

GGG 2011 REPORT

by Roy E. Smith, with contributions from Richard Barlow and David Acton.



Photo: R. Barlow

Wilma Anderson Addresses the 'Gathering' Prior to Presenting the Jim Anderson Memorial Trophy to It's First Winner - Jim Moseley

The 2011 edition of the Great Grape Gathering has come and gone. Held at the 1941 Historic Aircraft group airfield, in Geneseo, NY, on September 16th, 17th, and 18th, this year's event saw a remarkably good turnout. There were 43 entrants, compared with 25 last year. Whether this was due to the advertising in SAM Speaks, the NFFS Digest, and MAAC Magazine, or whether it was word-of-mouth from previous events, we don't know – but it was very gratifying to see so many fliers there, and so many events being flown. Only one event had no entries – and only five had just a single flier, out of a total of 32 events that is quite satisfying. We'd still like to see entries grow in those less contested events, however. Of course, if I hadn't destroyed so many airplanes this season, and not got around to trimming others, I might have made the numbers better myself. Considering the clemency of the weather it is also surprising that there were only eleven examples of triple maxes being recorded – four of those by Jim Moseley and two by

Brad Bane, and one by Jerry Crawmer in FAC 2 bit plus one.

Friday turned out to be a rather dull and quite cool day, with the wind at a significant breeze all day, coming from the North. As a result, the flight line was set up close to the runway, on the North side of the field, with flights (for the most part) heading towards the access road. Four power events were flown, four rubber events, and one glider event. Two of the power events and the glider event were also flown on Saturday.

In P30 we had two junior entries. It has been some time since we had two juniors and these two young lads, Derek and Gregory Ballard (grandsons of Jim Mayes) acquitted themselves very well, flying canard P30's.

1/2A Nostalgia saw two more-or-less spectacular mishaps. I had just figured out the source of inconsistent power pattern on my

scaled down Dixielander (a loose rudder trim screw) and got it to climb properly, when the rear wheel of my chase bike found one of the large potholes in the centre of the field during the retrieve from a successful test flight. The bike went in one direction while I went in the other, landing face-first on the wing. That ended it's flying for the day.

Joe Mollendorf arrived at the field late, because of business obligations on that day, and thought he wouldn't have time to fly. I persuaded him that he had 100 minutes, not the 40 minutes that he had thought, so he brought out his entry and treated us to an aerobatic test flight, culminating in a high speed landing with the engine still running. The fuselage was in three separate pieces after that but Brad persuaded him that a little cyano could quickly cure the situation. Sure enough, within a very short while, there was Joe at the flight line with the aeroplane back together. He launched with a full 9 second engine run, having not put in a test flight since the repair was made (brave man) and put in a flawless max. Back on the flight line after the model had been retrieved, Joe restarted the engine and launched for his second flight – an equally spectacular repeat of his first test flight, with similar fuselage disassembly as a result. Sorry Joe – perhaps I shouldn't have persuaded you to take it out of the car!

The traditional 'Fish Fry' was held on Friday evening, with ~38 in attendance. There were two very important highlights of this event. The first was that we all helped Les Sayer celebrate his 82nd birthday. The second was an occasion which is probably even more auspicious than that. Jim Moseley was inducted into the Model Aeronautics Association of Canada (MAAC) Hall of Fame!!!! I was the proposer of record for this award (having to fight off numerous others for that honour – using the trump card that 'no-one has known Jim longer than I have' to fend off the other hopefuls). Clair Murray – the MAAC Zone Director for the geographic area that Jim

resides in – and his wife, came down to Upper NY State to officiate, and Roy Rymer and his wife (the MAAC PR Director) also came to lend support. Clair was filling in for the MAAC President, who resides in BC and was unable to be present, and he did an excellent job of outlining many of Jim's accomplishments. Numerous accolades were made to Jim by other speakers and a very good time was had by all.



Photo: R. Barlow
Jim Moseley Accepts His Hall of Fame Award from Clair Murray.

Neither of the MAAC officials attending had been exposed to free flight in their modelling careers and they both spent some time at the field, witnessing our shenanigans. I think it was an eye-opener for them both.

Saturday dawned rather brighter than the day before. Upon arrival at the field it took some time to determine where to set up. There was very little drift, but what there was appeared to be from the South (which agreed with the forecasts), so we decided to move the flight line to the access road side of the field. Overall, this worked out quite well, for a lot of the day, but there were a number of intervals where the drift was in every other direction, including to the South – taking models (including my 1/2A Viking) into the soy beans planted on the other side of the access road. Thank goodness for radio trackers, what did we do without them? [Oh! Yes, I remember, we lost a lot of aeroplanes and spent a lot of time vainly

wandering in fields of crops.]

Five power events (including two spanning over from Friday), three rubber events, an electric event, a glider event (also spanning over from Friday), six FAC events (one of them electric), 1/2A Texaco, and Ladies Cloud Tramp, were all flown on Saturday. The six FAC events also spanned over to Sunday.



Photo: R. Barlow
Dan and Carol Kane with Dan's NFFS One-Design Winner.

FAI fliers joined us on Saturday and Sunday, in a contest hosted by John Clapp. This swelled our flight line significantly. Some of the FAI fliers also took time to fly in some of our events.

The picture below shows Andrew Barron's daughters – Michelle (15) and Gina (9) – who form 2/3 of the US F1A team for the Junior World Championships. Michelle managed 5 maxes and Gina 2, out of seven official flights in the F1A competition. Personally, I was awed to see Gina, whose aeroplane appeared to span more than twice her height, towing with total confidence and catapulting the graceful machine into the wild blue yonder. Of course, the success of the Barron clan also attests to Andrew's ability to impart skill and dedication to young people.

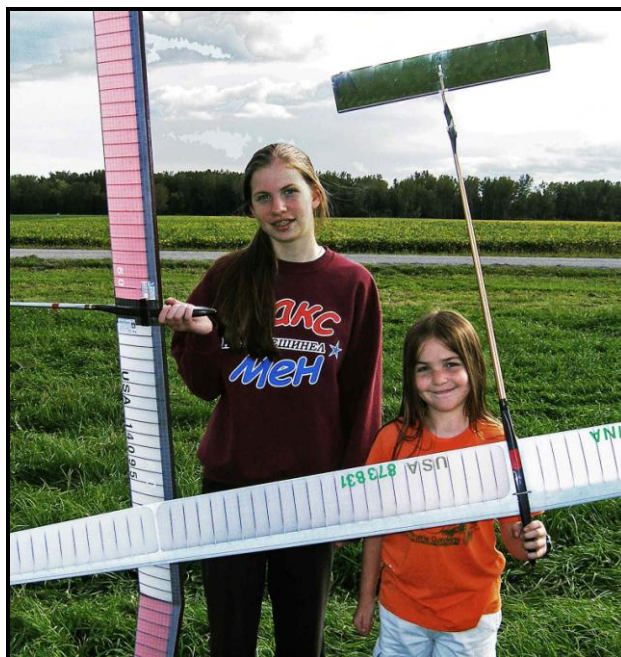


Photo: R. Clemens
The Barron Sisters – Michelle and Gina With Their F1A Machines

Two people (that I am aware of) managed to 'tree' their aeroplanes due to the variability of the drift. Brad getting his B Nostalgia Dixielander high in one tree, and Les getting his new Miss Canada into another.

Unfortunately, Brad's model suffered significant damage to both wing and tail (sorry, 'stab') in getting it down from it's perch – the rubber model was more fortunate, escaping with a couple of very minor scrapes.

A highlight of Saturday's flying is always the Ladies Cloud Tramp Mass Launch, and this year was no exception. Seven highly competitive fliers lined up, as seen in the picture below and, upon a signal from Richard Barlow, all launched their models simultaneously. Richard clearly picked good air because, although two models were caught by an unfortunate gust and spun in soon after launch, the rest were up and away in a booming thermal.

Mary Palangiewicz's aeroplane was down at about four minutes and Pat Barlow's at about a half minute later. Jean Sayer's and Darlene Rymer's models continued to fly and were

eventually lost OOS (no trackers on these diminutive machines) – these two were

declared the co-winners, with Pat and Mary coming second and third respectively.



Photo: R. Barlow

From Left to Right – Jean Sayer, Miriam Morris, Carol Kane, Mary Palangiewicz, Darlene Rymer, Pat Barlow and Bonnie Myers.

This was Darlene's first attempt at free-flight, her husband being an R/C buff, and it was also Mary's inaugural flight, perhaps we will see them both competing again next year. Besides being a testament to the undoubted skill of the fliers, and the builders, the result is also dramatic evidence of the remarkable flight characteristics of this simple all-balsa aeroplane. The ladies' event has been a long-standing tradition at the GGG and this is the second time that there have been co-winners with OOS flights. It is Bob Morris's ambition to win Nostalgia Rubber one day, with a Cloud Tramp, such is the performance of this little gem in the right hands.

As well as co-ordinating the flying of the event, Richard Barlow also sponsored it. He provided champagne as the wine prizes and also specially-made Charles Grant Memorial coffee mugs for the two winners. These mugs have a picture of the designer himself, as well as plans of the Cloud Tramp imprinted upon them.

Richard also provided a similar additional trophy for the winner of the Vic Smeed event – a mug with plans of Vic's most famous design on it, the Tomboy. He has obtained a small stock of these interesting trophies, for

presentation at future Great Grape Gatherings. So take note everyone – at future GGG's you may still get the opportunity to win one of these coveted mugs. The Vic Smeed event, for those unfamiliar with it, is for any cabin power model designed by that ubiquitous British designer. No engine cut off timer is allowed (you must gauge the fuel supply), engine runs must be between 20 and 40 seconds, and the score is the ratio of the whole flight time divided by the engine run time. DT is allowed and the best of two attempts counts.

On the subject of special prizes – Bob Langelius also provided a very special prize for the winner of the 1/2A Texaco event – a .020 cu. in. replica of the famed McCoy .049 diesel.

1/2A Classic Gas saw an unusual situation, where both Brad Bane and Joe Mollendorf missed their second maxes by 1 second, and were tied in the lead! By the end of the day Brad was trying to release his B Nostalgia Dixielander from the clutches of a tree, and neither flier wanted to put up a fly-off flight. In the end we declared them tied for first.



Photo: R. Barlow

Sam Burke With His Winning 1/2A Texaco Entry

After the flying on Saturday a large contingent of the gathering assembled in the 1941 Historic Aircraft Group main hangar for a barbecue dinner. The dinner was organised by four of the ladies from the Western New York Free Flight Society, WNYFFS co-host the GGG with SAM 86. The ladies are Ruth Ann Bane, Ruth Mogle, Heather Mollendorf, and Priscilla Whitford. A repast of barbecued chicken, potato salad, and garden salad (from Priscilla's garden) was enjoyed by all, and the trimmings of salad dressings, drinks, and dessert bites topped it all off to perfection. The feminine touch was evident throughout, and especially in the attractive wrappings for the cutlery. Many attendees brought their bottled winnings with them to enjoy with the meal. The attendance was greater than had been anticipated from previous years (as was the overall attendance at the meet) and this created a little flurry of activity to cover the increase in numbers. All was done with such smoothness and aplomb by

these unflappable ladies that I am sure no-one who wasn't 'dialled-in' was aware of it at all.



Photo: R. Barlow

Mark Rzacca With His Winning FAC .020 Replica Electric Model

Sunday's weather was even better than Saturday's. Almost clear sky, warm (but not hot) temperature, and nearly calm winds. Again the drift was variable, but for the most part it was flyable from the same setup spot as before.

Sunday saw three power events flown, a glider event, four rubber events, and all six FAC events, which were carried over from Saturday. Altogether, the 2011 GGG provided three days of flying fun for over 40 entrants. Camaraderie on the field continued on both Friday and Saturday evenings with social events that allowed all attendees to interact in a relaxed and enjoyable atmosphere.

Not all attendees were equally mesmerized by the performances being put up by the model aircraft.



Photo: R. Smith
Milo & Bobby on Their Grandparent's ATV.

These two – Brad and Ruth Ann Bane's grandchildren – were more interested in the motorised retrieval system.



Photo: R. Clemens
Vic Nippert Launches His Lippisch Storch Flying Wing in FAC Rubber Scale

The picture above is of one of Vic Nippert's launches in the FAC Rubber Scale event – which he won, contributing to him becoming the first winner of the Jack McGillivray Achievement Award.

The GGG has been a joint US/Canadian effort for a number of years now – since the venue had to be changed from the field at Gananoque, Ontario. We try to maintain as much Canadian content in it's operation as we can but a free-flight contest can only be successful if a large

number of people co-operate to make it happen. The 2011 GGG was no exception. I would like to thank the many people who contributed their efforts. Among those are Lyle Whitford, who acted as the CD of record, obtaining the AMA sanction, submitting the list of entrants, and performing all the other duties that ensure that we have a valid event. I must apologise to Lyle that when I printed up the entry forms for this year's event I omitted to change the name of the CD to his from that of his predecessor's in that function. I'm very sorry Lyle – it will be changed for next year, if you'll agree to do the job again. Lyle also organised the Porta-Potti for the field – all of us owe him a great debt of gratitude for that! I would also like to thank the four ladies of the WNYFFS (named previously) who provided us with such a great barbecue meal on Saturday. Jim Moseley and Jim DeTar performed their duties, as event directors for non-FAC and FAC events respectively, with the aplomb that we have come to recognise in both of them. Richard Barlow organised the 1/2A Texaco flying, as well as the Ladies Cloud Tramp event. Les Sayer put up the warning barrier at the runway to keep people and their vehicles off it.



Photo: R. Barlow
Three of the Ladies who Helped "Man" the HQ Desk – L-R Pat Barlow, Sally Smith and Wilma Anderson.

Many people spent time helping at the HQ table, registering participants and recording scores – including my better half, Sally, Jean and Les Sayer, Pat Barlow, Janet and Jim Moseley, and Wilma Anderson. Lastly, I would be remiss if I didn't thank Gerold Lischi

(not a member of either SAM 86 or WNYFFS) for all his help with the physical tasks of erecting and dismantling the HQ tent. Gerry also arranged for advertising of the event in SAM Speaks and the NFFS Digest. If there is anyone I have missed, please be assured that this is not a deliberate slight – just evidence that my grey cells are getting ‘rusty’ – your help really is appreciated.

Now I must make an apology to those people who sponsored events, only to have me get things mixed up in the confusion of the awards ceremonies and their awards not be presented to the right recipients. We did get them right in the end, but some ‘swapping’ had to be done to straighten things out. I am very sorry about this – please continue to make your much valued contributions – I on my part will try to find a better way to co-ordinate things so that the awards go to the right people, at the right time.

There were some departures, this year, from our previous format. The most noticeable change was that this year we awarded memorial trophies for the highest aggregates in three categories.



Photo: R. Barlow

From the Left, Clockwise, the Jim Anderson, Jack McGillivray, Bob Gordon, and Don Reid Trophies

The Jim Anderson Trophy is for the flier with the highest aggregate in rubber events and this year it went to – who else – Jim Moseley. The Bob Gordon Trophy, which for years has been

competed for in a separate event, was awarded this year to the flier with the highest aggregate in power events. No surprise – it was won by Brad Bane. The Jack McGillivray Achievement Award recognises the flier with the highest total points in FAC events and again, no surprise, it went to Vic Nippert. Lastly, the Don Reid Trophy, which is won by the flier with the highest placing Gollywock, was once again presented to Michael Burns. It seems Michael just brings it to the meet each year in order to carry it home again.

One note on the high aggregate wins – not to take anything away from the excellent standard of flying demonstrated by all three of these expert fliers – but a look at the score sheets shows that these three fliers recorded scores in more events than anyone else. Jim Moseley flew in seven events, Brad Bane in eight, while Vic Nippert flew all six of the FAC events plus five of the non-FAC events (that’s an average of almost 4 events/day!). I know that many more fliers (including me!) had models in their boxes (trailers, trunks, etc.) which didn’t get flown. Next year let’s get those aeroplanes out of the box, blow off the dust and cobwebs, and get them into the air. More scores on the board would make this an even more enjoyable event for everyone.

As I have already mentioned, this year’s GGG attracted more entrants than we have seen in quite a few years. Added to that, however, there were a number of spectators who used to be fliers who may now dust off some of those old models, or even build new ones, and bring them out next year. That would be the most satisfying aspect of the whole event – if we inspired some more people to enter (or get back into) this challenging and rewarding hobby/sport. The Ladies Cloud Tramp event showed that we have some talent on the distaff side that is sometimes hidden. Let’s see some more of you ladies competing in more of the other events.

There are many memorable moments from an event of this nature but from 2011 there is one I especially want to recount. It will be a long time before I forget the sight of Bob Langelius actually leaping up and down and yelling with joy at the performance of his model – providing added entertainment for the whole flight line. Bob's squeals of delight were brought on by a two and a half minute flight from his 20+ year old Scientific Fleetwing. Designed by Don Garafalo in the 30s, it is a true "stick" model, complete with a flattened cotter pin prop hanger, motor can and a wire cabane attaching the lovely elliptical wing to the motor stick.

Magazine ads stated "guaranteed to fly 1 mile" – and this time it did! Bob's enthusiastic response to this flight underlines the fact that the vast numbers of uninitiated, who have never flown a free-flight model, have no idea what pure joy they are missing.

Not all of us can finish in first place, but if we had fun then we are winners. If you had fun then please tell your friends, and please come back again next year. If you didn't have fun, please let me know what I can do to make next year's event better.

GGG 2011 Contest Results Friday, September 16th

1/2A Nostalgia Gas (4 flew)

Brad Bane	120	97	120	337
Jim Coffin	116	80	120	316
Don Myers	69	58	75	202
Joe Mollendorf	120	6		126

.020 Replica/1/4A Nostalgia (1 flew)

Brad Bane	120			120
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P30 (10 flew)

Jim Moseley	120	120	112	352
Vic Nippert	110	120	120	350
Don Rousseau	120	120	86	326
Bob Clemens	120	120	82	322
Les Sayer	101	92	105	298
Derek Ballard (J)	88	91	115	294
Gregory Ballard (J)	76	93	113	282
Jim Mayes	49	113	120	282
Dominic Algieri	47	113	63	223
Brad Bane	68			68

Cloud Tramp (8 flew)

Bob Morris	136	73	74	62	137	283
Les Sayer	75	54	97	83	106	255
Bob Clemens	138	80	69	78	73	231
Carol Kane	67	55	77	137	61	205
Richard Barlow	52	62	46	51	50	153
David Loveday	52	55	46	38	45	143
Vic Nippert	20	38	52	30	123	120

Mark Rzacca	49	23		0
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Senator (2 flew)

Jim Moseley	120	120	120	360
Vic Nippert	104	120	120	344

Classic Wakefield (1 flew)

Gerold Litschi	91	122	102	315
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Saturday, September 17th

B/C Nostalgia Gas (1 flew)

Brad Bane	120	120		240
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Diesel Duration (1 flew)

Jim Coffin	49	53	120	222 (DNQ)
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Vic Smeed Design (3 flew)

Jim Smith	8.13			
David Acton	2.1			
Don Myers	1.2			

1/2A Classic Gas (4 flew)

Brad Bane	120	119	120	359
Joe Mollendorf	120	119	120	359
Jim Smith	120	95	43	258
Simon Blake	120	93		213

NFFS One-Design (3 flew)

Dan Kane	120	120	73	313
Roy Smith	120	82	104	306
Lyle Whitford	120			120

E36 Electric (2 flew)

Dick Ivers	120	120	120	360
Vic Nippert	101	120	111	332

Nostalgia Rubber (3 flew)

Les Sayer	120	109	120	349
Jim Moseley	95	120	120	335
Bob Clemens	33	120	120	273

SAM Small Rubber Stick (7 flew)

Mike Burns	120	120	120	180	540
Jim Moseley	120	120	120	146	506
Mark Rzacca	120	110	120		350

Bob Langelius	120	99	120	331
Dominic Algieri	120	72	120	312
Bob Morris	120	94	88	302
Al Timko	92	76		168

SAM Large Rubber Stick

No entries

HL/CL Glider Combined (7 flew)

Vic Nippert	52	120	50	33	22	47	222
Joe Mollendorf	42	28	59	29	120	28	221
Bob Morris	33	74	36	40	23	20	150
Lyle Whitford	43	45	55	48	39	35	148
Jim Smith	21	12	44	19	40	33	117
Miriam Morris	12	19	11	38	30	29	97
Jerry Crawmer	15	21	28	34	33	27	95

Ladies Cloud Tramp Mass Launch (7 flew)

Jean Sayer & Darlene Rymer	1 st
Pat Barlow	2 nd
Mary Palangiewicz	3 rd

1/2A Texaco (5 flew)

Sam Burke	6:08	5:53		12:01
David Acton	7:25	3:21		10:46
Bob Morris	A	DQ	8:07	8:07
Bob Langelius	3:56			3:56
Richard Barlow	1:49	DQ		1:49

Sunday, September 18th

A Nostalgia Gas (5 flew)

Roy Smith	120	120	103	343
Brad Bane	120	94	120	334
Jim Smith	120	67	120	307
Jim Coffin	113	120	50	283
Don Myers	120	63	60	243

AMA A/B/C Gas (3 flew)

Brad Bane	120	120	120	360
Simon Blake	100	102	118	320
Jean Paillet	68	105	120	293

A/B/C Ignition (2 flew)

Simon Blake	56	120	63	239
Ted Lewis	33	25		58

Unlimited Towline Glider (3 flew)

Brad Bane	120	120	120		360
Richard Barlow	120	94	120		334
Jean Paillet	41	73	53		167

SAM Small Rubber Fuselage (6 flew)

Jim Moseley	112	120	120		352
Bob Clemens	120	120	95		335
Mark Rzacca	120	103	63		286
Bob Langelius	86	70	120		276
Ted Lewis	51	58	44		153
Garry Hunter	62	67			129

SAM Large Rubber Fuselage (1 flew)

Gerold Litschi	97	86	64		247
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SAM Commercial Rubber (4 flew)

Al Timko	120	120	120	106	466
Jim Moseley	120	120	120		360
Bob Morris	49	120	120		289
Dominic Algieri	93	120	68		281

Mulvihill/Unlimited Rubber (4 flew)

Jim Moseley	120	120	120	174	534
Les Sayer	120	120	120	131	491
Don Rousseau	117	120	120		357
Jim Mayes	63	120	79		262

FAC OT Gas Replica

Mark Rzacca	11	8	4		23
Jerry Crawmer	7	4	15		26
Vic Nippert	4	6	24		34
Vic Nippert	14	16	6		36
Al Timko	1	4	33		38
Bob Clemens	10	16	27		53
Sam Burke	5	2	55		62

FAC Golden Age Scale

Jim DeTar	83	107	110		300
Bob Clemens	93	115	77		285
Vic Nippert	61	45	120		226

FAC Rubber Scale

	Scale	Bonus	Flight		
Vic Nippert	56	18	63.5		137.5
Richard Miller	47	15	73		135

Jim DeTar	52	5	75.5		132.5
Vic Nippert	51.5	20	65.5		137
Jim DeTar	50	15	62.5		127.5
Bob Clemens	54	3	58		115
Mark Rzacca	54.5	15	29		98.5

FAC Dime Scale

Vic Nippert	51	82	55	10	198
Mark Rzacca	54	58	42	15	169
Jim DeTar	31	63	57	10	161

FAC 2 Bit plus One

Jerry Crawmer	120	120	120		360
Garry Hunter	91	120	75		286
Vic Nippert	81	91	86		258
Bob Morris	62	83	60		205
Sam Burke	59	72	66		197
Jim Coffin	43	73	48		164

FAC Embryo Endurance

Mark Rzacca	120	102	118	9	349
Jim DeTar	120	86	120	9	335
Jerry Crawmer	115	89	120	9	333
Vic Nippert	78	94	48	9	229
Tom Canfield	41	85	38	9	173
Jim Coffin	55	54		9	118

Don Reid Memorial Trophy (highest placing Gollywock) - Mike Burns

Bob Gordon Memorial Trophy (Highest aggregate score in power events)

Brad Bane	337	120	240	359	334	360	1530
Simon Blake	213	320	239				772
Roy Smith	306	343					649
Jim Coffin	316	283					599
Jim Smith	258	307					565
Joe Mollendorf	126	359					485
Don Myers	202	243					445
Dan Kane	313						313
Jean Paillet	293						293
Lyle Whitford	120						120
Ted Lewis	58						58

Jim Anderson Memorial Trophy (Highest aggregate score in rubber events)

Jim Moseley	352	360	335	506	352	534	360	2799
Les Sayer	298	349	491					1138
Bob Clemens	322	273	335					930

Dominic Algieri	263	312	281	856
Vic Nippert	350	344		694
Don Rousseau	326	357		683
Mark Rzacca	350	236		636
Al Timko	168	466		634
Bob Langelius	331	276		607
Bob Morris	302	289		591
Gerold Litschi	247	315		562
Jim Mayes	282	262		544
Mike Burns	540			540
Derek Ballard (J)	294			294
Gregory Ballard (J)	282			282
Ted Lewis	153			153
Brad Bane	68			68

Jack McGillivray Achievement Award (Highest total points in FAC events)

Vic Nippert	3	3	1	4	2	3	16
Mark Rzacca	2	5		1	5		13
Jerry Crawmer		4			3	5	12
Jim DeTar	1		3	2	4		10
Garry Hunter						4	4
Bob Clemens		1	2				3
Rich Miller				3			3
Al Timko		2					2
Bob Morris						2	2
Sam Burke						1	1
Tom Canfield					1		1