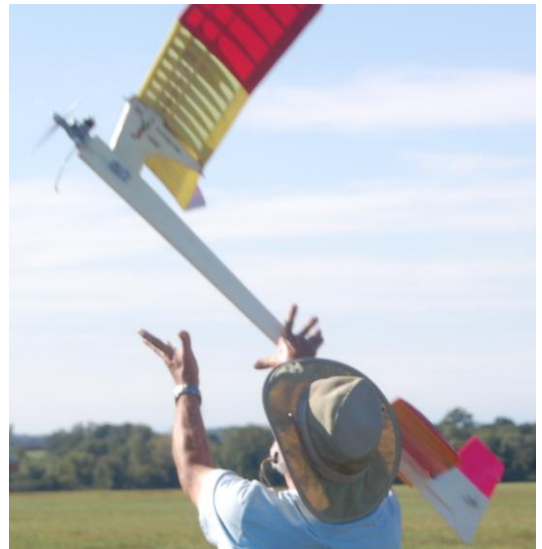


Great Grape Gathering 2012

The 42nd annual Great Grape Gathering was held at the 1941 HAG airfield in Geneseo, NY, on September 21st, 22nd, and 23rd 2012. The weather forecasts for days beforehand indicated that we were not likely to be blessed with three wonderful flying days like we had last year, so it was with some trepidation that Richard and Pat Barlow and Sally and I approached Geneseo on Wednesday the 19th, hoping to get some trimming done ahead of the contest. The forecast had been for clear skies and light winds for Thursday, similar for Friday then winds worsening for Saturday and Sunday with added risk of rain. We dropped the trailer off at the field, met the Barlows at the hotel, and went to have dinner, camaraderie, and the odd spot of Connemara Irish Whisky provided by Richard. A very tough assignment, but someone's got to do it! Thursday morning found the four of us on the field, watching the wind blow at sub-gale force from the South. By noon Richard decided to put up his Cloud Tramp. At 45 seconds it was almost OOS, close to the runway, having been launched from a spot adjacent to the access road, about 800 yds away. This is a ground speed of ~36 mph! I decided to wait a little longer. By 2:00 pm I decided that the wind had reduced enough for me to give trimming a try. Some years ago I built a 550 sq in (125%) Dixielander – intended for B Nostalgia – It was very light for it's size but too small for a 29 and would have required a lot of ballast, so it languished in the basement. I recently decided that it would be about the right weight for a good 19, if a little big, and thus could qualify for Nostalgia A, so I had Bob Mattes breathe on an old OS Max III 19 for me and I installed it in the old fuselage and brought it to Geneseo. Out of the trailer it came and – wonder of wonders – it was in power trim right off the building board. All that I needed to do was add a little stab tilt to cure a slight stall in the glide and to tighten the glide turn a little and it was 'there'. Now I must mention that I had set up the decalage and CG prior to coming to the field, using the advice from Bob Hanford recently published in the NFFS Digest. I put in 3-4 flights in the next couple of hours, in the lulls between strong wind gusts, getting the engine run up to 7+ seconds and decided that it was as ready as it was going to be under those conditions. I had plenty more aeroplanes in the trailer that required trimming but I decided not to push my luck. We retired from the field and, together with a number of others who had begun to arrive by then, proceeded to the drinks and dinner part of the day's entertainment – another tough assignment!



FIRST LAUNCH OF THE 125% DIXIELANDER.
PHOTO: SALLY SMITH



LES SAYER LAUNCHES HIS BEAUTIFULLY BUILT SENATOR.

PHOTO: VIC NIPPERT

Friday morning provided us with proof (if any was needed) that weather forecasting is an inexact science. We were greeted with intermittent showers in the early morning, which progressed to steady rain for a while. Despite the gloom in the skies we were busy at the headquarters desk registering the steady stream of contestants who were showing up at the field. My heartfelt thanks go to Janet Moseley, who manned ('womanned'?) the desk for most of the contest, giving me the opportunity to try to fly. By afternoon the rain stopped, the grass dried, the wind was still strong but flyable and folks were busy flying. Due to the shortened time available some events were not flown, so the decision was taken to roll over to Saturday those that no-one flew. Two juniors flew in P30 (Derek and Greg Ballard) and accredited themselves very well flying canard models – Derek just missed placing, out of a field of six experienced fliers. We had the unusual situation of a fly-off in Cloud Tramp – Jim Moseley and Sam Burke each scored exactly 223 seconds after the first five flights, discarding their best and worst scores. Jim achieved 63 seconds on his fly-off flight



BOB HAMMETT PREPARES HIS MISS WORLD'S FAIR
PHOTO: MARK RZADCA

and Sam didn't fly, leaving Jim the undisputed winner of this prestigious, and well-subscribed event.

As has become the tradition at the GGG – on Friday evening a large contingent (~36) repaired to the Leisures Restaurant at the Conesus Lake Hotel (Rodeway Inn) to enjoy the fish fry there. And, as has also become a tradition, a large number of the diners were squeezed into Sally's and my room for pre-prandial drinks. Not everyone partook of fish for dinner, of course, there is a very wide menu available, and a very convivial evening was enjoyed by all.

THE FLIGHT LINE – SATURDAY MORNING
PHOTO: MIRIAM MORRIS



SIMON BLAKE DEMONSTRATES A VERTICAL LAUNCH PATTERN.
PHOTO: VIC NIPPERT



DOM ALGIERI WINDS HIS GOLLYWOCK –WINNER OF THE DON REID TROPHY
PHOTO: MIRIAM MORRIS

Saturday morning was overcast, a little windy, but not raining, so many stalwarts got right down to business and got their flights in – a wise choice as it happened. Brad Bane put in a string of 8 maxes and a 125 to lay down the challenge in 1/2A Classic Gas – he had to leave the field early



JOE MOLLENDORF LAUNCHES HIS CYCLON-POWERED MAVERICK IN 1/2A CLASSIC GAS
PHOTO: VIC NIPPERT

for a prior evening engagement and wanted to ensure that the task of beating him would be a difficult one. In the early going the winds were moderate and Southerly, but they steadily increased in force and started to veer. A particularly prolonged gust lifted our headquarters shelter from its moorings and turned it completely upside down, severely damaging it in the process. One person received a slight bump on the head in this mishap but did not appear to have been seriously hurt. Luckily, the shelter, which we bought a few years ago, is of a construction that allows



for replacement of parts, so we expect to be able to get it back in working order without too much difficulty. Our good friend and tireless helper, Gerold Litschi, came quickly to the rescue and, by the time we had dismantled the damaged shelter and folded it, Gerry had brought out a replacement from his truck and was in the process of erecting it for us. By noon the wind had veered from the South to the West so the headquarters tent was moved to the Westernmost part of the field, following the path of many of the fliers who had already made that decision. The skies began to clear but the winds grew stronger – a 2 minute max took many people into the cornfield at the East end of the field, about 900 yds away, an average groundspeed of over 15 mph. As can be seen from the results, however, many people didn't manage the max in the blustery conditions that prevailed by then (or else they wisely decided to DT early so as to avoid the corn. Jim Smith wisely decided not to put up the first test flight on his new Avro 504K (pictured). I'm looking forward to hearing news of its maiden flight when the weather is more conducive.



JIM SMITH AND HIS BEAUTIFUL SCRATCH BUILT AVRO 504K
PHOTO: VIC NIPPERT



BOB CLEMENS WINDS HIS PROWLER
PHOTO: VIC NIPPERT

I had trouble with the first two flights of my 1/2A Country Boy, which I finally traced to inadequate strapping down of the tailplane ('stab' to some!). Once that was corrected it flew properly but an engine overrun on that flight negated the ensuing max – then there was no opportunity to repeat the



THE PROWLER IN FLIGHT.
PHOTO: VIC NIPPERT

attempt so my total was dismal.

Saturday evening found 47 of us in one of the small hangars at the airfield, enjoying a chicken barbecue organised by Heather Mollendorf. Heather once again did a superlative job – providing us with a truly memorable experience. September 22nd is Joe Mollendorf's birthday so a rousing chorus of "Happy Birthday" was sung to him and we all enjoyed sharing the beautiful cake adorned with a picture of him with his ubiquitous Maverick. Another matter that is worthy of mention here – quite unknown to Heather, Donna, from the 1941 HAG, had arranged to have students come over from the local college on Saturday morning and assist with the setting up of the tables, etc., in the hangar. This was a great bonus and helped Heather tremendously.



PHOTO: HEATHER MOLLENDORF

Sunday dawned clear and with almost no wind – the forecast said light winds from the South so we moved headquarters back to the South side of the field – a decision reinforced by the sight of a test flight drifting to the North and into the cornfield adjacent to the North side of the runway. Almost no sooner was this decision implemented than the wind veered to the West again and began to blow in earnest. We made the decision to leave headquarters where it was, in case the forecast became true later in the day, and just have contestants bring in scores from wherever they decided



DOUG AND LINDA GEISEL TRY TO GET WARM
PHOTO: MIRIAM MORRIS

to fly. The wind continued all day in the Westerly direction and steadily increased in strength. Again, it can be seen



PHOTO: ROY SMITH

from the results that few people were able to fly, and those that did managed only fairly low times, for the most part. By mid-afternoon it was clear that there was not going to be any respite from the wind so the contest was declared closed. The prize-giving was held at about 3:00pm. A very welcome addition to this year's awards was a dozen engraved wine glasses – supplied by Doug and Linda Geisel. The inscription reads "42nd Annual Great Grape Gathering, Geneseo, New York, 2012". These were awarded to the 1st, 2nd,

and 3rd place contestants in the Power (Bob Gordon Trophy), Rubber (Jim Anderson Trophy), FAC (Jack McGillivray Achievement Award) and Gollywock (Don Reid Trophy) categories, as perpetual reminders of the winner's achievements.

To summarise, the 2012 edition of the GGG was notable for cool, blustery, difficult flying conditions. Despite the conditions, a fairly large number of entrants had a very good time. It is remarkable that the largest numbers of entries were in HL/CL Glider, Cloud Tramp, and P30 – all small, fairly indestructible aeroplanes! Ironically, as I write this, one week later in September, the weather conditions at Geneseo are much more favourable for flying – although still cool. Next year's dates have already been booked – September 13-15, 2013 – one week earlier than this year. See you there!

Roy E. Smith – GGG Contest Manager.



SATURDAY'S WEATHER

PHOTO: BOB MORRIS

Here are more photos from the event, followed by the results:-







Results:

Friday, September 21st

1/2A Nostalgia Gas – Sponsor: RESCO Engineering

Brad Bane	120	120	120	360
David Acton	30			30

0.020 Replica/1/4A Nostalgia Gas – Sponsor: Bill deForest

RuthAnn Bane	120	120	120	360
Jack Barker	40	98	64	202
Bob Morris	12	50		62

P30 – Sponsor: Les Sayer

Vic Nippert	120	118	120	358
Jim Mayes	109	117	100	326
Bob Clemens	117	82	120	319
Derek Ballard (J)57	81	77		215
Mark Rzdca	87	99		186
Al Timco	70	48		118
Greg Ballard (J) 45				45

Cloud Tramp – Sponsor: Richard Barlow

Jim Moseley					F/O	
50	<u>74</u>	80	<u>70</u>	<u>79</u>	63	286
Sam Burke	<u>82</u>	84	<u>77</u>	62	<u>64</u>	223
Richard Barlow	53	<u>72</u>	<u>58</u>	<u>74</u>	89	204
Les Sayer	<u>56</u>	88	38	<u>51</u>	<u>44</u>	151
Bob Morris	<u>18</u>	50	<u>49</u>	<u>40</u>	11	107
Bob Langelius	<u>32</u>	42	<u>18</u>	22	<u>22</u>	72
David Acton	20	23	13			56
Lyle Whitford	28	6				34
Mark Rzdca	20					20

Senator – Sponsor: Jim Moseley

No entries

Friday and Saturday

HL/CL Glider Combined – Sponsor: Priscilla Whitford

Joe Mollendorf (HL)						
3	<u>77</u>	27	<u>55</u>	25	<u>49</u>	181
Vic Nippert (CL)	38	39	<u>44</u>	<u>42</u>	<u>43</u>	27
Richard Barlow (CL)	<u>49</u>	11	25	<u>48</u>	<u>31</u>	23
Lyle Whitford (CL)	22	9	<u>55</u>	<u>36</u>	6	<u>35</u>
Bob Morris (HL)	<u>29</u>	<u>23</u>	23	23	<u>50</u>	15
Jim Smith (CL)	19	12	23	<u>26</u>	<u>39</u>	<u>26</u>
Don Myers (CL)	<u>26</u>	<u>20</u>	7	9	8	<u>24</u>
Greg Ballard (J) (HL)						70

<u>24</u>	<u>22</u>	13	6	<u>16</u>	2	62
Doug Geisel (CL)	5	14	28			47
Derek Ballard (J) (HL)	<u>13</u>	11	<u>17</u>	12	<u>14</u>	12
Jack Barker	25					25

Diesel Duration – Sponsor: Don Myers and Jim Smith

Jim Moseley	120	120	120	360
-------------	-----	-----	-----	-----

Vic Smeed Memorial Event – Sponsor: Richard Barlow

No entries

Saturday, September 22nd

1/2A Classic Gas

Brad Bane	120	120	120	120	
	120	150	150	150	125
Jean Paillet	120	120	120	120	480
Simon Blake	106	120	120		346
Joe Mollendorf	120	120	91		331

NFFS 1/2A One-Design Combined

Simon Blake	93	104	120	317
Roy Smith	76	87		168

B/C Nostalgia Gas – Sponsor: RuthAnn Bane

Brad Bane (B) 120 120 120 360

E36 Electric

Vic Nippert 79 90 77 244

Nostalgia Rubber – Sponsor: Gerold Litschi

Al Timko 120 66 120 306

Bob Clemens 66 120 93 279

Les Sayer 63 120 66 249

SAM Small Rubber Stick – Sponsors: Tena & Vic Nippert

Dom Algieri 96 59 101 256

Al Timko 82 75 53 210

Tom Canfield 30 43 66 139

SAM Large Rubber Stick – Sponsor: Gerold Litschi

No entries

1/2A Texaco

Richard Barlow 7:55 1:22 9:17

Doug Geisel 2:45 2:45

David Acton 1:51 1:51

Ladies Cloud Tramp Mass Launch – Sponsor: Richard Barlow

Pat Barlow 1st

Darlene Rymer 2nd

Cynthia Sherwood 3rd

FAC OT Gas Replica

Vic Nippert 116 94 55 265

Mark Rzdca 109 97 32 238

Bob Clemens 78 78

FAC Golden Age Scale

Jim deTar 57 98 120 275

Vic Nippert 49 46 62 157

Mark Rzdca 34 34

FAC Rubber Scale

Vic Nippert 56 72.5 1st

Jim deTar 65 68 59.5 2nd

Tom Canfield 23 50.5 3rd

Sunday, September 23rd

A Nostalgia Gas – Sponsor: Brad Bane

Jim Smith 62 62

AMA A/B/C Gas

No entries

ABC Ignition

Jack Barker 22 22

Unlimited Towline Glider

Brad Bane 55 120 175

SAM Small Rubber Fuselage – Sponsor: Bob Langelius

No entries

SAM Large Rubber Fuselage – Sponsor: Gerold Litschi

No entries

SAM Commercial Rubber – Sponsor: Bob Langelius

Bob Morris 5 5

Mulvihill/Unlimited Rubber – Sponsor: RESCO Engineering

No entries

FAC Dime Scale

Mark Rzdca 60 48 21 129

Jim deTar 108 108

FAC 2 Bit Plus One – Sponsor: Bob Morris

Bob Morris 28 27 55

Mark Rzdca 35 5 40

FAC Embryo Endurance

No entries

Grand Champion Awards

Bob Gordon Trophy

Brad Bane	- 1895	1st
Simon Blake	- 663	2nd
Jean Paillet	- 480	3rd
Ruth Ann Bane	- 360	
Jim Moseley	- 360	
Joe Mollendorf	- 331	
Jack Barker	- 224	
Jim Smith	- 175	
Roy Smith	- 163	
Bob Morris	- 62	
David Acton	- 30	

Jim Anderson Trophy

Al Timko	- 634	1st
Bob Clemens	- 598	2nd
Vic Nippert	- 358	3rd
Jim Mayes	- 326	
Dom Algieri	- 256	
Les Sayer	- 249	
Derek Ballard (J)	- 215	
Mark Rzdca	- 186	
Tom Canfield	- 139	
Greg Ballard (J)	- 65	
Bob Morris	- 5	

Jack McGillivray Achievement Award

Vic Nippert	1st
Jim deTar	2nd
Mark Rzdca	3rd

Don Reid Trophy

Dom Algieri	1st
Al Timko	2nd