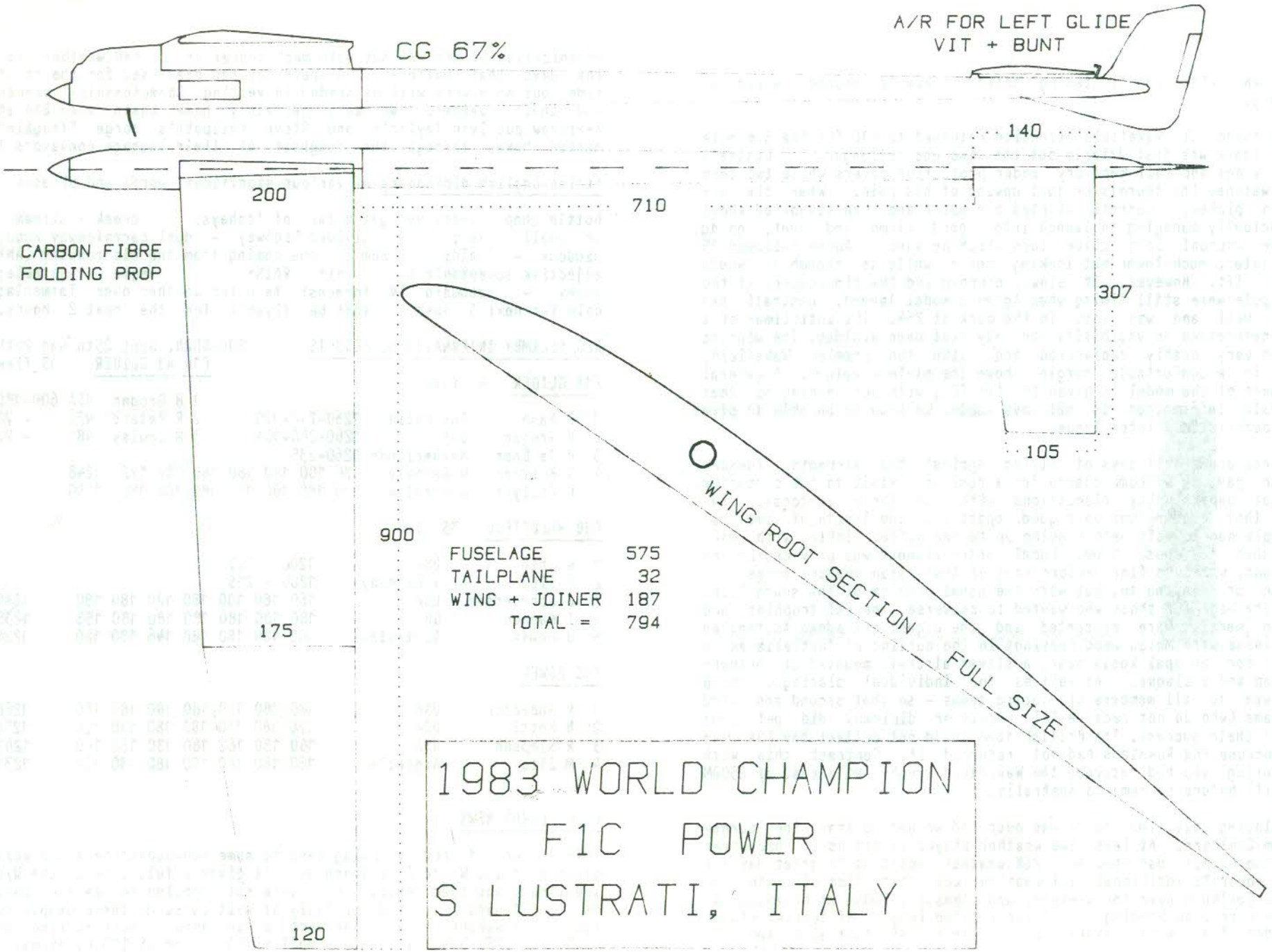
At the end of round 3 the starting line was slightly adjusted, with just 5 minutes break being allowed for the change, Stafford taking advantage of this pause for a check flight. He had been particularly impressive during practice, his bunter going on rails to a real height. Others were having pattern problems, for example there was Hans Lindholm a couple of poles along from the GB shouting "turn around you turkey" when his bunt and transition ended up going left - but then good air looked after the flight. There were fair patches of lift in the cold windy and drizzling weather. The Chinese were finding it very successfully using an array of 6 streamers spread about the area upwind of their pole to augment thermistor data. The models were remarkably uniform - Nelson powered, metal covered inner wing panels. We were told that the team members came from different "Institutes" - these being the name used for the local organisations covering hobbies and sports, it being compulsory for the Chinese to pursue some such activity of their choice - two of the power team were from the Shangai Institute and the other member of the team had copied those features of their model which were agreed to be best. The team selection process appears very similar to the western method of choice by contest results.

By the end of round 4 the rain had become heavier and rain covers were distributed to help protect the damp people and models at each pole. Relief also came when the rain stopped for a while during round 5, but this was accompanied by increased wind. Visibility was not good, but we seemed to be in a corridor that was better than the cloud over low hills either side of the field suggested. The British team coped well and completed their second successive clear round, but Ken had lost the use of his first model when the tailplane mount had broken off downwind. The mount had been lost and so it was not possible to make the simple repair of sticking it back. Others were having various pattern troubles and the number of full scores fell to 13, the drop-outs including Sugden overdoing the bunt and having the model then spin in from the resulting dive. Rocca was lucky to keep maxing when his motor hesitated after launch and as a resulted only reached low altitude, but ~~with~~ his model glides well and made good use of helpful air.

It was apparent from the number flights made late in round 5 that the short rounds without gaps were giving retreiving difficulties, so it was announced that there would be a ten minute break after round 6. During this round the number of full scores fell to 8 when another 5 spoilt their record. The latter included two of the Chinese, Chen dropping a few seconds despite finding good air after a left climb and and low recovery, and also Faux. Ken appeared to launch left, the model rolled over and cut inverted, from where it pulled out of the dive with a few feet to spare and stalled to the ground for 49 seconds. It brought back memories of Ray Monks unhappy flight at Burgos, that would have also been better if it had hit the ground in under 20 seconds.

The rain was heavy again when round 7 started at 15.25. Screen made a superb climb and bunt for his last flight, while Sugden continued his sad finish with a crash after launch when the tailplane had appeared to be out of position. Chen flew an easy max but Chinese colleague Wang went off pattern and scored only 72 and set back the team score, which had been just behind the Italian full house. This time Rocca's luck did not hold and he only made 142 while fellow Italians Lustrati and Venuti continued to max and reach the fly-off. The team prize was theirs and China was pushed into third place behind USA, who had all maxed that round despite fighting over-runs and with Achterberg through to the fly-off after a fairly shallow fast climb on his last flight. Late flights had been hindered by a short squall with strong winds; by the time a decision had been made to hold the flying then the wind had started to drop and we could continue. Placing a commendable 13th was Bill East, who had put much effort into creating the W/C for Australia and resigned from the organising committee just before the event in order to fly F1C.

Besides Rocca and Wang, Ian Weston (NZ) and Hans Lindholm (Sweden) had failed to complete their seventh max to leave a four man fly-off. In unpleasant heavy rain and wind it was judged unlikely that a good visibility fly-off could be started that evening and, since we had to come out to complete Wakefield, it was decided to wait until the following day. There was some overnight discussion on how to schedule this - the Italian team had two in the power fly-off and small manpower to combine retreiving these with the Wakefields. It was agreed to alternate F1C fly-offs with the Wakefield rounds with spaces between each. The morning was wet but the wind was only 4 m/s and it looked as though there would be adequate visibility for the 4 minute fly-off. The state of the field prevented driving further than the roadworks so that everyone had to trudge through the mud, across stiles and into the field on foot to reach the start line. Thus it was 7.25 before the starting signal could be given. First away was Achterberg with another flat power pattern but given an over-run. His model had flying surfaces with sheeted leading edge and eggbox rear structure, while for the reflight he used an all sheeted model. On a run of about 5.5 seconds this climbed steeper but a poor transition with stalls meant that it was gliding from quite low, from where it was seen clearly all the way down in 209 seconds. The other three then flew within one minute. The Italians had modern state-of-the-art models in contrast to that of Agren (Sweden). His model followed the Hagel style and had obviously been well flown; in its pronounced right hand spiral pattern it looked safe in the breeze but was much lower that the Italians. However, he and Lustrati had found air good enough to make the four


CG 67%
A/R FOR LEFT GLIDE
VIT + BUNT
140
200
710
CARBON FIBRE
FOLDING PROP
307
105
900
FUSELAGE 575
TAILPLANE 32
WING + JOINER 187
TOTAL = 794
WING ROOT SECTION FULL SIZE
175
120
1983 WORLD CHAMPION
F1C POWER
S LUSTRATI, ITALY

minute max with Venuti taking third place 7 seconds ahead of Achterberg.

After a round of Wakefield attention returned to F1C for the 5 minute fly-off. There was just drizzle but the wind was stronger. Lustrati had his wings and tail kept dry under protective covers while two team members watched the thermistor just upwind of his pole. When the air had been picked, Lustrati started his motor and then staggered about before actually managing to launch into a good climb and bunt, going into the unusual left glide turn which he used. Agren followed 15 seconds later, much lower but looking for a while as though it would pick up lift. However, it slowly dropped and the timekeepers at the Italian pole were still timing when Agren's model landed. Lustrati had held up well and was lost in the murk at 254. The anticlimax of a fly-off determined on visibility had only just been avoided. The winning model was very neatly engineered and, like the premier Wakefield, weighed in a comfortable margin above the minimum weight. A general arrangement of the model is given in this FFn, with our apologies that some basic information is not available. We hope to be able to give greater details in a later issue.

After three and a half days of flying against the elements, Tuesday afternoon gave a welcome chance for a rest or a visit to the symposium (technical papers plus discussions with the three victors). The banquet that evening was very good, apart from the length of time that some people had to wait before going up to the buffet table with many meat dishes to chose from. Local entertainment was provided by the Shanty Band, who gave fine performances of Australian country songs for listening or dancing to, but with the usual problem of the sound level being quite high for those who wanted to converse. The FAI trophies and remaining medals were presented and the organisers added Australian prizes. These were Mulga wood carvings in the outline of Australia as a mounting for an opal koola bear, a silver aircraft mounted at Goulburn on the map and a plaque. As well as for individual placings, these were given to all members of placing teams - so that second and third place teams (who do not receive FAI medals or diploma) did get some token of their success. The British team could not collect the F1A team trophy because the Russians had not returned it. Contrast this with Lothar Doring, who had returned the Wakefield trophy (at a cost of 250DM to himself) before he came to Australia.

The following day the party was over and we had to start the journey away from Goulburn. At least the weather stayed as bad as it had been during the Champs, dscribed on a 2GN weather report as "a great day for staying indoors"; additional information was that 33mm of rain had fallen in Goulburn over the weekend, and a massive 200mm at Batemans Bay where we were then heading ! After varying lenghts of tourist stays, we headed home with favourable impressions of Australia and the organisation of the W/C but with much regret at the bad weather for the days that mattered. A spare day had been used for the first time, but more work will be needed in vetting Championships venues and their weather. We were certainly home again when BAA at Heathrow put Ivan Taylor's and Steve Philpott's large "fragile" marked boxes through the roughest of their baggage conveyors !

Strine-English dictionary of various significant words and phrases

bottle shop - where you get a pack of Tooheys; creek - stream or small river; divided highway - dual carraigeway road; paddock - field; Pom - one coming from the old country (ANY adjective acceptable); rain - RAIN; vegie - vegetable; yucky - standard TV forecast term for weather over Tasmania; calm for next 3 days - might be flyable for the next 2 hours.

REG ALLEMBY INTERNATIONAL RESULTS

GOULBURN, Sept 25th and 26th

F1A GLIDER 41 flew

1	P Nash	Australia	1260+240+189	
2	H Grogan	USA	1260+240+164	
3	P De Boer	Netherlands	1260+235	
4	S Puttner	W Germany	176 180 180 180 180 180 172	1248
5	C Collyer	Australia	119 180 180 180 180 180 180	1199

F1H A1 GLIDER 13 flew

1	H Grogan	USA	600+180
2	R Peters	NZ	+ 78
3	M Cowley	GB	+ 77

F1B WAKEFIELD 35 flew

1	W Ghio	USA	1260 + 227	
2	B Silz	W Germany	1260 + 218	
3	G Schroedter	USA	169 180 180 180 180 180 180	1249
4	I Kaynes	GB	180 180 180 180 180 180 158	1238
5	J Lewis	Australia	180 180 180 180 146 180 180	1226

F1C POWER

1	R Anderson	USA	180 180 180 180 180 180 180	1260
2	N Potti	USA	178 180 180 180 180 180 180	1258
3	R Simpson	USA	180 180 167 180 180 180 180	1247
4	M Zito	Argentina	180 180 180 180 180 180 159	1239

FREE FLIGHT NEWS

This issue of FFn is being sent to some non-subscribers who were present at the World Championships - it gives a full copy of the W/C individual and team results which were not supplied to participants at the Champs - and hopefully it will persuade these people to take out a subscription. The cost of an annual subscription is £6.50 or US $14 by surface mail or £11.00 or US $25 by airmail.