

NZRCAA

SIG News

May 2001

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Aerobatics SIG

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From the Secretary

Well I may be the new Secretary, but you won't catch me wearing a short skirt !

Since the Nationals, Hamish and I have both had a rush of blood to the head over pattern.... what were we thinking.... lets do the Ozzy Masters was the call.....hmmm we'll need some new models. Next thing you know there's beer involved and a great plan emerges. By the time the whole box was finished, we had come up with a design for a new F3A model, (later named the Matrix) and the self torturous task of building a competition model to a deadline began. Believe me, the "good" parts about being married went straight out the window.

Must be something in the chocolate at Easter, cause now that that's all over, I've completely lost the plot and decided it was time for a SIG publication to be started.

As usual, the first publication of any new bulletin is always going to be the easiest. It has been so long since anything went to print, and there's plenty to fill up the pages, so here goes.

P.S. no promises on when the next one will be out, or the amount of content. The idea is to get something coming out from the SIG every so often, when there is the need to advertise some events, publish some results, notify you what's happening in pattern, re-supply you with dunny paper, etc etc etc.

Now, if you did not receive this bulletin, contact the SIG and register your name on the SIG's Pattern mailing list now. Obviously that's a bit of a tough one, but hopefully one of your pattern mates will have received it, and you'll be round at his place making use of the dunny soon.

Alternately, if you did get this issue, please spread the word that the SIG are trying to get an up to date mailing list together.

Ok, on with the bulletin.....

Frazer

New Aerobatics SIG Chairman

James Danby has recently resigned from his position as Aerobatics SIG Chairman. Andrew Palmer, the illustrious Doctor from way down south has agreed to step in. Andrew has just moved to Christchurch, and reckons he's going to do more flying now, plus he has just got one of those new Russian built F3A models, the Angels Shadow, amongst his collection.

2001 Airsail Papakura Masters

Those who attended this would have to agree that Paul Tomlinson and Paul Stairmand, along with help of several Papakura Model Club member, hosted a great competition in two days of perfect Weather. Included are results and a write up from Grumblingson himself.

2001 Waikato Champs

Yet another comp held in perfect weather. Patrick Neal ran this event at the Hamilton Club field and I think nearly everyone went home with a prize. Included are results and a report from Patrick.

2001 Australian Masters

Lets just say, if it hadn't been for the 4 Kiwi's in attendance, the F3A class may have appeared slim in numbers compared to the rest of the field. Hamish Galloway, Frazer Briggs, James Danby and Steve Alexander made it to Wodonga, Victoria for this event. Three days of flying in the Victoria sunshine, nothing to see but dust and dirt for miles, and more Gum trees than we have sheep! 38 entries made up the field across four classes. Included are the F3A results and a report from Worms.

F3A 2001 World Championships - Ireland

At the 2000/2001 Nationals in Clareville, our F3A Team for the 2001 World Championships in Ireland was selected. The Team is James Danby, Steve Alexander and Ross Craighead. Ross has since pulled out of the team, and there is now a free spot. Soon Ken Buckley of the NZMAA will be conducting a Team Trial to select the 3rd man and also rank the reserves. Further details about the W/C in Ireland can be found on the web at www.maci.ie/2001

2001 Sportsman Day

Due to the success of the previous Sportsman Promotional Day, Patrick Neal has enthusiastically offered to run another. The exact date for this event is TBA, but it is likely to be in the Waikato region. From what Patrick has told me so far, this will be a one day event aimed at promoting our sportsman class to the average club flyer. Items to be covered on the day will be, how to fly the sportsman pattern, model setup, a few rounds of friendly competition, advice and demonstration from some self confessed experts. So, try and encourage a few of your own clubs sporty forty stalwarts to come and give it a go.

Judging Seminar

This is also in the pipeline, and may be held in conjunction with the Sportsman day. More details to follow soon.

Team Trials

During the recent AGM the usual debate about the Trials was held. The following motion was tabled.

“A Team Trial advertisement must be made in the Fliers World calling for participants to register their interest in writing and pay an entry fee of \$50. Should enough participants register their interest, then the committee would arrange an appropriate trial(s). The \$50 entry fee to go towards the running the trial(s) and the team fund”

The motion was accepted by the AGM.

Basically this means the SIG will now be advertising well in advance of an International event for pilots to register their interest. This allows the SIG to plan when and where the Trial(s) will be held to best suit those interested in making the team, or in the case of too little interest, a team trial may not be required at all. Once the team has been selected, the registration fee goes back into the team fund.

An add for this appears in this publication, and will also be included in the next Model Fliers World.

PASS

Did you fly at the Papakura or Waikato events lately ? After each flight were you pleasantly surprised to receive a printed page detailing your flight and the scores from each judge...some went cher, and others went argh and screwed it up on the spot, but that's not what I'm on about here.

PASS is “Precision Aerobatics Scoring System”, it was written by joker in the States, and we forked out \$80 for it a while ago. But then the floppy drive on our laptop computer bit the dust and we weren't able to even start using it.

Well the computer is back in action now, and we have successfully started using PASS. It is pretty easy to operate, and my plan is to get a few more punters skilled up in it so its operation is not entirely dependant on one person.

As well as auto printing off a score sheet after each pilots flight scores are entered, and printing the contest results after each round, it will also allow us to print a judging analysis of each round. (ooh - time for some payback I here you say ?) TBL scoring is now possible, which I believe is in the FAI pipeline.

P03 Schedule

Another motion passed at the recent AGM. Immediately upon the completion of the F3A World Championships in Ireland (August 24th to Sept 2nd), we will begin flying the P03 sequence.

Cool Fuelz Waikato Winter Pattern

On the way back from the Ozzy Masters, and after a few too many Lindauers, Hamish and I thought we'd better pull finger and run some comps up in the North Island, seen as there was nothing doing till October. Plus we've both got new toys to play with. So the first will be in the Waikato, and Cool Fuelz have provided some generous sponsorship.

This will be a one day comp, and the Hamilton Model Aero Club have kindly allowed us use of their field. The club president has assured me the weather will be great. So dust off your toys and join us in Hamilton on the 2nd of June. By the way, that's Queens Birthday Weekend, so if the in laws are coming to stay, you now have a great excuse to scarper for at least the first day.

That will be followed by a comp somewhere in the Auckland region, but we haven't secured a venue or set a date yet. Sometime prior to the W/C team departing for Ireland would allow the boys one last practice comp before the real thing. Hamish wants to call this one "Cold Kiwi", but I'm not too sure about that, maybe "Brass Monkeys" would be more appropriate.

Later Frazer

From the chairman

Well, here I am in the chairman's chair. Or perhaps the hot seat. James Danby resigned from the chairman post on or around the 11th of April - I have no details for the reasons for his resignation. But it sure has been a turbulent time for aerobatics since the Nationals. I have agreed to fill the role as chairman till the next Nationals. After somewhat of a saga over world champs team selection it is now time to move forward and do some flying!!

As a committee, all corespondents should go thru Frazer (as secretary). And with email and phone communication I would hope the committee can efficiently make any decisions as necessary in a timely manner.

2001 World Champs

Our first priority is to support the world champs team in their quest to Ireland. Unfortunately Ross Craighead has withdrawn form the team, so Ken Buckley is organising a reserves trial to pick a third team member and reserves. We wish James Dandy and Steve Alexander all the best for their upcoming trip.

2002 Trans Tasman's

It is hard to believe we are half way thru the year. The 2002 Trans Tasman's will be upon us before long. It is now that we should be considering the location (in New Zealand) for this event. Anyone with any ideas or offers should forward these to Frazer.

Team Selection Process

Which brings us to the method of team selection for this contest. At the Nationals it was decided:

"A Team Trial advertisement must be made in the Fliers World calling for participants to register their interest in writing and pay an entry fee of \$50. Should enough participants register their interest, then the committee would arrange an appropriate trial(s). The \$50 entry fee to go towards the running the trial(s) and the team fund."

Well there should be a notice for interest in the next Flyers World for the 2002 TT. And the committee will then discuss and arrange a trial or trials as appropriate. But would it not make more sense to have a defined trial system in place which happened year in year out regardless of the upcoming contests? We require a team each year anyway (WC's and TT are on alternating years). I will be suggesting the SIG publish a remit (to be voted at the next Nats) to this effect. Do any members have any comment or

suggestions on the team selection issue?

The reason for having a system in place is to decrease the workload for each future SIG committee, and to give flyers have lots of build up to the trial events and in fact the final international contest. There are perhaps two main options:

1. A single contest trial. Either the Nationals or some other single contest. This would produce a ranking list valid for the following 12 months team selection. Request for entries and non refundable entry fee published in the Flyers World well in advanced.

2. A three trial series. The Nationals and two other defined contests. Best two of three normalised results counting toward your individual total. This creates a ranking list for team selection for the 12 months following the final trial contest (the Nationals). Request for entries and non refundable entry fee published in the Flyers World well in advanced of each contest.

Of course, if there are fewer entries received than team places, the SIG will have the option of not running the trial, and cohering flyers onto the team as it sees fit to build up the team to the required number.

There is no system that will suit everyone, but at least a defined team selection process is open for everyone, and time off work etc can be arranged well in advanced.

Aerobatic Contests

There have been 2 or 3 rounds of the South Island JR/Airsail series flown, with good support thru the classes. I believe the North Island flyers have been somewhat quiet? I think there has been a contest arranged for Queens Birthday weekend.

Anyone with a field available to host a contest should contact Frazer with date details, and the SIG should be in position to advise and help with the advertising and running of the contest.

Chris Beardsley has done well in Christchurch to encourage the improvement of airframes and equipment amongst the pattern flyers.

Other Stuff

Well, I think I have said quite enough. Your committee will try to rebuild interest in aerobatics amongst both new flyers and previously active flyers.

Andrew Palmer



Cool Fuelz Waikato Winter Pattern

2nd June 2001

Hamilton Model Aero Club Field

Start Time: 9:00 am

\$15 Entry Fee

Sportsman – Advanced – F3A (P01)

Contact:

Frazer Briggs
07 849 7456

Hamish Galloway
07 888 3690

Sponsors:



Airsail Papakura Masters - 3/4 March 2001

As per usual Auckland put on a great day for the Airsail / Papakura Masters competition. We had some new sponsors this year and they were :- Airsail International Ltd, Cool Power, and Casual Apparel. This year the competition was run over a two day period which seemed to be preferred by most contestants.

A total of twenty two contestants entered for this competition which was great to see. One thing this competition did was bring some old (very) and some new faces back into aerobatics such as Brian Borland, Gwin Avenell, (New) Daniel Meyer, Lewis Avenell.

I would just like to thank everybody that helped during the competition.

Paul Tomlinson

F3A	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
FRAZER BRIGGS	1000	1000	1000	1000	1000	3000
STEVE ALEXANDER	892	938	940	931	911	2809
ROSS CRAIGHEAD	844	954	905	904	939	2798
KEVIN PAULSON	862	883	945	828	841	2689
HAMISH GALLOWAY	794	835	742	851	875	2560
ADAM BUTLER	679	739	820	715	767	2325
PAUL TOMLINSON	676	655	693	707	697	2097
JAMES DANBY	0	0	0	821	859	1680
PAUL STAIRMAND	660	0	0	0	0	659

Advanced	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
JOHN RODGERS	1000	42	1000	1000	1000	3000
DARRYL STOKES	905	1000	930	0	0	2834
GRAEME DUNCAN	892	975	927	780	919	2821
ROSS BROWN	837	914	913	952	879	2778
CHRIS JOHNS	862	0	932	851	975	2769
GWIN AVENELL	813	834	818	795	824	2475
DIMITRI ZOTOV	649	837	727	680	700	2263
JOHN BUTLER	0	0	195	492	677	1363

Sportsman	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
BRIAN BORLAND	1000	1000	1000	1000	940	3000
DANIEL MEYER	998	976	945	929	1000	2973
RALPH CARSWELL	856	967	930	379	896	2792
LEWIS AVENELL	776	805	904	840	787	2549
LAURIE CHRYSTALL	793	624	716	640	0	2149

The Cool Power oil

Waikato Precision Aerobatic Championships

March 24th 2001

The weather was perfect, no wind all day, also no rain, but plenty of heat. Not only from the sun, but also from the fantastic competition.

15 Pilots attended four in Sportsman, five in Advanced and six in F3A.

The sportsman guys were first up, two rounds were flown first, then another at the end of the day. It was great to see comparatively new faces in Sportsman, Julian Coles, Ralph Carswell, Lewis Avenell all have only two – three competitions under their belt. They are also all from the same club, Papakura. Some positive pattern pushing in Papakura ay, I believe Kevin Paulson's to blame for that.

The results were, Ralph 1st flying a 2m Loaded dice, Lewis 2nd flying a model I cannot remember the name of (it was a Phoenix – Ed), Julian 3rd with my old Enigma pattern model and Laurie Crystall 4th. Laurie had to leave after round two, so was not in the money, although he did fly well considering round one was the maiden flight of a new model, a sukhoi.

Advanced came next, a slight delay to the proceedings when Frazer discovered he had left the advanced judging sheets at home, luckily Cortrina, his better half, was able to fix the problem with a nice drive in the country.

Advanced went without a hitch, John Rogers was 1st, Chris Johns 2nd, Graeme Duncan 3rd and John Butler 4th. John was the definite winner, at one time it looked like Graeme would be 2nd, but Chris must have tried that little bit extra to hold on, I believe it was close.

In F3A the only problem came when Steve Alexander's undercarriage broke out on the No.1 model, luckily Steve's Military/Boy Scout training had taught him one important thing (Be prepared), model No.2 came out of what seemed like nowhere, allowing him to fly to 2nd place.

Frazer Briggs won flying a model displaying a 1995 world champs sticker, in the past six years, top-level pattern models have changed considerably, he still won convincingly. Ross Craighead competed with a new model that had very few flights on it, he worked hard struggling with the out of trim airframe to come 3rd.

Grant Finlay came 4th with a model that was old when Frazer's model was new. Recent F3A newcomer Kevin Paulson placed 5th, I hear Kevin has been at the flying site more often than not. Unlike me, I have not been flying as often as I used to, so consequently, I came last, bugger!

The day was capped off with a prize draw. Hamilton MAC donated 3 styl

ish H.M.A.C. Tee shirts, JR donated stickers and other promotional material and Cool power oils donated a quantity of synthetic oil, discount vouchers and stickers.

On behalf of all the pilots who came, I would like to thank these generous organisations, without them the day would still have been great, but has been made better knowing that every modeller who entered left with something. It is also gratifying to see businesses putting something back into the hobby, Awesome guys, thanks!

Patrick Neal

F3A	Round 1	Round 2	Round 3	Total
FRAZER BRIGGS	1000	1000	1000	2000
STEVE ALEXANDER	940	951	921	1890
ROSS CRAIGHEAD	917	881	918	1835
GRANT FINLAY	175	910	905	1815
KEVIN PAULSON	21	927	885	1812
PATRICK NEAL	751	754	772	1526

Advanced	Round 1	Round 2	Round 3	Total
JOHN RODGERS	1000	1000	121	2000
CHRIS JOHNS	900	894	1000	1900
GRAEME DUNCAN	903	888	992	1895
JOHN BUTLER	789	804	850	1653

Sportsman	Round 1	Round 2	Round 3	Total
RALPH CARSWELL	1000	1000	1000	2000
LEWIS AVENELL	794	943	941	1883
JULIAN COLES	725	916	836	1752
OWEN BRYANT	560	0	899	1459
LAURIE CRYSTAL	110	483	0	593

2002 Trans Tasman & CAOCC

The Aerobatics SIG calls for F3A pilots interested in flying in the 2002 Trans Tasman, or the 2002 CAOCC, to register their interest with the Aerobatics SIG no later than the 31st July. Registration Fee is \$50.

Please Contact Aerobatics SIG Secretary:

Frazer Briggs
21 Elmwood Cres
Hamilton
pH (07) 849 7456
Email Frazer@pbgcomposites.com

How to build a Competition Winning model.... by Team Bogworm

It all started with "Bogan, lets go to the Ozzy Masters" "Ok Worms, but I'm not flying that pussie old Lotus again !" What were we letting our selves in for, there was only two months to go, and our aircraft desperately needed upgrading. A few DB Exports later, the design plans and ideas were complete, which included some tips from Chip Hyde and the back edge of Bogans JandalTeam Bogworms new design was born.

Onto to the building, how many times have I said to my self, I'll never try and finish another bloody aeroplane in time for a competition. Ewan Gallo-way promptly pumped out the first fuselage for Bogan, followed soon by one for Worms. As Bogan started on his wings and tails, Worms set to work on his fuselage and soon found out that dope was no substitute for epoxy hardner. No matter how long he left it the sun, it was never going to go off..... Bugger.

Bogan roared into the building of his model every night till the wee small hours of the morning, and started to get ahead of Worms who was getting pretty busy jerking the jerseys back on the farm. When Bogans' fuse was ready for painting, it was sent to Tauranga where Graeme Giles set to work and did a great job as Bogan continued with the wings. Worms too was ready to paint, and he made a start on the most difficult multi coloured masking job he's every attempted, what a great idea.

Time was really running away now with only a few weeks to go. Bogan had to stop work for a whole weekend to fly in the Taupo Airshow. While he was away, Ewan and Worms got the keys to his workshop, and planned on locking themselves in for the whole weekend, or until the job was done ! On opening the roller door, the first thing they see is Bogans

fuselage, sitting up on its carbon under carriage. "What the bloody hell has he been up to !" Worms reckoned the carbon gear looked high enough to clear a 24 inch prop.

Nearly ready now, and later that week, Worms only had one more stripe of paint to go. But he couldn't wait any longer and test flew his model in a howling gail at the Waharoa field..... straight away he's on the cellphone, "Bogan, Bogan ! It flies bloody choice !"

But Bogan was experiencing some more workshop drama back at the ranch. This time it was his scales that had crapped out, totally screwing up the epoxy / hardener ratio just as all the vital last minute gluing jobs were done, eg hinges/ horns and servo rails. The next morning expecting the glue to be dry, Bogan rang up Worms complaining of a huge sticky mess on his hands.

Worms had a sticky mess of his own to deal with. Remember that last stripe of colour required on the fuse? Well he was all set and ready to go for a midnight "it won't take long" spraying job.... First coat, huge blobs of crap come out the gun and mess up the model, bugger.... bright idea, re mix some paint (final drops of hardner are used up) and this time I'll heat it up with some hot water in the sink, cause its getting really cold now and the fog is coming down. Place mixed paint in sink, put plug in sink, turn on hot tap to trickle..... Hmmm while that's warming up, I think I need to prep the model again, and go for a quick slash.....Oh shit, THE PAINT You guessed it, Blue Kitchen ! Yes, the sink had over flowed, blue paint and hot water had covered the sink top, the dirty dishes, the oven, the floor, and inside all the cupboards over the clean dishes too. 2hrs later, the paint job was done, not to mention the dishes.... Nice stripe but.

Soon, the building stage was over. Two months of hard work looked like it was going to pay off. At one stage, our project had gotten so serious, that building became more important than courting. One night Hamish had to turn down an offer of rubbing baby oil over some local tart, for another night in the workshop, and Bogan was really starting to miss the benefits of his marriage license.

With only a week to go, both models were test flown and there was just enough time to get in some trimming and practice flights before NZ was hit by bloody great Cyclone ! The day after Bogan's test flight, the fuel injector on his fancy new computer driven OS fell apart, and in went the trusty old OS140RX. There was only one thing left to do, come up with a name for the model, and get some stickers sorted.....the Matrix was born.

How Team Bogworm did the Australian Masters....

After a stressful two months in the workshop, we weren't going to be getting up in the middle of the night to play with a model well maybe a super model !

So after a leisurely start to the day, we boarded our flight at 9:30am on Friday morning. After some vitamin M (McDonalds), the Craigheads waved us goodbye, and we were off like a brides nightie. On the way through the departure lounge, a few male interest magazines were purchased for our viewing pleasure during the flight. We managed to keep the hostess's busy for the entire duration, particularly Worms who as usual hoovered up all in sight.

We arrived at 11:00 am Melbourne time, and we hadn't even got from Duty Free to the Avis depot, when Worms had already finished off a whole bottle of Coruba ! Yep, a 50 oz bottle somehow bounced out of his trolley, over the model boxes & suitcases, and smashed on the pavement. Right in front of a few Ozzy Security Guards who immediately figured us for Kiwi's and took the mickey to our surprise one of them tried to perform mouth to pavement resuscitation, but the patient was lost.

All the gear went into the shiny new Holden with a shove and we blatted off north, in the direction of Wodonga. Not far up the highway and we soon see that the cops over here hide in the bushes, armed with radar guns and perched on deck chairs, with chilly bins and donuts all close by.

With a bit of luck, Worms' Aunty lives real close to the Australian Masters flying site, in a small township called Barnawartha. A camper on their back lawn would be Team Bogworm's HQ for the next few days. On the back roads we soon found out that the Holden could get to the airfield not in 7 minutes as Aunty Glennis had timed, but more like 2.... as the sun went down at the end of the day, we had both managed to get a couple of flights in each.

Day 1 – Arrived at the field in the wagon, which overnight had been decked out in Kiwi flags, and it looked somewhat like Helen Clark's official government vehicle. The ozzys quickly gathered around as our new Matrix's were assembled on the flight line. Worms had already taken 3 confirmed orders before he'd even plugged his wings in ! Perfect conditions prevailed all day as Sportsman and Advanced were flown in the morning, Expert and Masters (F3A) flown in the afternoon. All classes were flown with two flight lines. Everyone was rostered for

at least one stint in the Judging chair, and the Judges were rotated daily. The first day of competition went well with all four Kiwi's in the top half of the field. After a good first day, we both decided that we'd better go to the pub and check out some of the local talent there was plenty. Problem was, how will we get home ? Our camper was 30km's from Wodonga, and after a few beers, we ended up going a further 5 k's north to the next city, Albury. Even though all the other flyers were staying in town, none of them appeared at all keen for a night out, however we did manage to talk Steve into giving us a lift, and he was breath tested on the way. Even though he confessed to being a non drinker for all his life, and passed the test with flying colours, this was still not good enough for these boys in blue. Perhaps it was all the reversing, and swerving between lanes 50 metres back up the road at the traffic lights that upset them ! After a great night out, and a \$50 taxi ride home at 5:00 in the morning, that was the end of day one for Team Bogworm.

Bogans finally got a new toy ! The Matrix.

2m x 2m F3A, 1050" wing area, powered by an OS140RX swinging an APC 17.5 x 12 narrow and an ES Carbon pipe. JR Radio gear thruout and fixed under-carraige.

More photo's at
pbgcomposites.com



Day 2- aaaargh, what a night ! After freezing our tits off in the camper, it was off to the field again for more gum trees and ozzy drama. As we arrived at the field, some joker had just smeared his model all over the ground when he tried taking off without his ailerons plugged in. By the time F3A rolled around later in the afternoon, Team Bogworm was back on form and ready for action. By now Worms' Matrix sales had risen to 7 confirmed orders, "Yes Ewan is going to be busy". Bogan capped of the day by nearly shredding his new Matrix through the Gum Trees during a demo for the locals who had turned out. "Bogans Tip of the Day" ... do not run your aerial down the centre of the fuselage if you are using long extension leads to the tail. Bogan was starting one of those really low, and really fast horizon to horizon slow rolls when the model went into failsafe

and hold....oooh is that a small sewage plant in my trousers ? Hooley Dooley routed the Aerial to the fin, and the problem was resolved.....the beat ups resumed.

APA Annual General Meeting & Fund Raising Auction – This was held at the Aulbury Golf club on Sunday Night and as you can imagine, all the o-zys had there lovely green and canary yellow blazers on, ties etc. After the AGM and a smorgasbord dinner, they raffled off quite a selection of goodies donated by various sources, including JR servo's, F3A kits, complete radios systems etc. All of which was snapped up at bargain prices.

Day 3 – Monday – Finals Pattern. Yep, the boys all enjoyed F01.... she-aaah right ! "Worms' tip of the day".... Make sure the battery in your brand new Carrerra 2000 is well secured to the fuselage before flying. We witnessed the most spectacular fly away of the Millennium. A Carrerra 2000 on full throttle started outside looping and soon drifted on a collision course with the Hume Highway. After numerous loops, with the crowd oooing and aarghing at the bottom of each, and as the loops got lower and lower, and it finally hit terra firma, scaring a few of the local snakes. Luckily it had made it to the other side of the Highway, or we may have all been on the 6 o'clock news !



Worm's with his new Matrix.

Powered by an OS140RX swinging an APC three blader with secret Craighead modifications....eg big knife ! JR Radio gear throughout and spring air retracts. Subtle differences to Bogan's model include different fin and rudder shape, slightly lower stab, different aileron shape.

Once all the flying was over, out came the silverware. A prize draw for an OS140Rx was raffled, this was followed by Bogan raffling off the last of the Team Bogworm Fuel for 5 bucks. Export Kiwi, Hooley Dooley won the Expert class. Team Bogworm placed well in F3A with Bogan securing first place and Worms coming in 3rd. This saw a few more orders for the Matrix kit secured, with the tally now up to 9 confirmed orders. All the trophies were dished out and the comp was over, yet again very successful with a total of 38 competitors across the 4 classes.

Following the competition, some of the locals fired up their sporty forty models and offered Bogan and Worms a “see what you guys can do with these ?” session. Dual Aerobatics and synchronized gum tree dodging commenced.

At the end of the day, we were yet again last to leave the field, Worms decided it was time to take full advantage of the Holdens off road / on road capabilities, and tried his best to wear out a brand new pair of firehawks as we departed in cloud of smoke.... “Worms’ second tip of the day”.... next time we’ll get a darker coloured car rather than a white one, though petrol can be used to remove rubber from white auto paint !

Keeping to the leisurely itinerary, we cruised back to Melbourne the next day. Worms spent most of the trip trying to amuse the truckies we past on the way down by holding those men interest magazines up to his window. By the general reaction they had obviously not seen anything other than sheep for a long time ! Back at the airport, the rental is returned and we check in for our departure, it seemed like a week since we had arrived. The flight home was just as entertaining, with Worms managing a 3 hour perv at Suzy Aitken who was seated just across the aisle, and was not wearing much.

Thanks again to all those who helped make the trip a huge success. Ewan Galloway for his major efforts, Mike Briggs and Graeme Giles for their help, Charlie Lambert who did our last minute graphics, and the Craigheds who chauffeured us to and from the airport.

Hamish and Frazer

Australian Masters 2001

F3A Results

Frazer Briggs	5000
David McFarlane	4749
Hamish Galloway	4270
Cliff McIver	4162
Derek Hardie	4127
James Danby	4079
Tom Bloodworth	4058
Steve Alexander	3956
Graham Scott	3879

P.S. – Maybe they should running a team event at the masters ? Check out the total four Kiwi scores vs the top four ozzy scores ? NZ by a few hundred points hey :)



Below: All the kiwis at the 2001 Australian Masters.... Frazer Briggs (back left), Hamish Galloway (back right), Steve Alexander (bottom left) and James Danby (bottom right).

Pattern Calendar

2nd June – Cool Fuezl Waikato Winter Pattern

Late July / Early August ? Pattern comp in Auckland somewhere, more details TBA.

August 24th to Sept 2nd – 2001 F3A World Championships – Ireland Go Kiwi's !

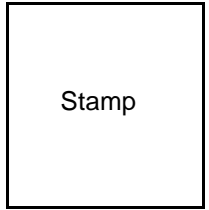
October 30th 2001 – New Zealand Masters – Whangarei

Plus, coming soon...

North Island Sportsman Promotional Day – Waikato venue, Date to be advised.

North Island Judging Seminar – Venue and Date to be Advised.

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Deliver to:

