

NZRCAA

SIG News

August 2001

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Chairmans Report

Hi all. I have been busy at work, so not much aeromodelling going on. There has been 1 further round of the South Island Airsail/JR series. We continue to have good turnouts at these contests. We hope to next year again run a North Island series.

The World Champs are now almost complete. The reserves trial had 1 entry, meaning Hamish Galloway was selected onto the team to accompany James and Steve to Ireland. We wish them all the best of luck.

There have been at least 5 people express interest in team selection for 2002 international F3A contests. The SIG has decided to run a single trial for team selection as part of F3A at the Nats. You must still enter the Nats event to be eligible to fly.

Because the add in the Flyers World for the F3A team trial was poorly presented the SIG has decided if you did not pre register you can still enter this event up till the Nats event closing time for registrations (We aim to promote participation, hence the allowance for this later than advertised registration cut-off). You MUST register for F3A at the Nats to participate ie. DON'T miss the Nats entry cut off time. The trial WILL be the F3A contest at the Nats. The only late entry fee is that for the Nationals. You still must pay your trial entry fee of \$50-00 to the SIG prior to or at the contestants meeting at the Nationals.

Ongoing Team selection Process

This is one very basic area we as a committee (and as a group of aerobatics flyers) need to sort out. For some reason this has become a VERY emotive issue. Not sure why. We hope everyone has a think about the various choices and some discussion then takes place at the SIG AGM at the Nats. It may be that the current system stays. But as the previous AGM charged the SIG with investigating a new process of a 'ranking list' of F3A flyers, we must re-visit the trial system.

The current 'system' calls for registration of interest from flyers and then the committee setting a trial or trials as IT sees fit is fraught with potential problems. The SIG committee is required to make a decision on the trial system (ie the contest or contests making up the trial, their location, and dates) - I feel these decisions are best made at AGM level. Doesn't a consistent date (and location) for the trial make sense?

We have been working on a proposal for the Nats AGM to introduce a single trial selection process for creating a F3A ranking list for overseas team selection. But if you don't agree, have your say at the Nats AGM. Or write a remit and send it to us by the end of August for publication in the Flyers

World.

Currently, thoughts are: A single trial integral with F3A at the Nationals. Entries will need to be received prior to the Nats entry cut off time, you will be required to enter F3A at the Nats and there will be no additional entry fee other than that of entering the Nationals. The trial results will provide a ranking list for the following 12 months of international competition.

We feel this gives the fairest solution to team selection.

Advantages

1. Known date and location (the location of the Nats)
2. Encourages Nationals attendance (after all, it should be THE premier event)
3. Judges already in attendance
4. Minimises ongoing SIG input ie. The Nats gets organised each year anyway. No advertising dates to be forgotten. No arguments on entry cut of time, etc.
5. Encourage North Island participation at the South Island Nationals.
6. It must be noted finding suitable locations for contests is becoming more difficult.

Disadvantages

1. Perhaps the weather - but I cant remember a Nationals which was 'cancelled'.

These are some of our ideas - what do YOU think? Write to Frazer NOW with ideas for discussion at the Nationals.

Remember, we are facilitating discussion. It is EVERYONE who will vote.

As the year rolls on by it is somewhat unfortunate there are one or two individuals bearing some sort of axe to grind against this committee. Aerobatics, while competitive in nature, should be an enjoyable event to attend at any level - be it a local contest or the Nationals, Sportsman or F3A.

While the decisions and proposals of this committee may not be agreed upon by everyone, we all enjoy flying and are doing what we consider best for the sport.

It is hard pleasing everyone.

Andrew

TBL Scoring

The recent US Nationals sparked a bit of debate on the NSRCA email discussion group with regards to TBL and how it works. For your interest, I nabbed this bit of text for inclusion in the bulletin. Derek Koopowitz from the U.S. posted the following reply about TBL, this has come from the TBL Manual.

Read on ... FB

Derek Writes

I need to correct what Tony has written. TBL does not correct or adjust individual scores for a judge. Don't worry about that... if you get a zero from a judge for a maneuver it will still be a zero on your scoresheet. What TBL will do is it will find out if a judge is biased toward a pilot and it will discard the score. For those interested here is a synopsis of TBL:

The Tarasov-Bauer-Long (TBL) Scoring method has been around since the 1970's. It has been used in the full size arena since 1978 and has been used at every full size IAC World Championship since 1980. The TBL method applies proven statistical probability theory to the judge's scores to resolve style differences and bias, and to avoid the inclusion of potential faulty judgements in contest results.

To understand just why we need TBL, and how it works, is of considerable importance to us all. It is important to the pilots because it is there to reduce the prospect of unsatisfactory judgements affecting their results, and it is important for judges because it will introduce a completely new dimension of scrutiny into the sequence totals, and it will also discreetly engage the attention of the Chief Judge, or Contest Director, if the judges conclusions differ sufficiently from all those other judges on the same panel.

When people get together to judge how well a pre-defined competitive task is being tackled, the range of opinions is often diverse. This is entirely natural among humans where the critique of any display of skill relies on the interpretation of rapidly changing visual cues. In order to minimize the prospect of any "way out opinions" having too much effect on the result, it is usual to average the accumulated scores to arrive at a final assessment, which takes everybody's opinion into account. Unfortunately this averaging approach can achieve the opposite of what we really want, which is to identify, and where needed, remove those "way out opinions" because they are the ones most likely to be ill-judged and therefore should be discarded, leaving the rest to determine the more appropriate result.

In aerobatics the process of judging according to the rulebook normally

leads to a series of generally similar personal views. However, one judge's downgrading may be harsher or more lenient than the next, their personal feelings toward each competitor or aircraft type may predispose toward favor or dislike (bias), and they will almost certainly miss or see things that other judges do not. How then can we "judge" the judges and so reach a conclusion, which has good probability of acceptance by all the concerned parties?

The key word is probability, the concept of a perceived level of confidence in collectively viewed judgements has entered the frame. What we really mean is that we must be confident that opinions pitched outside some pre-defined level of reasonable acceptability will be identified as such and will not be used. This sort of situation is the daily bread and butter of well established probability theory which, when suitably applied, can produce a very clear cut analysis of numerically expressed opinions provided that the appropriate criteria have been carefully established beforehand.

What has been developed through several previous editions is some arithmetic which addresses the judge's raw scores in such a way that any which are probably unfair are discarded with an established level of confidence. To understand the process you need only accept some quite simple arithmetic procedures, which are central to what is called "statistical probability".

The TBL scoring system in effect does the following:

- * Commonizes the judging styles.
- * Computes TBL scores
- * Publishes results

Commonizing the judging styles involves remodeling the scores to bring all the judging styles to a common format and removing any natural bias between panel members. Following some calculations, each judge's set of scores are squeezed or stretched and moved en-bloc up or down so that the sets all show the same overall spread and have identical averages (bias). Within each set the pilot order and score progression must remain unaltered, but now valid score comparisons are possible between all the panel judges on behalf of each pilot. Computing the TBL score involves looking at the high and low scores in each pilot's set and throws out any that are too "far out" to be fair.

This is done by subtracting the average for the set from each one and dividing the result by the "sample standard deviation" - if the result of this sum is greater than 1.645 then according to statistical probability theory we can be at least 90% confident that it is unfair, so the score is discarded.

This calculation and the mathematically derived 1.645 criteria is the key to the correctness of the TBL process, and is based on many years of experience by the full size aerobatics organization with contest scores at all levels. The discarding of any scores of course changes for a pilot the average and standard deviation of their remaining results, and so the whole process is repeated. After several cycles any "unfair" scores will have gone, and those that remain will all satisfy the essential 90% confidence criteria.

Publishing the results is derived by averaging each pilot's scores. The final TBL iteration therefore has any appropriate penalty/bonus values applied and the results are then sorted in order of descent of the total scores to rank the pilots first to last. These final scores may, or may not, be normalized to 1000 points, depending on the setting for the selected class.

Educating and improving the judges is a useful by-product of this process in that it provides all the bells and whistles how each judge has performed by comparison with the overall judging panel average and when seen against the 90% level of confidence criteria. The TBL system will produce an analysis showing each judge the percentage of scores accepted as "OK", and a comparison with the panel style (spread of score) and bias (average).

Unfortunately TBL, by definition, brings with it a 10% possibility of upsetting an honest judge's day. The trade-off is that we expect not only to achieve a set of results with at least 90% confidence that are "fair" every time, but that the system also provides us with a wonderful tool to address our judging standards. TBL will ensure that every judge's opinion has equal weight, and that each sequence score by each judge is accepted only if it lies within an acceptable margin from the panel average. TBL, however, by necessity takes the dominant judging panel view as the "correct" one and it can't make right scores out of wrong ones. If 6 out of 8 judges are distracted and make a mess out of one pilot's efforts, then for TBL this becomes the controlling assessment of that pilot's performance, and the other 2 diligent judges who got it right will see their scores unceremoniously zapped. In practice this would be extremely unusual - from the judging line it is almost impossible to deliberately upset the final results without collusion between a majority of the judges, and if that starts to happen then someone is definitely on the wrong planet.

Derek Koopowitz



Cool Fuelz Waikato Winter Pattern - 21st June 2001

Well the first attempt at running this comp started with fog as I got out of the car nursing a hang over, had fog at 11:00 when the bar-b-q was fired up for early lunch cause it was cold (and foggy). Still had fog at 12:00 as Paul Stairmand held a mini auction and managed to flog off some pattern bits and pieces, and finally ended with more fog at 2:00 in the afternoon when we called it off. At 2:30 it cleared and those that stayed on had a bit of a fun fly.

So attempt number two was a few weeks later, and the day was a cracker. Probably the best weather I've ever flown pattern in. Blue skies and dead calm, no thermals or biffets like in summer (er, a biffet is a mini buffet), instead it was thick winter air which gives you plenty of power and allows the wings to work better so you can fly slower and closer. Well I thought it was great !

Not a huge turnout, which allowed for a lot of flying in all classes. The sportsmen were able to get in 5 rounds of competition. Advanced was yet again a totally mixed bag with John Butler coming onto form for a solid win, taking out both rounds convincingly.

7 F3A entries flew three rounds in the calm air. Myself winning each round and some close scoring between Worms and Steve for 2nd and 3rd places.

Thanks to those that helped on the day, the Hamilton Club for the use of the field, and of course Cool Fuelz for sponsoring the event. The day finished with a prize draw, all contestants leaving with either some Cool Power or Ming Yang product.

Frazer



Cool Fuelz Waikato Winter Pattern – 21st June 2001

F3A	Round 1	Round 2	Round 3	Total
Frazer Briggs	1000	1000	1000	2000
Hamish Galloway	947	930	853	1877
Steve Alexander	916	919	903	1835
Grant Finlay	842	904	867	1771
Patrick Neal	805	809	700	1614
Paul Stairmand	765	835	749	1600
Adam Butler	731	704	773	1504

Advanced	Round 1	Round 2	Round 3	Total
John Butler	1000	1000	0	2000

Sportsman	Round 1	Round 2	Round 3	Round 4	Round 5	Total
Lewis Avenell	1000	1000	1000	894	1000	4000
Julian Coles	983	784	863	1000	978	3824
Laurie Crystal	679	594	615	588	0	2476

2002 Trans Tasman & CAOCC

The following people have registered for the 2002 Trans Tasman and CAOCC Team Trial.

Steve Alexander, Frazer Briggs, Adam Butler, Ross Craighead, James Danby, Grant Finlay, Andrew Palmer.

The Team Trial will be the F3A event at the 2002 New Zealand Nationals in Clareville.

Due to the add not standing out as clearly as we had hoped in the TFW, and to try and gain further interest in the event, the NZRCAA committee has decided to extend the deadline right up to the Nats. You must still enter the Nats F3A event. You can pay the \$50 Team Trial Registration Fee as late as the Contestants Meeting.

At this stage, we have received confirmation from the Hawkes Bay Radio Flyers, and they are looking forward to hosting the event in March or April 2002. More details to follow soon.

Team Trial Comments

From Steve Alexander

Hello all,

In the last SIG newsletter Andy invited comment on the team trial process. I have penned the comments below to kick the discussion off. Have a read, think and respond. With a bit of luck we might have some meaningful discussion. If I have any facts wrong fee free to correct them. I have no problem if these words are reprinted in the next newsletter as long as they are unedited. If I missed someone on the list please forward to them.

Team Trial Selection Process

The 2000 AGM discussed team trials at length. After much circular argument a single trial event was agreed upon. This ties in with the rule change remit submitted by the previous Aerobatic SIG in 1999/2000. We have just reconfirmed what was proposed two years ago. The competition rulebook has not been updated to reflect this and still shows the three trial system.

Although previous team trials have been held in conjunction with, and accepted as part of the Nats without problem until recent times, I believe we should separate the process from the Nats. The Nats must cater for all classes, within a limited timeframe will minimal scope for rescheduling due weather. A separate team trial can be scheduled as a two day event to get maximum rounds and can be postponed until a following weekend due weather if required. It is also a focussed event with minimal distraction involving interested parties only. Having said this the Nats could be used as a last resort if required.

Entry Fees for these events should be used to cover costs of the hosting club, and or subsidising judges travelling fees if requested. Residual funds should be maintained in a Team account by the SIG to subsidise other costs like uniforms.

The Team Trial event should be separate for each overseas competition. This will reduce confusion over team placings and selection. Allow those interested competitors to focus on their event, and separate the committed fliers from the wannabes.

At the recent AGM we agreed to change to the new FAI pattern post the World Champs. This looks like being a continuing trend. Given this, the selection for the next Continental/World event should take place in late October or preferably November. This will allow sufficient time post World Champs for any competitors to come to grips with the new pattern. It will

also allow sufficient time to ratify the team and notify the CIAM/FAI who may want to invite NZ judges. I am told this must be completed prior to Xmas.

Depending on scheduling, it is preferable to get a few local contests under our belts to allow both judges and fliers to come to grips with the quirks of the new pattern. This gives all competitors an even playing field for trials.

Selection for TransTasman teams can be done early in the new year as long as sufficient time is given to programme a contest date and notify the Australians that we have the requisite team numbers. It can be done in this manner regardless of which side of the Tasman the event is one. Ideally an event timed to be near the Australian Masters could help with scheduling, preparation and for events held in Australia may make travel plans easier. A minor but noteworthy consideration given costs.

Reserves. If we are going to select or have interest in more than one reserve I believe we should rank them according to team trial result. Simple and unambiguous.

Rankings. I do not believe we can create a ranking list that accurately reflects respective pilot's skills without taking into consideration performance over an extended period of time. A ranking based on a single event is only a snapshot of the players. Many reasons exist for returning a poor score on the day. I believe if we want to create a ranking list we should use a series of results (three or four contests?, whichever is more than half of the comps held in the year so we don't end up with two fliers of an equal ranking) whose scores are normalised to 1000. The best three or four(?) individual scores should contribute to a pilot's end of year ranking. Only NZ contests should be included as not all fliers are able to afford the expense of overseas travel. If the Nats were included the ranking could be announced at the AGM.

What is the purpose of a ranking system? Is it for selecting international teams? Is it an ego boost? Is it useful at all? If we conduct well-organised team trials in a timely manner, we would not need a ranking system for teams. If fliers want to know where they sit in the pecking order, suggest they turn up at contests and fly. Given that a ranking system may only be of interest to a dozen fliers, most of them know where they sit respectively. The only utility for a ranking list would be if pilots withdraw from a team and all the nominated reserves are unavailable. Reality also suggests that those that travel internationally are those who can afford it.

Scrutineering. There has been much discussion about scrutineering in recent times. Should we have it at team trials or the Nats? Should we go the whole hog and scrutineer in accordance with ALL the rules? or just concentrate on size, weight and noise? If someone fails, what then? Do

they get to compete? I would suggest if you don't like the answer, ensure your model complies. Event organisers should not have to endure the uncomfortable experience of disqualifying a flier. Fliers should accept responsibility for their own compliance with the rules. Scrutineering is done to ensure that models will comply with FAI rules at the intended international competition. This is done to save the personal and national embarrassment of some turkey turning up with an overweight, oversized, loud lemon and being turned away at processing. One should be able to assume that part of a pilots' preparation for an event will be to ensure the model complies. Scrutineering could used at a Team trial as a confirmation of preparation without prejudice to participation at the event. However this would be unfair on those fliers whose models comply in all aspects. If a flier is unable to turn up to a Team Trial with a model that does not meet FAI Rules (note Rules, not guidelines), then their ability to represent the country should be questioned. I believe the short answer is do it properly or not at all.

Finally, we have been sending individuals and teams overseas for many years. It is only recently we have felt the need to demand compliance with rules, and been critical of previous processes or committees (unfairly in my opinion). I believe the significance of representing ones country has been lost on some. Recent events have shown what happens when personal desire comes between team need. A National team should consist of those fliers who have met all the recognised rules in an appropriate manner and flown well during the selection process. Selection should not come through popularity or the loudest voice. We fly aerobatics to a defined schedule, judged to a precise formula, within a set of rules. It should be simple to participate and administer in a fair manner.

Once again, these are my thoughts and suggestions. I have forwarded them for comment by all concerned. If you have other ideas, lets hear them.

Steve Alexander



Cool Fuelz Papakura Pattern - 21st July 2001

The phone rings at 6:00 am Saturday morning, and for the first couple of minutes I was convinced this had to be a prank caller, it was practically the middle of the night ! ...eventually I realised it was Gareth Cartwright, aka Puff Daddy, and he was on his way round. Off to Papakura for another great day of pattern flying in the winter, the forecast was shocking, but the day had actually turned out quite nice. Fingers crossed.

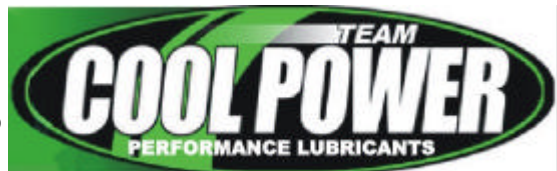
Upon arriving to the field, we were greeted with clear skies, no wind, but very damp underfoot. Only a few miles further up the southern motorway into Auckland it was absolutely hosing down.

The day got underway with a 20 minute debacle of erecting the poles. Left hand end, Yep JR and Grumblingson, got that sorted, great, thanks guys, centre pole next, yep Edwin and Lewis, ok thanks, now where are Puff Daddy and Pepper going with that right hand marker ? They had made a bee line for the Bombay's and disappeared off 3 paddocks in the wrong direction. 10 minutes of arm waving, shouting and generally carrying on, probably waking up a few locals prevailed. Ok, the box is set and we're ready.

Sportsman was first up and the ongoing tussle between Lewis and Julian got underway. Two new comers to sportsman, Bill Pepper from New Plymouth and Edwin Terry Mason of Auckland, joined us both flying PBG Lasers. 2 rounds in good conditions and Lewis had it all wrapped up again, wining both rounds.

Advanced was next and John Rodgers (the wild card) was determined, practised and on a mission for a trouble free event. After technical let downs at recent events, Johns new way of thinking is just replace anything faulty on the model before it gets a second chance to fail. So far the model, a Rubin, sports a striking fixed undercarriage bolted to the wing and the 120 has been dropped by a more reliable YS90AC. But unfortunately he has not realised yet that these things come in three. Thus his first round of competition was ended short by an early landing due to range problems....no surprises that the JR flyers gave him plenty of advice as you can imagine.

With JR off range testing, the remaining Advanced pilots got on with the job but the wind was starting to



build. Mike Sutton "Muttonhead" flew a well used Lazer, Andrew Stiver "Stinky" flying an old Galloway Lotus 5, and John Butler steering the trusty old Lotus. Both rounds taken by Mike, though only by 2 points over Stinky on the first.

F3A – again a larger field in F3A than the other classes. A huge turn around from years gone by when sportsman and advanced made up the field, with only 3 or 4 in F3A. Great to see. This was to be the last local comp for our NZ team, soon to be departing for the W/C in Ireland. It proved to be a good practice session for Steve and Hamish as they battled with the wind. Both had just finished new models, Steve's is a second (or third ?) YS powered Calibre, and Hamish has completed another Matrix, with the new OS 140 FI under the cowling. To give these guys a bit of an intro for what they're about to experience in the land of Guinness, their models were noise tested and weighed, during the day. Thanks for the help of sound technician Pepper and digital scales provided by Ross and Noeline. Rest of the field in F3A were.....myself with a 140 powered Matrix, Aunty Grant flew his Lazer now powered by an ASP 90 ? Ross had to go tramping for the belly pan on his Fascination, so landed early in the 2nd round. Grumblingson with his Tangent and Adam Butler flew his ZN Line Caprise, apparently better in the wind than at the last comp when it was calm.

By mid afternoon, two rounds of all classes were over and the F3A judges were called in off the line to thaw out. During F3A the wind had increased considerably, and the temperature had plummeted. Julian Coles was all fired up and ready for a third round of Sportsman, but the others decided it was far too cold and windy, not worth risking the models. Advanced all wanted to go home, and F3A also decided to flag it, except for three hard men (er nutters ?) from the Waikato who flew a third round in the wind. Mike Johnson summed it up with "You Guys are just Gluten's for Punishment" as he, John Butler and Dave Smith defrosted themselves back into the judging chairs for three more P01's. End result, Frazer 1st, Steve 2nd, Hamish 3rd.

Thanks to Cool Fuelz for the sponsorship, a prize draw at the end allowed every pilot to leave with either Ming Yang or Cool Power goodies. Thanks also to the Papakura Club for use of their field, the Judges, those that helped with the scoring, setting up the field, feeding the punters hot soup, scones, fish n' chips etc etc etc.

Frazer



Cool Fuelz Papakura Pattern – 21st July 2001

F3A	Round 1	Round 2	Round 3	Total
FRAZER BRIGGS	1000	1000	1000	2000
STEVE ALEXANDER	891	788	0	1678
HAMISH GALLOWAY	761	824	815	1639
GRANT FINLAY	827	730	745	1572
ADAM BUTLER	695	706	0	1401
PAUL TOMLINSON	565	659	0	1224
ROSS CRAIGHEAD	818	260	0	1077

Advanced	Norm 1	Norm 2	Norm 3	Total
MIKE SUTTON	1000	1000		2000
ANDREW STIVER	991	871		1862
JOHN BUTLER	496	805		1300
JOHN RODGERS	330	0		330

Sportsman	Norm 1	Norm 2	Norm 3	Total
BILL PEPPER	813	669		1482
LEWIS AVENELL	1000	1000		2000
JULIAN COLES	886	911		1797
EDWIN TERRY MASON	585	702		1287

Wassup – RC Pattern Newz

There's been plenty of activity during the winter months on the pattern scene.

Our New Zealand F3A team have all been frantically building and practising for the coming World Championships in Ireland. All three have finishing and test flown brand new models in the last month. By the time this bulletin reaches you, they will have all departed to continue with their practice overseas and then onto the competition, good luck Steve James and Hamish.

No doubt someone will be posting the daily results on the internet as it un-

folds between the dates of 25th August and 2nd September. The official website is www.maci.ie/2001. Not sure who will be posting live results yet, but once I find out, I will add a link to it on the www.pbgcomposites.com page.

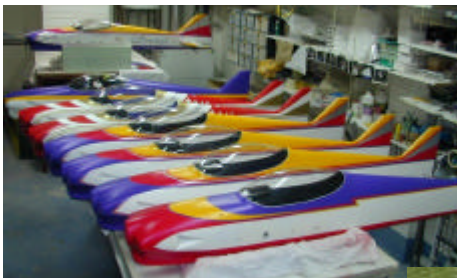
Team Bogworms new Matrix kits have been in hot demand, and the producer Ewan Galloway has been churning out fuselages as fast as the resin will cure. I believe a box full of fuselages has already gone to Australia. Ewan is going to Ireland with Hamish, so production will cease for about a month.

Rumor has it that Andrew Palmer from way down south has been flying more than usual lately with his new model, The Angels Shadow. If you



haven't seen any pictures on this thing on the internet, it is an all composite model from Russia, and the colour scheme is all done in the moulds. After a trip back to the factory, Palmer reckons his YS-140 L is now running like a watch. Look out for him at the coming Nats.

News from further afar, the US Nationals were on in mid July. IMAC was on in the first week, followed by pattern the following week. IMAC was won by Jason Shulman, but 2nd place was taken by Australian Peter Goldsmith who nows lives in the states. F3A was won by Quique Somenzini, second was Kirk Gray. Quique flew a PL Prod Smaragd. This model has been designed by Wolfgang and Roland Matt, and is manufactured in France by PL Prod. They regularly update their website with photo's of the completed models for the month, all painted up and ready to go. These guys have been busy getting ready for Ireland. There are photo's showing fuselages for Af-



rica ! Check them out at www.plprod.com

Kirk Gray who came in 2nd second flew a new model called a Focus. This model has been designed in the States by Piedmont Models. It is an ARF pat-



tern model. From the photo's I have seen, the fuselage is loosely based on the full size Cap, but the wings are Hydeout or Prophecy. I think the model is being manufactured in China. Visit them at www.piedmontmodels.com.

Now that all the punters have been out and bought a ZN Line Alliance, World Champion, Christophe Paysant Le-Roux has produced a new F3A design for this years World Champs. The model is called a Synergy, looks like a typical CPLR Model, but features fixed gear. It is available from French manufacturer ZN Line. Visit www.znline.com



Not pattern related, but worth a mention. The 2001 Pylon World Champs were just held in Bundaberg, Australia from 30 July to 3 August 2001. Ozzy Chris Callow placed first, and broke to World Record on the way.

NZRCAA AGM

The NZRCAA Annual General Meeting will be at the NZ National at 8:30pm on 1st January 2002.

The following remits will be voted on during the AGM.

These remits have also been sent to the TFW Editor for publishing in the next issue of the Fliers World.

Thanks to Mike Johnson for his work on the Sportsman remits, the aim is to clarify some minor issues in the current Sportsman rulebook.

Remits 1 through 6 - Presented by Mike Johnson

Remit 1

Rule 1.4: A newcomer will normally start at the Sportsman level but may advance by self promotion. Similarly provided rule 1.3 is complied with, a flier may revert from Advanced to Sportsman.

Comment: NZ aerobatics has no current formalised promotional system apart from 1.3. Initial entry may be made at any level. Newcomers are encouraged to consider working up through the ranks but with the small æ-

robotic population in New Zealand, self promotion, combined with normal peer pressure is probably still the best option.

Remit 2

Rule 2.1.1: Add to FAI rule 5.1.5 Definition of an attempt' ".but no take off points will be awarded, with the exception of New Zealand Sportsman, where repeat take off may be scored, provided the 3 minute start time is observed"

Comment: This is a clarification of FAI 5.1.5 'Definition of an attempt,' and for our domestic competitions is an worthwhile addition. It is still not clarified in the latest FAI rulebook but it is considered to be judged under the ruling in section 5.1.5 'any manoeuvre not completed shall be scored zero.'

Therefore if the take-off roll has commenced but the motor stops before the wheels have left the ground the take-off is obviously incomplete and the take-off sequence is zero. In F3A this manoeuvre is scored only as a 10 or a 0. With Sportsman the take-off procedure is scored from a 10 to 0. This variation combined with the desire to encourage participation in Sportsman aerobatics makes the blanket ruling of 5.1.5 seem rather harsh.

Remit 3

Rule 2.1.2 Execution or manoeuvres

To be as FAI 5.1.12 with the exception of Sportsman. All Sportsman manoeuvres called shall be judged provided they are flown in the correct sequence. Manoeuvres may be omitted but should be replaced by a blank pass to maintain the sequence. This pass must be called as manoeuvre omitted.' In the event of incomplete sequence the landing will still be judged.

Comment: FAI rule 5.1.12 execution of manoeuvres. This clearly explains the 10 minute flight time and the execution of manoeuvres. However New Zealand Sportsman is not flown as a continuous sequence, but rather a series of centre manoeuvres only. Some of these manoeuvres may be flown erratically or totally omitted by a nervous beginner. It is unfair, counter productive, and may discourage new fliers if the unbroken sequence rule is enforced.

Remit 4

Rewording of SPORTSMAN 3.1 General (note FAI guidelines apply)
Comment: Sportsman as an entry level class needs some thought regarding barriers against entering the world of competitive flying.

I think the major concern with newcomers is avoiding embarrassment with their flying ability. I also feel that uncertainty about the mechanics of conducting a contest may play a part. The current rulebook contains a few hints in flying Sportsman, but also a few mandatory statements concerning length of time for straight flight and timing of calls. I am not certain that these are really necessary, particularly the straight flight requirement. The Sportsman section is probably OK as is except for f) and g) which are both affected by rule 2.1.2 Execution of Manoeuvres, and should be deleted, however as an alternative to the current Sportsman preamble I propose the following:

SPORTSMAN 3.1 General (note FAI guidelines apply)

Sportsman is the entry-level class to precision R/C aerobatics. It can be seen as an extension of the NZMAA wings program and gives R/C fliers an opportunity to improve their R/C flight skills and aerobatics competence. The schedule is designed using manoeuvres that demonstrate three basic fundamentals of aerobatic flight - lines, loops and rolls.
EXECUTION OF MANOEUVRES

- a) All manoeuvres are cantered directly in front of the judges line
- b) All manoeuvres begin and end with a clearly visible section of straight and level flight.
- c) All manoeuvres must be clearly announced prior to commencement by the pilot or caller.
- d) All manoeuvres must have a clear announcement of commencement and completion. Judges will only score announced manoeuvres between calls of 'commence' and Complete'
- e) The schedule must be flown in sequence as described in Execution of manoeuvres 2.1.2'
- f) Delete
- g) Delete

COMPETITION FORMAT

To enter, competitors must register their name, class and frequency. This enables a draw to be made to determine flying order and frequency separation. A pilots briefing will be held immediately prior to commencement of the contest and will explain the rules for the day, manoeuvre centres and ready box location. Line directors will then answer questions. Time permitting a demonstration flight of the schedule will follow for the benefit of both contestants and judges.

The contest will consist of a number of 'rounds' flown during the day, a contestant order will be posted prior to commencement of each round. A line director will advise each contestant when to move to the ready box

area, and when to start the motor. The contestant will require a helper caller to assist with the start, place the aircraft on the flight line, call the manoeuvres during the schedule, and retrieve the aircraft at the conclusion of the flight.

The Sportsman sequence is flown as a series of centre manoeuvres one to each upwind and downwind pass. Provided there is neither call 'commence' nor the aircraft flown past centre, the pilot may manoeuvre the aircraft to position it to their satisfaction prior to execution of the manoeuvre. However all manoeuvres must be completed within the allocated flight time.

Remit 5

3.2 SPORTSMAN SCHEDULE

The wording of the double stall turn is incorrect. As the first quarter loop begins at centre not after centre, the wording should read: 2 Double Stall Turn - The double stall turn commences with the model in straight and level flight. The model flies to the centre of the box then executes a quarter loop into vertical climb and executes a stall turn through 180 degrees"

Remit 6: Presented by the NZRCAA Committee

Rule 2.4.1 The team will be selected by the fliers ranking. Ranking shall be determined by the Nationals results for the current year. You **MUST** enter the Nationals F3A event to be eligible.

Delete 2.4.2 and 2.4.3

Comment: New Zealand Team Selection - This has been an endless problem for precision aerobatics. The committee believes that in future the simplest solution is to use a ranking system based solely on results from the Nationals. We accept that this method has its drawbacks, but it also has positive aspects, a major one being its ease of organization. It solves the argument over the National champions right to automatic inclusion, and as a plus should increase South Island participation in F3A. It is also the right time of year to select teams for overseas championships in the Northern hemisphere.

RC Aerobatics – Promotion Day

Hamilton MAC is hosting an RC aerobatics day on Saturday the 18th of August. The day is intended to introduce RC aerobatics to fliers who are now competent with their model (have passed the wings badge) and now want to move forward. Both Pattern and Scale Aerobatics (IMAC) will be featured, as at the introductory level the differences are minor.

Don't for a moment, think you're flying skills or model is not up to it, you are the modellers we want! Both Pattern and IMAC have classes or levels structured from absolute beginner, right through to the seasoned flier.

As an example, IMAC Basic's manoeuvres include, a 45 degree climb, a loop, a roll and a stall turn, most of you would have done these (maybe inadvertently) before even passing your wings badge.

The day will involve discussions and hands on activities, and cover:

- Setting up a model, linkages and control surfaces.
- Trimming.
- Introduction to both disciplines.
- The Aerobatic Schedules
- How an event is run/structured.
- Basic judging criteria.

What to do next:

See if any other fliers from your club are interested, going in a small group may enhance the enjoyment and increase the amount of information you leave with.

Please ring me if you are coming, I would prefer to know approximate numbers at least one week before.

Pack your model, fuel and a couple of club mates in the car and plan on arriving at the Hamilton MAC site at 9.15 on, Saturday 7th of July.

HMAC site is located at 1091 State Highway 26 (Hamilton – Morrinsville road). (That's 10.9 km from Hamilton)

The cost for the day will be \$10.00 + something for a BBQ lunch.

Please pre-register by phone if at all possible.

Patrick Neal

Ph: (07) 854 3757

E-mail:prnams@xtra.co.nz

Accommodation can be arranged, please phone in advance.

Anyone attending this day that wishes to also attend the Judging day need only ask.

NZIMAC and NZRCAA Judging Day

An Aerobatics Judging day is to be run at the Hamilton MAC on evening of Saturday 18th and morning of Sunday the 19th of August.

I believe it is high time we invested some time into judging training.

I, like most other competition fliers learnt 'on the job' how to allocate scores to manoeuvres. Most of my knowledge is from little pieces of information I got from short conversations with others and a flick through the rulebook.

I have to confess to have judged a round and not fully understood the schedule until I had 'Judged' several flights. This of course is hardly fair to the couple of guys first up. If I am the only judge / flier in New Zealand to have done that, then I will apologise, and eat my hat!

Knowing the situation we are in reality making a joke of what we are doing or trying to do.

The intention of this course is to:

- Have a greater pool of judges from which to draw from at an RC Aerobatics competition.
- Cover basic judging criteria so anyone who attends will feel confident about judging.
- Improve judging skills and techniques.
- Discuss any new manoeuvres and how to judge them.
- Knowing the fundamentals of judging may improve your flying or flight presentation.

This day is open to both IMAC and Pattern fliers and any flier, who has an interest in being an R/C Aerobatic judge. What I hope will happen is, that Pattern guys will be able to share information with IMAC guys, and visa-versa.

The Judging seminar will be run at the conclusion of the sportsman day. We will start early Saturday evening at Hillcrest High School with Take-a-way dinner, a judging video and discussions. Followed by some evening entertainment, probably electric round the pole combat.

Sunday will involve live judging of Aerobatic manoeuvres/schedules in both Pattern and IMAC. We will finish around mid day.

If you wish, you are most welcome to blow out the cobwebs and fly at HMAC's excellent site before/after the scheduled bits.

The cost of the Judging day will be \$10.00 + something for a BBQ lunch. Please pre-register by phone if at all possible.

Patrick Neal

Ph: (07) 854 3757

E-mail: prnams@xtra.co.nz

To be part of Saturday evening's entertainment, bring about \$10.00, a sheet of 3 or

4mm balsa, a knife and some cyno.

Accommodation can be arranged, please phone in advance.

For Sale

Conquest

In the right hands, this is a Sportsman or Advanced winner ! From back in the days when the seal on Paul Stairmand's 44 gallon drum of Rescue Orange paint had only just been cracked. The mighty Conquest !

Comes with spare belly pan, special tank, mechanical retracts, OS 61 Hanno engine, header and pipe. \$500 ono for the lot, or sell the plane for \$350, engine for \$175 ono.



Contact Gareth on 07 8342142 or garethcartwright@hotmail.com

Meridian

Henry Piorun moulding, honeycombed prof. sheeted wings. Prof. built. Very light and true, OS 61 Hanno and OS pipe & header. Futaba 9101s/136G throughout. Dulon 2 Pac paint and film – nice colour scheme. Hardware – Tru-turn, Vibradamps, OK Supras etc. Superb flying plane and in perfect condition. Competitive in any class. RTF, just add RX and fly! Priced very reasonably.

Plus:

- OS 108 NIB
- OS SF 61 ABC NIB
- OS SURPASS 70 NIB
- OS Hanno 2 CF
- OS Header NIB

All open to reasonable offers.

Pattern Calendar

18 August, 2001 – Sportsman Promotional Day. Hamilton Model Aero Club

18/19 August, 2001 – NZIMAC & NZRCAA Judging Seminar. Hamilton Model Aero Club

August 24 to Sept 2, 2001 – F3A World Championships, Cork, Ireland. Go the Kiwi's !

20/21/22 October 2001 (Labour Weekend) – New Zealand Masters – Venue and more details to be advised

The Matrix

A very New Zealand design in conjunction with Team Bogworm. Winner of 2001 Australian Masters.

Full 2 meter specs. Carbon / glass epoxy fuselage (factory fitted pipe tunnel), cowl & canopy. Colour choice available. Foam wing & tail cores. Plans. Kit Price \$500

Contact Ewan Galloway on 06 3740781 or GALLENT@xtra.co.nz



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