

# FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 47 NUMBER 4  
SUMMER 2015

**WEST WYALONG  
AND HOW IT  
ALL HAPPENED**

**PETER TWISS RECALLS  
VINTAGE RUBBER**

**NEW TIMERS  
ANNOUNCED**

**FID TEAM TRIALS**

**VIC STATE CHAMPS A, B & C**

**NSW STATE CHAMPS G, H & J**

**SAM FLIES AT WEST WYALONG**

**AFFS AND SCC  
ENTRY FORMS**



## FRONT COVER:

Veteran Queensland free flyer  
Des Slattery launches his venerable  
Limey at the 66th Nationals at  
Springhurst Victoria in January 2014.

# Free Flight Down Under December 2015

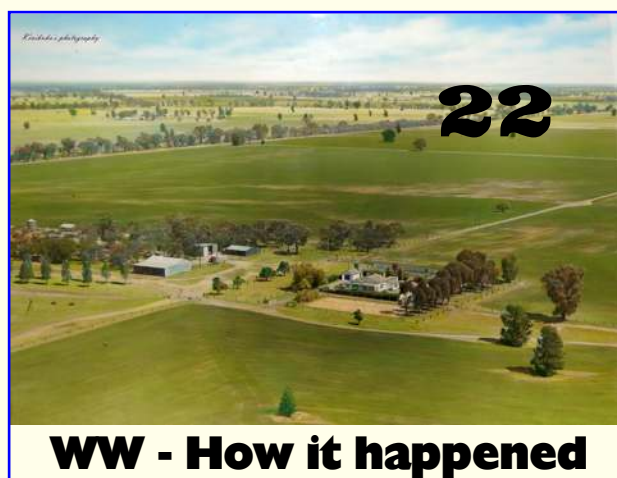
Volume 47, Number 4

This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078.  
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred.

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## PRESIDENT'S REPORT



We are approaching that time of the year when the competition program slows down. With an absence of Nationals at the end of the year, only those travelling to the United States for the Feb Feb week of events at Lost Hills will be able to participate in a major event before the our annual competition at Narrandera.

This is a reminder that the window for the Team Selection Events program commences on December 1, 2015 and ends on November 30, 2016. Those attending Lost Hills may include their results from one event at Lost Hills in the team selection process if they so wish. State Championships results are also eligible to be counted in establishing the order of merit for team places. To comply with the Team Selection MOP six months' notice of events must be made available. Please check the competition program listed elsewhere in this issue of FFDU

Two events shall be held at Narrandera in 2016 as listed in FFDU.

## FREE FLIGHT DOWN UNDER

Firstly the David Anderson Memorial event shall immediately precede the normal AFFS Championships. David was a keen flyer over many years representing Australia in several World Championships in what is now called F1A. He was a generous sponsor of F1A events at the AFFS Championships over many years donating substantial trophies. He was also responsible for sponsoring visits to Australia by some of the world's best flyers. With his passing it was decided to honour David with an event carrying his name.

It is believed that the Southern Cross event will be held at West Wyalong immediately after the AFFS Championships. This programming allows team aspirants to attend three selection events in a short period thus minimising the number of long journeys that have to be undertaken.

Albert Fathers and I were fortunate to attend the events held at West Wyalong over the first weekend in October. The emphasis was on the small FAI Classes and Vintage models. It was a very relaxed contest made all the better by the NSWFFS organisers. We were most impressed by the development of the flying field and the facilities that members have worked on. Hot showers and flushing toilets have been installed for campers. As usual there was a magnificent barbecue on the Saturday night for all attendees. Terry Bond with his Committee and band of workers are to be

December 2015

congratulated on the tremendous progress to the ultimate goal of a major model flying resource in NSW. Concurrently with the Free Flight contest, there was an R/C Old Timer event in a separate part of the field and it was well attended, did not clash with the Free Flight and it was great to meet with the R/C flyers at the barbecue. I think the dream of a multi-use field is realistic.

Now is the time to refurbish models, get in some practice and be ready for the new contest year. It is only left to wish all a Merry Christmas and a Happy New Year and hope that Santa brings all of us the latest models in our chosen class and a copy of event winning instructions.

Best of luck to all those travelling to Lost Hills and keep the Australian flag flying high

*Happy flying*  
*Graham Maynard*  
*President, AFFS*



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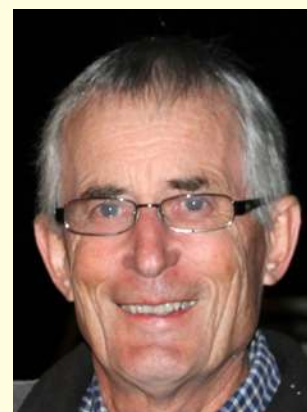
## FROM THE EDITOR

Well, the Summer edition of Free Flight Down Under is usually the most difficult one to put together. Most competitions are over and people are starting to think of families and holidays. Luckily, a few heard my call and I have received a "potpourri" of articles that help fill out the covers and actually make interesting reading.

Thank you Roy Summersby, Phil Mitchell, Harry Sokol, Leigh Morgan, Peter Scott, Matt Hannaford, Peter Twiss, Peter Greenhill, Shayne McDonald, Adrian Bryant, Graham Maynard, Gary Pope, John Lewis, Tim Haywood-Brown and Lyndal Cooper-Rayamajhi. It's been a while since we had 15 contributors!

With such a variety of contributors, FFDU will continue to improve; but my backlog of articles has dried up. Let's hope a few more of our members pitch in to make 2016 an easier year for the editor!

So, with Christmas fast approaching I'd like to wish you all a Merry Christmas and a healthy, happy and winning New Year. See you on the flying fields in 2016.



*Cheers, Malcolm Campbell*

## VALE Don Pope 1928 - 2015



Gary Pope timing for Don at Richmond in 2010

Don first came into contact with Aeromodelling when he and his father built a Women's Weekly model. They actually got it to fly. A series of photos dated 14 August 1938 capture this first successful attempt at modelling. Over the ensuing years other things (footy, girls, cars, etc.) got in the way. After

marrying Tricia & producing 3 sons Don returned to modelling in the 1950's. His first attempts were some small rubber powered kit models. Next was a Keil Kraft Contestor kit. This model looked good but did not fly so well. Don branched out into other free flight types including a Mercury Kits

Teal, a Contest Kits Calypso Major with an Oliver Tiger up front and a Contest Kits Empress Glider. Don had a lot of fun and a bit of success flying Power ratio with the Calypso and also glider with the Empress. In later life he reminisced about how the Empress handled windy conditions very well. Don also had some success with a Wakefield designed Bob Hatschek. I was a keen observer of Dad's exploits in the paddock with the like of Arthur Butler, Allan Edwards, Keith Murray, Dave Hegarty and Ivor Stowe (as he then was) and many other names that elude my memory banks for the moment.

By the middle 60's Don became focused on things outside modelling. Before putting the modelling tools aside completely, Don built the fuselage and prop of a Bob Jeffrey design for the Moffat Cup. This design placed 2<sup>nd</sup> in the Moffat cup in 1936 and was drawn in the 1937 Frank Zaic Yearbook and Don like the look of it.

In the early 80's Don & his wife Tricia relocated to Tweed Heads. They both had lots of visitors over the years & their place was a favourite destination for his Sons and their families each Christmas. For some reason my interest in modelling was rekindled in the late 80's and one of the first things I did was to build the wings and tail feathers for the Bob Jeffrey Moffat

Cup model....I think I had nothing to do one very wet Christmas at Tweed Heads! Dad took the bait & was back into it himself in the 90's.

We had a lot of fun thereafter making & flying lots of models. We flew at Waikerie, Bundaberg, Richmond, Canowindra, Narrandera, etc. over a number of years. In this time Don reacquired himself with two stalwarts of Australian Modelling who also lived not far from the Tweed Gold Coast area – Adrian Bryant & Gordon Burford. Along the way Don also regained contact with Arthur Butler. If my memory is working correctly Arthur, Adrian & Don placed 1, 2 and 3 in Vintage Rubber Free Flight at the Bundaberg Nationals in 1992. Don had the pleasure of renewing contact with many of his old flying buddies in the autumn of his days.

Finding suitable Free Flight fields in Tweed Heads proved impossible so Don turned to RC Flying for a time. He eventually returned to Free Flight but was restricted to events where I was his chauffeur. Don enjoyed modelling for a number of years and flew at Richmond with Jim Christie, Roy Summersby, Terry Bond, etc. when visiting Sydney. This continued until advancing age & illness restricted his mobility. Indeed Don's wife Tricia became Don's carer after he suffered a stroke. Then, in early 2013 Tricia became very ill.

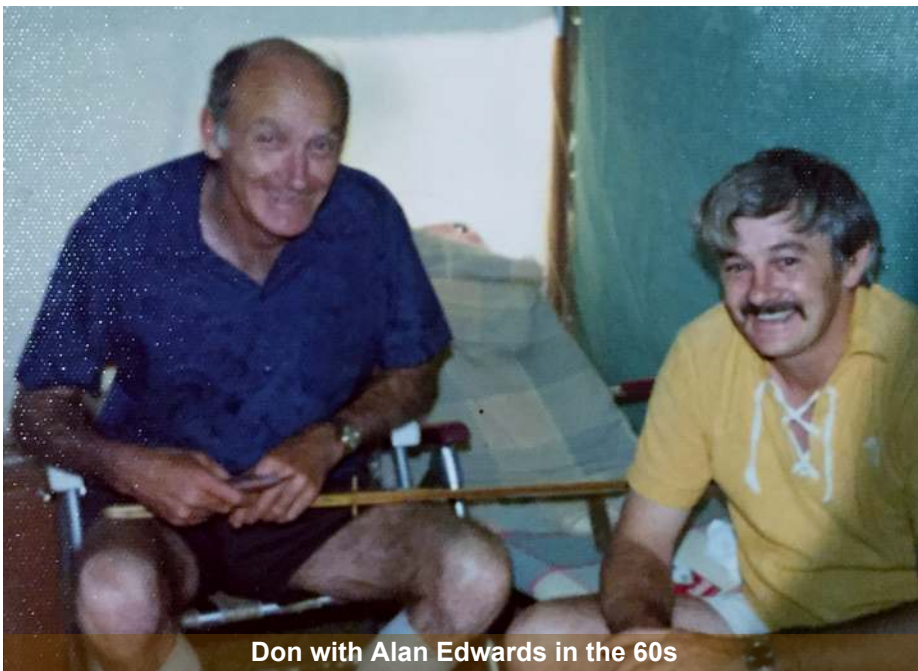
Whilst Tricia recuperated Don alternated between staying in respite care at Tweeds Heads or living with me in Sydney. Upon Tricia's recovery they both made another sea change – moving back to Sydney to be near the family and to live in the Aged Care facility at Courtlands North

Parramatta. Tricia lived in a unit at Courtlands while Don lived firstly in low care and then high care facility at Courtlands.

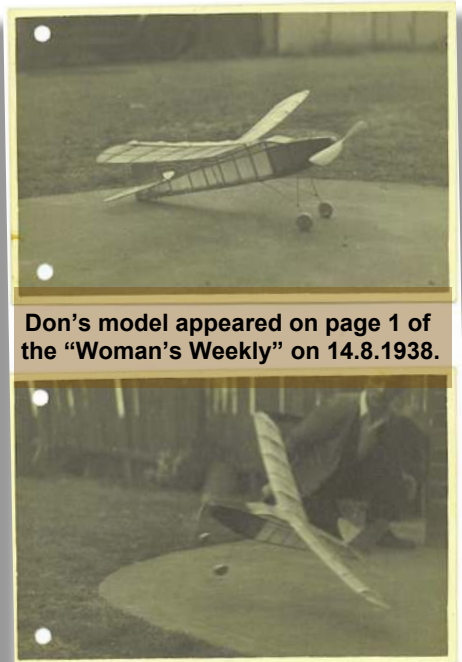
Recently Don fell ill & was admitted to the Emergency Response unit at Westmead Hospital. Unfortunately, Don did not recover and passed away pain free and in care on the evening of Sunday 30 August 2015.

Don always lived life to the full & believed in having fun. I'm sure those who knew him will remember a good time and a few laughs that they had with Don.

*Gary Pope*



Don with Alan Edwards in the 60s



Don's model appeared on page 1 of the "Woman's Weekly" on 14.8.1938.

We need more contributors in 2016. I'm sure you have a model under construction or repair? Tell us about it. Maybe you received some nifty modelling tools for Christmas? Tell us about them. Maybe you have construction plans for 2016? Tell us about them. Free Flight Down Under needs VARIETY! And you can supply this vitalising ingredient



## Narrandera Free Flight Friday 08 April-Thursday 14 April 2016

### *Australian Free Flight Society Championships and Dave Anderson Memorial World Cup Programs*

#### Dave Anderson Memorial (DAM) (World Cup Event)

Friday 08 April	F1A <sup>#</sup> & F1C <sup>#</sup> (see note 4)	5 x 1 hour rounds	0800 - 1300
Saturday 09 April	F1A & F1C fly-offs from Friday		0700- 0730
	F1B <sup>#</sup> (see note 4)	5 x 1 hour rounds	0800 - 1300
Sunday 10 April	F1B fly-off from Saturday		0700 – 0730
	Reserve Weather Day/Practice/Rest Day for AFFS		
Sunday 10 April	Evening AFFS AGM		1930

#### AFFS Championships 2016 (World Cup Event)

Monday 11 April	Combined % open	3 flights	0700 - 1200
	F1G* (see note 3)	5 x 1 hour rounds*	0730 - 1200
	F1H* (see note 3)	5 x 1 hour rounds*	0730 - 1200
	F1J* (See note 3)	5 x 1 hour rounds*	0730 - 1200
Tuesday 12 April	% Open fly-off from Monday		0700 - 0710
	F1A <sup>#</sup> (see note 4 )	5 x 1 hour rounds	0800 - 1300
	F1C <sup>#</sup> (see note 4)	5 x 1 hour rounds	0800 - 1300
	P30	3 flights, 120s max	0800 - 1300
	Open Rubber	3 flights	0800 - 1300
Wednesday 13 April	F1A, F1C, P30 Fly-off from Tuesday		0700 - 0730
	F1B <sup>#</sup> (see note 4)	5 x 1 hour rounds	0800 - 1300
	Open Power	5 flights	0800 - 1300
	Combined/HLG/CLG/TLG		0800 - 1200
Thursday 14 April	Flyoffs from: Tuesday Open Rubber		0700 - 0730
	Wednesday F1B & Open Power		0700 - 0730
	Combined Vintage	3 flights	0730 - 1200
	Oz Diesel	5 flights, 120s max	0730 - 1200
	Scramble (Ivor F Memorial Trophy)		0830 - 0930
Thursday 14 April	Evening. Presentation Dinner for DAM & AFFS		7 for 7.30 pm
	Venue: Morundah Hotel. Bus from Narrandera provided.		
Friday 15 April	Moving Day to West Wyalong		

**AFFS General Notes/Comments:**

- 1) Daylight Saving NSW finishes 03 April 2016
- 2) Sunrise 07 April 2016 is at 0631 (Civil Twilight 0606)
- 3) \*F1G/H/J First Round will be "High Time" and must be flown before 0800  
(6 min max first round only. NB time above 2 min max will only be used to resolve ties)
- 4) # F1A,F1B & F1C First round duration will be 4 minutes (Weather permitting)  
CD to determine duration of round 5 (5 minute max weather permitting)  
F1C engine run 4 seconds.
- 5) Open Rubber fly-off held over to Thursday morning to avoid fly-off congestion Wednesday morning
- 6) P30 morning fly-off retained due to class popularity and number of Juniors flying
- 7) Combined Vintage first flight will be "High Time" & must be launched before 0800  
(6 min max first round only. NB time above 3 min max will only be used to resolve ties)
- 8) Oz Diesel first flight will be "High Time" & must be launched before 0800  
(6 min max first round only. NB time above 2 min max will only be used to resolve ties)
- 9) Generally earlier starts for fly-offs & non FAI events but latest finish is 1300 hrs!
- 10) WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
- 11) Flyoffs for F1A, F1B & F1C will be 10 minute duration. Open Power, Rubber & P30 flyoffs will be unlimited duration.
- 12) OPEN EVENTS - are 3 flights to a 3 minute max with no rounds.
- 13) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 14) Old style F1J/Class 1 Power models – restricted to a plain bearing motors of less than 1 cc and no moving surfaces except DT – will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½ A Vikings)
- 15) P-30 is 3 flights to a 120 sec. max. No rounds.
- 16) COMBINED % OPEN – is 3 flights (no rounds). Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights i.e. no discards. Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 17) VINTAGE Glider, Rubber and Power will be flown as a combined event. You may enter more than one class. Champ of champ points will include all entries. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre 1956) as per MAAA rules 2009.
- 18) HLG/CLG/DLG are combined, not separate events. All flights from the box marked by 4 cones.
- 19) Oz Diesel (1.5cc plain bearing diesel, no VIT, AR etc., see FFDU2002/3), 10 sec motor run, 5 x 2 min flights.
- 20) Radio Dethermalization (RDT) is allowed in all events.
- 21) PLACEGETTERS' models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
- 22) All Competitors must be in possession of a current MAAA/FAI licence.
- 23) AFFS Annual General Meeting: Please forward agenda items, nominations etc. to the Secretary, Phil Mitchell by March 25 2016. Po Box 44 Terrigal or [filnoels@bigpond.net.au](mailto:filnoels@bigpond.net.au)
- 24) The Presentation Dinner will be on the evening of Thursday 14 April at the Morundah Pub. There will be a bus from Narrandera. Cost (including bus) will be about \$35. We need to know numbers in advance so please make your bookings for the dinner and pay with your entry.
- 25) Motorized retrieval (car, motorcycle) is not allowed (pedal and electric bicycle retrieval is). We are not permitted motorized retrieval on the Department of Defence land (Field 1) and for Field 2, although motorized retrieval has been allowed in the past, we have had problems with the dust raised by cars obscuring models and blanketing the flight line.
- 26) Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.



## ENTRY FORM

### 39<sup>th</sup> Annual Australian Free Flight Society Championships World Cup - Open International F1A, F1B, F1C

Narrandera, NSW

April 08 – 14, 2016

Name: ..... FAI No: .....

Address: ..... Age (if Junior).....

.....

Phone: ..... E-mail .....

#### Events entered

Event	Tick
1. F1A World Cup Event	
2. F1B World Cup Event	
3. F1C World Cup Event	
4. Combined % Open	
5. Open Rubber	
6. Open Power	
7. Scramble (Ivor F Memorial Trophy)	
8. P-30	

Event	Tick
9. F1G (Coupe d'Hiver)	
10. F1H (A1 Glider)	
11. F1J (see note 14 in Program)	
12. Combined HLG, CLG, DLG	
13. Combined Vintage. (entry in more than one class allowed)	
14. Oz Diesel	
Dinner	
AFFS sub for 2016/17	

<b>Fees:</b>	World Cup events F1A, F1B and F1C	\$40
	Any number of other AFFS events	\$30
	Any number of WC and AFFS events	\$60
	Presentation Dinner	\$35/person
	AFFS membership including FFDU for 2016/17	\$30
	Posted paper copy of FFDU	\$10
	There are no fees for juniors	

#### Fee calculator

Select entry one entry option, membership option, dinner if attending	Fee	
World Cup events only	\$40	
AFFS events only	\$30	
World Cup and AFFS events	\$60	
Dinner	\$35/person	
AFFS membership for 2016/17 (includes electronic FFDU)	\$30	
AFFS membership for 2016/17 with posted paper copy of FFDU	\$40	
<b>Total fee</b>		

TO HELP THE ORGANISATION, PLEASE SEND PRE-ENTRY BY APRIL 1, 2016.

Send completed entry form with money (cheques payable to Australian Free Flight Society **not** FFDU)

to: Albert Fathers, Treasurer AFFS  
7 Esperance Close Elanora QLD 4221 Australia

Or by bank transfer to: Name: Australian Free Flight Society  
BSB 033 174  
Account No. 331732

Overseas people can pay on arrival but it would help organization if entries are returned so we know numbers – especially for the dinner.

Forms or entry details can be e-mailed to: [fathersplace@smartchat.net.au](mailto:fathersplace@smartchat.net.au)



# southern cross cup 2016

16<sup>TH</sup> - 17<sup>TH</sup> APRIL  
WEST WYALONG NSW



WORLD CUP - OPEN INTERNATIONAL FOR FIA, FIB AND FIC  
ALSO OPEN POWER AND OPEN RUBBER

## PROGRAM AND VENUE DETAILS

Saturday 16 <sup>th</sup> April	<i>F1 B</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Power</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Sunday 17 <sup>th</sup> April	<i>Flyoffs for F1B and Open Power</i>		<i>0730</i>
	<i>F1A</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>F1C</i>	<i>5 x 1 hour rounds</i>	<i>0800 - 1300</i>
	<i>Open Rubber</i>	<i>3 flights</i>	<i>0800 - 1300</i>
Monday 18 <sup>th</sup> April	<i>Flyoffs for F1A , F1C and Open Rubber</i>		<i>0730</i>

***NSWFFS AB Field is located at 1390 Clear Ridge Road West Wyalong and will be signposted***

### Information

1. WORLD CUP EVENTS - are flown from a flight line in five one hour rounds. Please assist by volunteering to time keep.
2. Flyoffs will be organized after the event (start time, CD and timekeepers) but held the following morning. Durations for F1A, B & C will be 10 minutes. For other events unlimited (conditions permitting).
3. OPEN EVENTS - are 3 flights to a 3 minute max with no rounds and one unlimited flyoff the next day.
4. Radio Dethermalization (RDT) is allowed in all events.
5. PLACEGETTERS models, lines, motors etc. may be processed. There will be spot checks and check timekeeping on the field.
6. All Competitors must be in possession of a current MAAA/FAI licence.
7. Motorized retrieval by car, motorcycle, pedal and electric bicycle is allowed. Smoking on the field is not allowed. If you smoke in a car the doors have to be closed.
8. Camping is allowed on the field with prior notification.
9. Sunrise at West Wyalong on April 18 is at 06:31. Sunset 17:25.



# SOUTHERN CROSS CUP 2016

## 16<sup>th</sup> - 17<sup>th</sup> April



WORLD CUP - OPEN INTERNATIONAL FOR FIA, FIB AND FIC  
ALSO OPEN POWER AND OPEN RUBBER

### INFORMATION

**Entry Fees**      Registration Fee \$10.00  
                          Open Power & Open Rubber \$10.00 each  
                          World Cup events ( F1A, F1B, F1C ) \$30 once for any number  
                          There are no entry fees for Juniors

**Send entries to:** Roy Summersby, 132 The Esplanade, Umina Beach, NSW 2257 AUSTRALIA.  
 Please make cheques or money orders payable to NSWFFS Inc in \$A.  
 Prior entry AND payment by the **1<sup>st</sup> April 2016**. Late entry fee \$20.  
 Overseas entrants may pay on the field.

F1A, F1B & F1C are World Cup Events. We need timekeepers for each pole, and we need your help.  
 Please indicate if you can assist with timekeeping or CD'ing any event.

**Enquiries:**      [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)

Name: .....FAI number: .....

Address: .....

.....

.....

Tel: .....E-mail: .....

Mobile No: .....

Timekeeping: Yes / No ..... CD'ing Yes / No.....

Event	Fee	Amount
F1A	\$30	
F1B	\$30	
F1C	\$30	
Open Power	\$10	
Open Rubber	\$10	
REGISTRATION	\$10	\$10
<b>TOTAL</b>		

# NSW State Champs F1G, H, J & Vintage

West Wyalong 3 - 4 October 2015



No report was supplied for this event, so I extracted some details from the NSWFFS newsletter. Weather conditions on the Saturday were good but for some reason quite a few flyers had various problems. Results are as follows:



Adrian Bryant got his customary one flight in with the vintage Lim Joon

## F1G:

1. Jim Christie
2. Mat Hannaford
3. Albert Fathers
4. Garry Goodwin
5. Graham Maynard

## ½ Hour Scramble:

Conditions were good in the early morning

- |                   |      |
|-------------------|------|
| 1. Matt Hannaford | 1163 |
| 2. Michael Towell | 1109 |
| 3. Aaron Booth    | 877  |

## F1J:

1. Terry Bond
2. Roy Summersby

## F1H:

No Starters

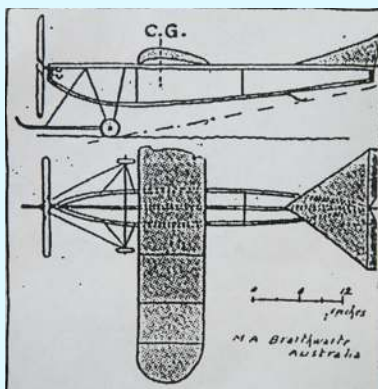
## Vintage:

The wind was up by 9.00 am and became much worse as the day went on. Vintage had 8 starters.

1. Roy Summersby
2. Col Collyer
3. Peter Scott
4. Albert Fathers (Boxall Rubber)
5. Jim Christie
6. Adrian Bryant
7. Albert Fathers (Kane glider)
8. Graham Maynard

## HELP WANTED

### THE BRAITHWAITE MONOPLANE



While searching for a plan of an early Australian model, I came across this plan in the English magazine "FLIGHT" for 1915. It also contained this short article.

MA Braithwaite writes from Australia about his groping in the aeronautical darkness. Beginning in 1909 when he was 13 it took him till 1914 to get a model (an A-frame pusher) to fly. He was hampered by the lack of imported goods like rubber strip, props, etc.

Clubs had been formed and contests held. Average flights were about 40 seconds.

His 8 oz 33 inch wingspan tractor model had advanced features such as a big tailplane and double-surface wing, made from 18 swg wire and a spruce spar. Six strands of ¼ rubber drove each of two gears through the 9 inch propeller which proved too small for the power, giving flights of only 90 yards.

Thanks to "FLIGHT" 1915.

**But who was MA Braithwaite?** I would appreciate any information regarding Mr Braithwaite and early Australian aeromodelling.

Adrian Bryant [adrian12@norex.com.au](mailto:adrian12@norex.com.au)

## SAM flies at West Wyalong

A report by Peter Scott



A reasonable turnout of SAM fliers turned up for the first contest to be held here. Some came to see this new place and some to fly old timers, anywhere, anytime. The "field" consists of a very large flat paddock of about 750 acres with a homestead toward the centre with lots of outbuildings. The old machinery shed has been reused for showers and toilets with the installation of two prefabricated shower/toilet units. The Free Flight Society intends to make this facility into a modelling mecca and will further develop the camping facilities on the site. It will be possible to stay on site for a number of days provided you bring your own food.

The new shower and toilet facilities and flight-line room were good. I think that we need to decide for the future what area we are to use as a take-off area so that it can be mowed beforehand. Some of the smaller models in 'Antique' got tangled up with the daisies, but we overcame that by hand-launching problem models. The bigger models had no trouble.

The Saturday events got underway in good weather. '38 Antique being flown first. Four people made the fly-off. Kevin Fryer beat me into second place with Condo third. Kevin used his favourite model type – used in everything including ½ A Texaco – a Cumulus. This was powered by a Forster 99 as was my Record Breaker. Condo flew a very nice Westerner with a Made-well 49.

Next up was Burford, again, perfect conditions. The fly-off was a low time event, with the winner – me – flying a Zoot Suit, but managing only 354



'38 ANTIQUE 3. Peter Smith, 1. Kevin Fryer and 2. Peter Scott



BURFORD EVENT: 2. Grant Manwaring, 1. Peter Scott and 3. Peter Smith



MC Terry Bond entertains at the excellent lamb and veggies spit roast behind the farmhouse

**ED: West Wyalong has the makings of an excellent multi-discipline field. The SAM group of vintage radio modellers had a great weekend while free flight was jointly conducting their meeting on the field in front of the farmhouse.**

seconds. Grant Manwaring was second and Condo third. I had flown off to the right, over the farm house and ended up with much better air.

Duration ran late into the afternoon. Peter Van De Waterbeemd left his model on the kitchen table at home so used my spare. After a rapid repair to keep the tail on the model (the fuselage on the Stardust is quite fragile in many places) he got into the fly-off. The winner was Condo, with his Playboy – McCoy spark combination, followed by Kevin Fryer with his Cumulus, again a McCoy up front, and Dave Brown flying his old maid of all work, the 85% Bomber came in third. My model was set up fine in the end but a slide control on the throttle got bumped forward so that when I shut the throttle at the end of a perfect climb, it didn't stop! When I worked it out and it did stop it was very high and 3 seconds over the allotted run time of 40 seconds. Sometimes slide controls can catch you out.

The Saturday evening 'do' went well, with plenty of lamb and veggies for all. Local lamb on a spit and the vegetables were cooked in camp ovens. A lot of people including quite a few locals attended. It was good to see a lot of kids having a good time, and being well

behaved. There was a big camp fire; all we needed was a bush band. Plenty of free wine – the wine waiters did a good job, too good in a couple of cases!

Sunday morning was different. I went to fly free-flight – combined vintage, where even a short engine run and D.T meant a long retrieve. Luckily the paddock allows the use of a van. I put in my three flights and was pleased that my Eureka went into a perfect glide every time in trying conditions. I think Roy's Swiss Miss ended up miles away, in a tree on a three minute flight.

The radio scramble was about to start when I got to the SAM part of the field, I didn't have a model for this as I hadn't expected free flight to be over so soon. It was interesting to watch close-up. People are getting very efficient at doing this. I was impressed with Jim Rae's Bugaboo model – neat and strong, not sure on the results though.

½A Texaco was flown in a very stiff wind. I'd brought the one model that I'd found hopeless in wind and turbulence. I finally fixed this by giving away the wing and tail, then destroyed the fuselage. I salvaged the hard ware. I couldn't be tempted to fix and fly it again! Plus, extra space for my new Li'l

Diamond in the model storage area. Jim won this event with his Pine Needle, making a score of just 402. Next up was David Beake with a Stardust Special, nearly 100 seconds behind, and third was Peter Van De Waterbeemd with 269 seconds. These are not fly-off times but the overall times for the whole contest. Enough said!

We didn't fly Texaco as it was too windy. Condo won 'Top Gun' – no surprise there. Col Collyer lost a model – now you see why I use a tracker and have my name and address on my models, Col. I'm sure it will turn-up as it is mainly open country.

I thought that it was a good weekend. You can't do much about the weather, but, as ever, the company was good and Gail and I enjoyed ourselves.

Thanks to the Free Flight Society for hosting the event and providing the spit-roast. West Wyalong should be a top flying venue for all events in the future. A lot of people have tried hard to make this happen. SAM should support their efforts by running events there in the future.

*Peter Scott*

## LSq/100 and No Frills Wakefield Coominya 11 October 2015 *Report by John Lewis*



**The Brisbane Free Flight Society has run two prestigious events for the last 10 years, thanks to the generous sponsorship by club life member Allen Thomas. Numbers have remained strong since the start.**



This year's events for older styled Wakefield (F1B) models were flown at Coominya partly due to the lake receding and the uncertainty of Dalby being available. With 3 minute maxes we were counting on light winds and a friendly wind direction and we got both, particularly earlier in the day when LSq/100 was flown.

With Allen's generous sponsorship and good conditions we had 9 flying in LSq and 6 in No Frills, which was pleasing considering the numbers flying Free Flight in most parts of the world seems to be in decline.

The day kicked off with **LSq/100** at around 7.30 am on the lower paddock.

John started the day taking a hammer to his model (the wing wire was rusted in the wrong position) but things improved for him after that. Most models were similar in design however Albert had a model that looked more like a fat open rubber model than the standard LSq/100 design.



**LSq/100 William Jones**



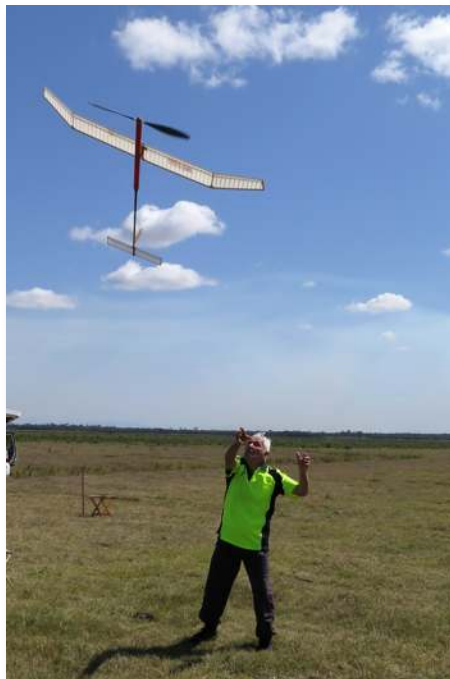
**LSq/100 Des Slattery**



**LSq/100 Albert Fathers**

4 maxes were recorded in each round (flight) by what appeared to be well trimmed models in nearly all cases. It was common to see three funny fat Wakefields flying high overhead in what was a most enjoyable morning of flying. I must admit to never finding these models very appealing but there was a certain grace about how the LSq/100 models flew that morning. Apart from John's close encounter with the local magpie

nearly all models flew away from the trees landing in clear open ground. Brian was most unlucky to be clocked off at 4 seconds short of a max when the time keeper lost sight of his model a few hundred feet above the ground. William looked a good chance of making the flyoff but dropped his last flight leaving only John and Albert to make the flyoff. John launched first and looked unlikely to score well as the model power stalled and rolled over a few times like a beached whale. By comparison Albert was gaining good height but unfortunately his nose block was damaged when it was installed, and his prop stop malfunctioned causing the props to hang up thus spoiling the glide. John had hooked into some good air and was gaining good height when Albert touched down. John's model was the heaviest model on the field and had never maxed previously but on the day it found the right air to win the event.



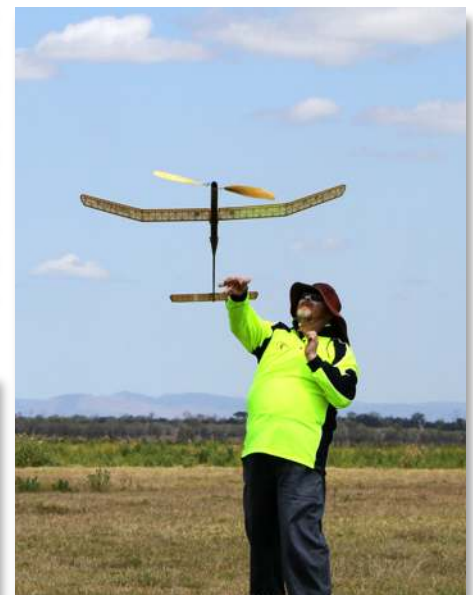
**No Frills Wake William Jones**

**No Frills Wakefield** (F1B without moving surfaces) was flown after LSq into the afternoon when both the temperature and wind were on the increase. Models were generally going a lot further and a few flyers were showing signs of fatigue. Both William and John were looking down the barrel of a flyoff when finally John's luck ran out and he dropped his last flight.

December 2015 Free Flight Down Under



**No Frills Wake John Lewis**



**No Frills Wake Brian Taylor**

William was struggling physically but managed a good launch and a max to win the event with a full house. Brian's problems continued as he searched downwind for his model without a hint of a tracker signal. Staying back after everyone had left Brian made one last attempt venturing a long way downwind where he finally got a faint signal and located the upturned model.

So ended a great day where old simple uncomplicated designs ruled the skies providing a lot of enjoyment for their proud owners. Holding an LSq/100 model in my hands I couldn't help think that must have been a wonderful age when lots of youngsters glued sticks of balsa together and then experienced the satisfaction of seeing their creations fly.

*John Lewis*

**LSq/100 RESULTS**

Name	Fl.1	Fl.2	Fl.3	Flyoff	Total
John Lewis	180	180	180	246	786
Albert Fathers	180	180	180	199	739
Brian Taylor	180	176	180		536
Des Slattery	168	165	180		513
William Jones	180	180	104		464
Malcolm Campbell	167	180	76		423
Graham Maynard	156	154	82		392
Ron Munden	65	135	-		200
Adrian Bryant	113	-	-		113

**NO FRILLS WAKEFIELD RESULTS**

Name	Fl.1	Fl.2	Fl.3	Total
William Jones	180	180	180	540
John Lewis	180	180	154	514
Brian Taylor	158	120	180	458
Mark Armour	180	86	180	446
Des Slattery	170	60	-	230
Ron Munden	65	85	58	208



report by Matt Hannaford



The NSWFFS held an information/display stand at the Men and Machines show held on the grounds of the Macarthur Anglican High School October 17<sup>th</sup>. With perfect weather, we saw over 3000 people through the gates. The show has a variety of exhibitor's like, Show Cars, Bikes, Racing cars, Dragsters. Helicopter joy flights and lots of things we typical blokes like. Especially the fly over of a Cessna A37 Dragonfly.

Our stand consisted of a static display of free flight models, Terry Bond running up a F1C motor at times, WOW didn't that make some noise and get some attention! We had information regarding our models, club contact details and membership.

We also had chuck gliders for sale, Tahn, Terry and Matt had built 90 Balsa

wood gliders between them and Roy with the help of the MAAA supplied 400 kit form gliders.

Jr Sam Hannaford hosted the paper plane competition which was free for anyone keen. Throw for distance! Prizes were given to some pilots and winners.

There was some interest in what we do by some fellow modeller's and many stopped in for a chat, Kids were interested in having a go at the paper planes where they had to fold their own design, This lead to many chuck glider sales. Mums and Dads had the choice of our design and the MAAA Glider assembled or in kit form. All were \$5 each. We advised kids depending on their age which glider to pick, The MAAA glider was an easy sell and to put together they didn't require trimming

which helped on the day, they also look more attractive with the red and blue colour scheme.

Many thanks to all who volunteered their time, resources. Terry for the chuckie's and time on the day. Tahn for the chuckie's, Roy who travelled from the central coast and delivering the MAAA gliders, Geoff Potter, Matt, Donna and kids with setting up this event. MAAA for the gliders.

Chuck glider sales for the day totalled \$530. Not a bad day's work I think!



# Victorian State Championships for F1A, B & C

West Wyalong 31<sup>st</sup> October 2015

report by Leigh Morgan



We did manage to get some results despite the wind, and the people who came had an enjoyable time. Roy Summersby, who had been at WW since Tuesday helping to lay vinyl, told us that Wednesday was perfect flying weather however it was getting a bit breezy when we arrived on Thursday. We actually flew on Friday, but Saturday was a challenge. It started with reasonably light winds but by the third round they had increased considerably, and combined with a thunder storm brewing we decided to stop the contest.

The wind was blowing from the East so we set up in the Eastern corner of the field, and although the flights were going a long way, it was clear, none landed in trees, or the dam, and there were no flyaways. As you can see from the results, entries were low, with only Roy flying in F1C, as Gary Pope was having some problems with his model, and Mike Pettigrew did not want to fly his new and untrimmed model in the wind. F1A only had two entries, and F1B four. Craig Hemsworth won that trophy. He last held it in 1991. Albert Fathers took home the F1A trophy.

Gary Odgers, with Harry Sokol were excellent contest directors. They decided to move the line for the last round as the wind swung more to the north and models were heading towards the trees near the house. Some people have doubted the possibility of being able to fly three minute rounds at West Wyalong in wind. When we stopped flying the wind was gusting to over 5 metres a second, not above the limit, but with that and the approaching storm it was sensible to stop. Motorized retrievals were a great help, as without them we would have had to increase the round times, which was not a good idea in the increasingly difficult conditions.

After finishing Mike Pettigrew, and his son Phil had motor trimming exercises with Roy, so their trip from

Victoria was not completely wasted. Mike is going to fly F1C, and Phil F1J. They did not want to risk breaking their new models in the wind, but will add to the numbers in future competitions.



Mike Pettigrew talks Power with Roy Summersby

Craig and Vin were interested in looking at Gary Goodwin's new Vivchar model, comparing it with their Andruikov models



Craig Hemsworth and Vin Morgan showed keen interest in Gary Goodwin's new Vivchar F1B

It was nice to see Albert Fathers from Queensland, and Craig Hemsworth who had come from Byron Bay, and of course the people from NSW.

We finished on Saturday night with a sausage sizzle, and a trophy presentation. This gave people a chance to talk to one another, and discuss the latest flying gadgets like Harry's new timer which will be in production soon, and Roy's new thermal picking device. Although entries were low in the competition we had 17 at the sausage sizzle, and it was a very enjoyable night.

We would like to thank the NSW Free Flight society for allowing us to have our competition on their field. It is such a peasant area for competitions, only ten minutes from town, and the house is so good for entertaining, comfortable, and always provides a friendly atmosphere. There is now also an excellent camping area with showers and toilets.



West Wyalong now has a caravan park! Albert and Phil set up for the weekend.



This is very civilised. Toilets and showers minutes from the flight line

Leigh Morgan

[Turn the page for Results](#)

**VICTORIAN STATE CHAMPS RESULTS:****F1A**

Albert Fathers	180	116	296
Phil Mitchell	180		180

**F1B**

1. Craig Hemsworth	180	157	180	517
2. Vin Morgan	154	180	180	514
3. Leigh Morgan	180	118	156	454
4. Gary Goodwin	-	180	180	360

**F1C**

Roy Summersby	180	180
Gary Pope	DNF	



It seems Gary Odgers can sleep anywhere

**RECOLLECTIONS OF VINTAGE RUBBER**

by Peter Twiss

My earliest attempts at building and flying what later became vintage rubber models began in 1938.

Though hand launched gliders were much flown, tow launched gliders were a rarity and only a select adult community had engines, so virtually all models were rubber powered.

The major sources of information and plans were, for me, the American magazines MODEL AIRPLANE NEWS, FLYING ACES and AIR TRAILS. AEROMODELLER was available in the Adelaide library but the Brits were still struggling to come to terms with that new balsa and not wholly convinced that it would stand up to their conditions. Besides, you had to buy their plans - not easy to do in those days - whereas all the US plans were fully dimensioned so all one needed to reproduce them was a roll of butcher's paper, a ruler and some tracing paper for such things as ribs and formers.

Some early models I recall are the F.A. MOTH, OL' RELIABLE, AKRON FAVOURITE, an early Wakefield very similar to the famous 1939 KORDA WAKE which we called the LEO BAILEY as that was the name of the designer, ALVIE DAGUE'S Mulvihill winner. My last rubber model was a version of the famous stick models

pioneered by Roy Marquardt in USA with rolled balsa fuselage, elliptical sparless wing and tail and elliptical dihedral; Gordon Burford had developed a high performing version of it here and though my effort came nowhere near his, I did get many good flights and eventually lost it - as one did in those days before D/Ts. I learned a lot in those early days watching people like Gordon, Boyd Felstead, Jack and Roger Black, Bill Fenner and many others at Victoria Park on Sunday mornings.

My modelling days ceased late in 1944 and nearly 25 years were lost until 1969. By then I had two sons aged about 11 and 14. I happened to be on leave during school holidays and we were killing time in a mall while my wife shopped; we drifted into a toy shop and I saw some free flight kits on sale, "Shall we try building a model aeroplane?" I asked, "Yes" was the answer, so we did. The boys showed little further interest but for me it was like an alcoholic having his first drink after 25 years on the wagon!

In the following 40-odd years I dabbled in F1A,B,C,G,H and J, Open Power, Glider and Rubber, CLG and HLG, Vintage Power, Glider and Rubber, FF Scale Power and Peanut,

and OZ Diesel when it was invented, and, more seriously, built and flew a full-scale Jodel SKY PRINCESS.

Surprisingly, I found time to earn a living at the same time which has sustained me in retirement for over 30 years. Not surprisingly, I never achieved great levels of success in any class - though I did get a lot of pleasure building and flying with those who did. But I kept returning to where I started, so this article covers only my memories of Vintage Rubber.

My first later-life efforts were a Henry Struck 1936 CONTEST WINNER and another ALVIE DAGUE MULVIHILL and they certainly rekindled my pleasure in such models. However, with their freewheeling props it was apparent that they would not be competitive in the recently introduced Vintage rules. What one needed was an early design with a folding prop. At that time Gordon was the MAAA Secretary, Leo O'Reilly the President and I was Tech. Sec. We toyed with the idea of another Vintage class of rubber models for freewheelers only, in order to mine the great stock of such designs we all loved. Wisely, we dropped the idea because even then it was becoming apparent that we

had almost more classes of freeflight than active modellers!

So I settled on the famous 1939 KORDA WAKEFIELD. I flew this locally with mixed success, it used to stall after launch and flop about rather dangerously before settling down into a steady climb, until Max Stariick gently reminded me that you don't launch a model of that era as you would a modern rubber model, you let it fly out of your hand. Later, at the AFFS Champs at Deniliquin in 1980 I had the prop shear off about half-way along its span, this happened about 5 sec. after launch; I've never heard of such an event before or since. Of course the shaking and subsequent impact finished that event for me. I must have repaired it because my album shows me using it in the Combined Vintage fly-off at Bordertown in October 1980, flying against Jon Clements with his STOMPER.



First Lanzo Stick. Wasleys, May '81.

hinges are soldered, began to peel off. I enlisted the help of Alan Brown to hold the model while I put some Hot Stuff on. The combination of Alan's shaking hands and my clumsiness sent the Hot Stuff down the hinge, so I had one blade locked in the half-folded position. End of flying for the day and a problem for the next week. In the late 1980s my first LS was stolen - not lost- one

in.oz. torque, and a motor run of about 70-80 seconds. Which was usually enough for a max. even without the 28 bonus points then available. I'm not sure of the present rules, but I hope bonus points have been eliminated - as I maintained for years they should be, on the grounds that it is no easier to max. with a 1954 design than it is with a good 1940 like the Lanzo. Surely it's time in the air that matters, not the age of the design (or the flyer!!!), and I've seen no real evidence of the often-stated belief that the bonus points encourage the building of older designs. Competitive modellers soon suss out the ones most likely to do well and stick with them.

My next competitive Vintage Rubber model was another by Chester Lanzo, his 1941 RECORD HOLDER; at 380 sq.in. wing area it was by far the largest rubber model I ever built.



Gordon Burford steadies the Korda while Jon Clements watches his Stomper. Bordertown Oct. 1980.

I subsequently gave it away as I had built my first LANZO STICK (LS) from AIR TRAILS Dec. 1940, giving a handy 28 bonus points.

My first LS was built in 1981 and over the years I built three, using them right up to my retirement from FF a few years ago; the last one went via Peter Lloyd to someone who I hope is still using it.

Though the LS went on to be the "winningest" model I have ever had, its first major outing at the Horsham Nationals in Dec.1981 was not spectacular. After one or two flights the brass plate fixed to the back of the prop hub, on which the blade

Sunday afternoon at our then flying field at Wasleys. I immediately built another and it was just as reliable.

An indication of the improvement in rubber towards the end of the last century can be obtained from my experience with the LS. I always used 16 strands of FAI about 36-40 in. long and weighing 90-100gm. I'm not one for punishing rubber motors, preferring to go for long life rather than peak performance. With the old FAI grey rubber I used to get 500-550 turns at 80-90 in.oz. torque, giving a motor run of about 50-55 sec. When Tan 2 became available, I would get 750-800 turns at 80-85



Lanzo Record Holder. Cambrai Oct. 2000

I rarely built from a kit, but this was from a Klarich partial kit,(all the curved bits), and it was nice to have all those ribs cut out in a much better than average kit. Like all Lanzo designs it was a reliable and stately flyer but I was relieved at the arrival of battery powered drills as the 18 strands of 1/4" rubber severely taxed my arms.

Dennis Parker used always bring a surprise to the flying field: at Marong in 2001 he turned up three days late for the Vintage Rubber event with what he referred to as "a poor man's Lanzo". It was a GOLLYWOCK by Wallace Simmers and it flew

beautifully. A local SAFFG member, Bill Saville, first brought it to my attention in 2000, though of course I had heard of it earlier. Later Sergio Montes sent me a lot of information about it, including a copy of the plan from the Midwest kit. Subsequently, Sergio produced a masterly review of the history and development of the design and its several variants in a special FFQ publication. This comprehensive study, which includes a full size plan, is essential reading for anyone who wants to build one of the best performing small rubber models of all time - indeed, no modeller's life is complete if it does not include at least one GOLLYWOCK!! Mine turned out as a fabulous flyer - as they all do - and gave me many victories in events such as the local Bill Saville Trophy for rubber models of less than 150 sq.in.



Gollywock gets away in usual style

When I mentioned to Bill Saville that I was thinking of building a RAFF V for use in his event he told me that he had built one years ago but that it had a mysterious habit of slipping into a spiral dive after becoming established in the glide. Years later, in his article Martyn Presnell comments on an equally mysterious propensity for the model to spiral in - but in his case during climb, and he speculates on several possible reasons for this. Hence Bill and I watched my model very carefully

each time it flew, but it never showed any tendency to spiral in. I built from the original plan by Norman Marcus in AEROMODELLER of Jan. 1947. I did make one minor change: I noticed that the hinge for the single-blade prop was at right angles to the shaft so that when folded there was a lot of blade sticking out so, mindful of Bill's experience, I canted the hinge line to have the blade fold better on the fuselage side. Would this be legal under current Vintage rules?

My last Vintage Rubber was the RAY SMITH 1941 MULVIHILL winner from M.A.N. 1942.



Smith Mulvihill built June 2008

The similarity of this model to the GOLLYWOCK has been the subject of much speculation over the years. In Chapter 8 of Ref. i David Mills shows that, except for relative wing area as published in M.A.N, in all significant dimensions the SMITH MULVI follows closely GOLLYWOCK X 1.33. When I became aware of this I made another wing with two extra wing bays each side and found to my great delight that, without any change in trim, what had been an excellent Vintage model became an outstanding Open model in the LANZO STICK category. Two for the price of one!!

Throughout these years I continued to build lesser performing models and my albums show three KK SENATORS, two FA MOTHS and a 1933 LANZO CABIN - all were either lost or given away.



The last of 3 Senators, Cambrai July 2006

It was at Marong in 2001 that I was finally introduced to what I now consider the unbeatable Vintage Rubber model - THIN MAN. Howard Gostelow had one, and on its first two flights it reached tremendous heights - the prop run just went on and on, (two minutes according to Ref.3), and it glided like a feather. I was flying my LANZO RECORD HOLDER and going into the final flight we were both on full houses. I went first and put in a normal max, then started thinking how I could ever hold off against the THIN MAN in the inevitable fly-off. What I didn't know was that in the previous flight Howard had DTed on to a boulder and broken some longerons in the front fuselage. About a minute or so into the final flight the field repair gave way and the model nosed over and powered its way down, robbing him of a certain max. Such are the trials of free flight - I had a similar thing happen to me at the 1983 Goulburn Nats in Open Rubber when battling it out with Arthur Cooper. THIN MAN by E Bennett was published in MODEL AIRCRAFT of June 1953 which details its development.

So after all those years what did I learn, what would be my advice to the mythical young modeller setting out on Vintage Rubber? Build a LANZO STICK, cover the fuselage with silk, and it will never let you down in any conditions.

And for those occasions when the opposition is especially threatening have a THIN MAN in your box; and for all round pleasure and performance build a GOLLYWOCK.

*Peter Twiss*

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Sergio Montes, "The Great GOLLYWOCK Saga", FFQ Special Pub. May 2007

Martyn Pressnell, "RAFF V - One of the best from the Vintage era", FFQ Issue 21 Oct. 2006

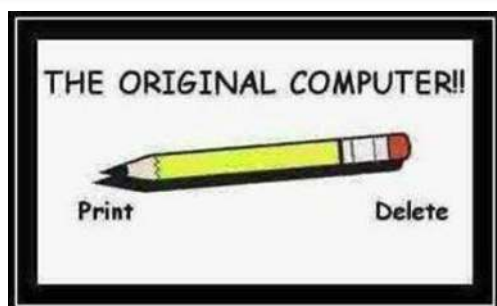
Ed Bennett, "Open Secret: The story of the THIN MAN", FFQ Issue 28, July 2008



Lanzo Stick launched in a gale, Wakerie Nats, Apr 1998. It maxed from here.

### AGING PONDERISMS

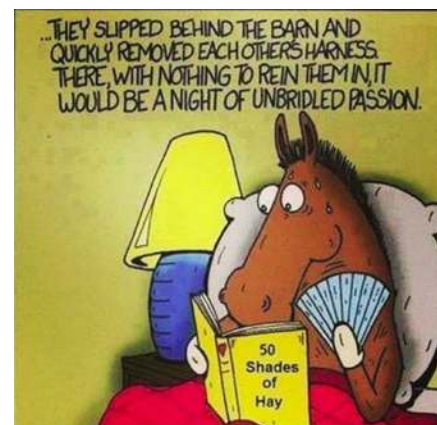
1. I talk to myself, because sometimes I need expert advice.
2. Sometimes I roll my eyes out loud.
3. I don't need anger management. I need people to stop pissing me off.
4. My people skills are just fine. It's my tolerance of idiots that needs work.
5. The biggest lie I tell myself is "I don't need to write that down, I'll remember it."
6. When I was a child I thought nap time was punishment. Now it's like a mini vacation.
7. The day the world runs out of wine is just too terrible to think about.
8. Even duct tape can't fix stupid, but it can muffle the sound.
9. Wouldn't it be great if we could put ourselves in the dryer for ten minutes; come out wrinkle-free and three sizes smaller..
10. At my age "Getting Lucky" means walking into a room and remembering what I came in there for.



### CLG



Crossbow Launch Glider





## ***F1C and the 4.00 sec Rule***

Just a quick letter of response to Roy's article regarding the impending change to 4 second engine runs for F1C.

I myself am one of the newcomers to F1C that Roy alluded to, as is a good friend and work colleague of mine Shannon Tolmie (The Tamworth Boys). We are both returning flyers to F/F, myself having not flown since being a junior back in New Zealand 25 years ago.

Returning to F/F has been very much a time consuming and relatively costly exercise, just the sheer array of bits and pieces that one requires to well equip their building room is easily taken for granted then add aspirations to fly an FAI class pushes things along a little more. Either way construction is sneaking along nicely here.

Now to the 4 second rule change, being a newcomer to the category I need to tread a little lightly here. All of my models current and under construction are conventional direct drive fixed panel design, primarily due to cost. After hearing and reading the considered opinions of the current top sportsmen in this category via "SEN" news and talking to our Aussie lads, that with this ruling implemented will almost certainly obsolete anything apart from geared/folding aircraft.

This is unacceptable, I myself hope to one day have geared/folding aircraft however small steps first, additionally a lot of people locally and internationally don't have these types of models (once again via SEN news) they have stated that this rule will obsolete their equipment and justify their retirement from the sport, not a very good outcome for Free Flight when more flyers are always looked

for, we certainly don't want to lose the ones we currently have.

A reversal of this ruling is needed.

I believe that at the time acting in all good faith the CIAM committee thought that they were making the right decision for the sport, however thru the international uproar and personally from myself it is obvious that this decision is a swing and miss. As with most committees a flat out rejection of their decisions is usually met with a lot of resistance so it is up to us as flyers to proffer up a solution that is both acceptable to all parties.

The root of this rule change from what I can see is to reduce the duration of fly off times and in doing so address the secondary issue of flying site size. Roy's stated solution is very sound, 5 second runs for all rounds then drop to 4 seconds for fly offs, this will satisfy most fliers of conventional designed aircraft and at least allow us an opportunity to make a fly off, from there on in at 4 seconds the cream of the crop will be sorted out with much reduced flight durations. SIMPLE. In any case owners of more conventional designed aircraft maybe able to stretch their budgets to allow for at least one geared/folder in reserve for fly off purposes alone.

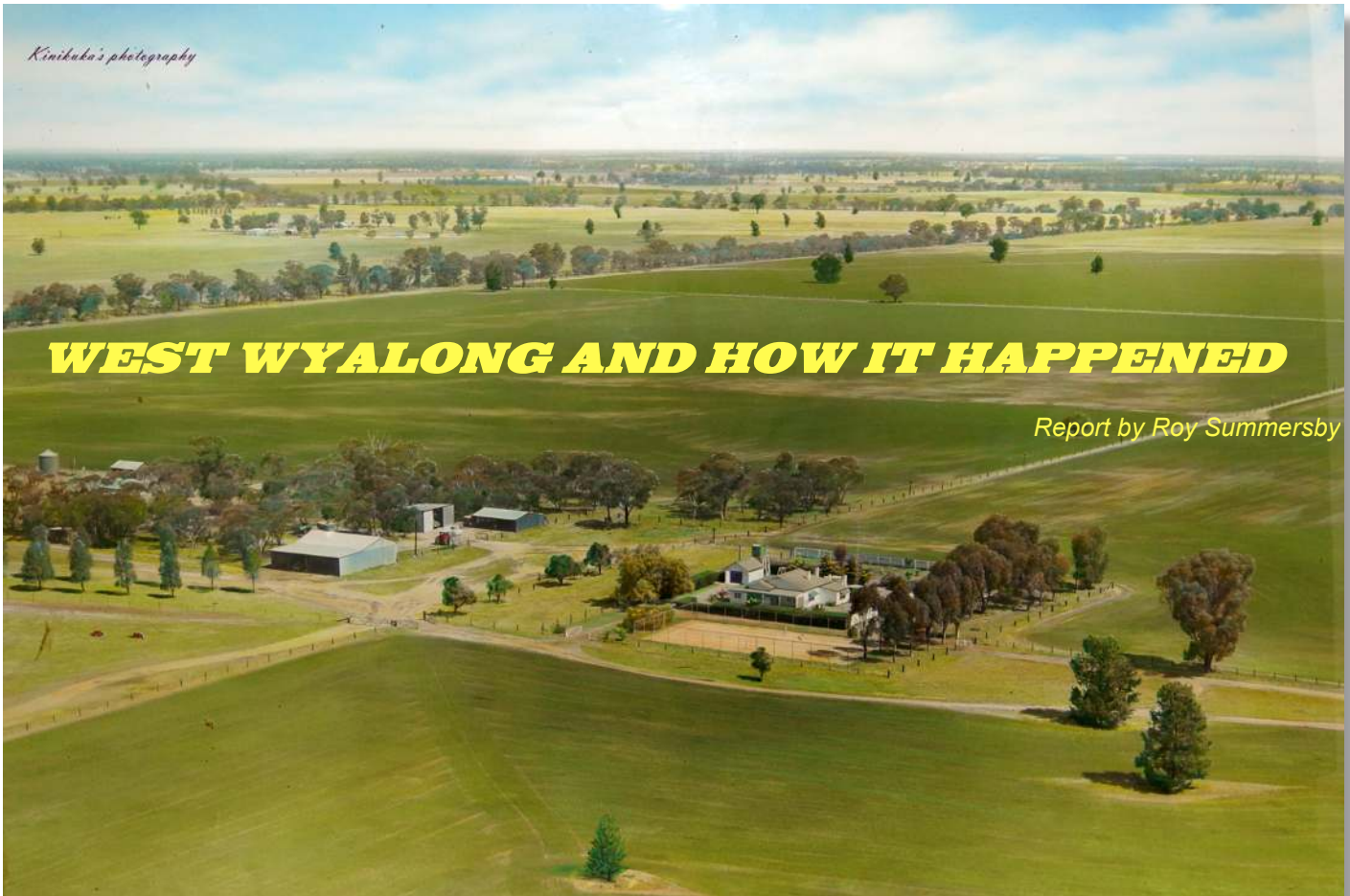
As Australians I think we need to push this as our official position, any opinions out there?

Anyhow back to the building shed, have 2 F1Cs at about 65% completion and a Slava 6 panel on its way, so still a lot to be done before April 2016, looking forward to meeting a lot of new faces and maybe running into some old Kiwi Visitors.

I can be readily contacted at, Email: shayne7@live.com.au or Mobile: 0428805724

*Shayne McDonald*





A few weeks back I received a letter from Adrian Bryant with the title "*How It Happened*". Adrian had put a little note on the top saying "*put this away in your file cabinet*". The letter is about Adrian and Joe's thoughts on buying West Wyalong, I guess he would like these kept as a record for years to come.

The idea seemed good to me, and I thought it would be good to try and have on record, the abbreviated story, or as much as I can remember, so here I go.

About sixty years ago there was talk of buying a flying field. I am sure it was discussed when I went to a NSW meeting at the Railway Institute Building in the mid fifty's. At this time, NSW was just one state body; there must have been sixty people at the meeting. I know it was an AGM but who was elected, I have no idea. One item was the purchase of land but nothing eventuated.

The late Ivor Stowe pushed for years for NSW to buy something, without

success. Perhaps a proper proposal was never presented, or maybe NSW just kept their head in the sand. Years passed and NSW split into three groups; the funds were split into three, so the buying of land became much harder, and even impossible for a free flight field.

More years passed and Tahn Stowe took up the challenge. For many years now, MAAA has been collecting money from members to go into a land fund. This account has grown to a very large sum, something like \$1.5 million. With money like this Tahn was on the boil to find and buy a free flight field that could also be used as a national field. We, NSWFFS, gave Tahn the go ahead to do some serious looking.

Tahn placed a half page add in the Land newspaper, detailing our requirements. We expected dozens of replies as life on the land was hard at the time. There was little response from the advertisement, and most were not suitable. Those that did sound promising were inspected by at least two of us, Tahn, Terry, or Roy.

Some of these fields were put to the MAAA land bureau, these were refused for being too big, or too many dollars; they were in the \$600,000 bracket. Tahn was thinking big, as he does. He had the vision of a National field at the time. Please bear in mind at a recent National conference, the idea of a national field received rave reviews and NSWFFS was given permission to go and find a free flight field.

An enterprising estate agent in Temora had obviously seen the advertisement, and made contact with us. We made it clear to him what we wanted, not too far out of town, accessibility, not too many trees etc, and a lot less than \$600,000. The agent said he had a few properties that might suit our needs. One of which was seven hundred acres, a fully fenced working sheep farm, with an all weather road to the homestead, price \$350,000. Tahn and Roy were off to West Wyalong. This was the property we saw first, I must say as we drove in at the entrance, it didn't look too

impressive, and so we went and looked at the two other sites. They both had their problems. Too many trees, too many dollars, not good access etc. We returned to the first site for a more serious look. Driving around the boundaries it started to look a whole lot better. There were a few trees in the way, and I could see them dying in a very short time. The homestead, (which it was called), was in a very poor state, even derelict, we hardly looked at it, what we wanted was a flying field not a run-down house.

The price which seemed to be the stumbling block with the MAAA, was now down to \$350,000. This should be acceptable to them with a couple of million in the land fund plus reserves. The property ticked all the boxes that are required for a model field. Most important of all was a fully approved DA. Although not the biggest flying field in the world it did suit most of our needs, we could see potential in it, and we would own it. We said "Yes" to the agent and put the proposal to the MAAA land bureau at a sanctioned presidents meeting. It was voted on and approved. Hours later after the meeting the members were lobbied and the decision was reversed. Once again we were knocked back. The request was then forwarded to the MAAA's "Committee of Three" (appointed by the president, mostly RC modellers) who again after a six week decision deadline gave a negative decision at the seven week mark. In their report we were soundly described as "unworthy". This I might add came without any of the three inspecting the property. How anybody can make a sound judgement on land without walking over it, I will never understand. This is rule number one when buying land. Neither I nor the members of the free flight committee could understand this, as the MAAA had the property independently valued. The value was returned at \$350,000. It was money in the bank for them. We were all shattered.

New idea by Tahn! Let's go it alone, let's sell 350 shares at \$1000 each. A grand scheme. I didn't think we had any hope, but we had promises of about \$90,000 in a very short time. There was belief in us out there, but still a long way to the \$350,000 that was needed.

Enter, Adrian Bryant. Tahn rang Adrian and explained what we were doing. Adrian spoke to his wife Jo. Jo then said to Adrian, Quote *"Why don't you go down and have a look at the site. If they are sure it is suitable, we will buy it for them"*. Adrian rang Tahn back saying he wanted to meet us on the site, along with the agent and owner. Adrian owned a farm, and knew a bit about land. He could see the potential in it for both sheep farming and model flying. After he had driven around the boundaries he came back to us; Terry, Tahn, and Roy, and said, *"Do you want it? If yes, I will buy it for you to a maximum of \$350,000. You boys will have to find all the extra costs, stamp duty etc"*. The deal was done, the deposit paid.

For some reason only known to Adrian, he wanted his name kept out of it until it was finalised. This created rumours like you wouldn't believe. It became the worst kept secret of the year. Adrian's only worry was could we, the NSWFFS, manage the property?

Tahn still had grand ideas, the hosting of the Asian Championships, the running of the 69<sup>th</sup> Nationals both which would be held in 2016. This meant, big improvements to the property had to be made in a short time. NSWFFS applied to the MAAA for a grant of \$60,000. We were told that MAAA does not give grants as such, (despite \$40,000 grant going to WA for their World CL Champs) but we could have a loan at a very good interest rate. Once again, no real support. We changed our plans and down-sized the whole project. NSWFFS members now decided not to borrow any money at this stage, and see how we manage with our own funds.

With a variety of voluntary expertise in our ranks, along with some very careful buying of materials, we have not only turned the very run down farm house into a very comfortable club house with accommodation. We have also made a start on a camping and caravan park area. Facilities include flushing toilets and hot showers. A kitchen for campers is under construction with suitable cooking equipment. These facilities are adjacent to the radio field, now with its own club room. This even has air conditioning.

We have agisted most of the land to Chris Bush a local sheep farmer. Chris has had his first lambing season 2015



which was very successful. Chris has been very helpful in the clearing and tidying the place up. We would not be where we are now without his help.

There is still work to be done, most likely there always will be, but due to Tahn's persistence in finding some land to call ours, we now have something which is, I think, unique in the world. A free flight club (which we will be next June) owning its own multi-discipline field.

Permanent control line circles are planned in the not too distant future, then the NSWFFS will be able to provide for all Australian and visiting overseas aero modellers.

*Roy Summersby*

*The lead photo of the homestead in 1970 and the two photos opposite were taken by Lyndal Cooper-Rayamajhi of Kinikuka Photophy.*

## **And work continues at the Adrian Bryant field at West Wyalong .....**



**The western wall is now secure**



**The grass will always be green**



**A great place to wind down of an evening**



**Free flighters will be well fed**



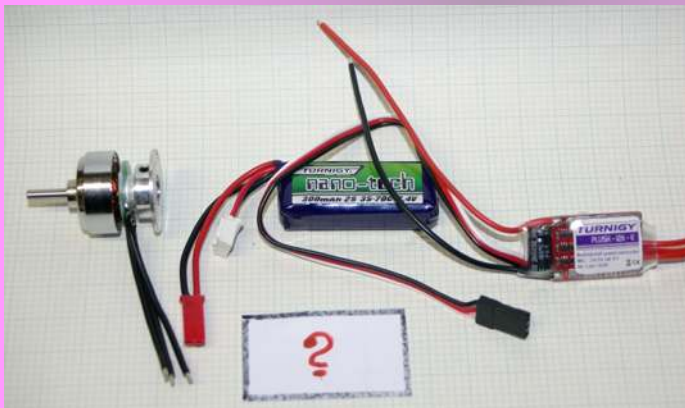
Club members have worked hard to make this a success

All floors will be refurbished



The fireplace looks inviting for cold winter nights

Nice clean bathroom



**What do we have here .... a Battery, BESS, and a Brushless....**

Looks like it might be the start of an E36 or F1S. But wait, there appears to be something important missing there .... ? .....

Don't mention this to DTox, but does the word 'timer' spring to mind??

# CONSTRUCTION CORNER

## GETTING "ROUNDTUIT" and "THE BUCKET LIST"

*report by Phil Mitchell*



### Introduction

Following on from Matt Hannaford's "Roundtuit" article and the editor's request for material to include in FFDU I thought readers may be interested in my recent FF Scale construction project the "Sopwith 1& ½ Strutter".

By way of history my first introduction to aeromodelling was when I was about 10 years old and came via my uncle, Bruce Mitchell who lived at Greta near Maitland NSW. As a young boy I was amazed at his fleet of FF models (which were mostly WWI scale models) hanging in his small garden shed. On occasions my uncle and long time modeller Bruce Able would travel out to the old Maitland FF field at Rutherford Cotton Mill for some flying. I was totally enchanted to witness these amazing flying machines in flight. I guess this introduction to FF lit my passion for scale models and in particular biplanes, hence my first scale model being a "Tiger Moth" now over 35 years old & still flying today !

### "Getting Roundtuit"

A few years ago the scale construction bug bit again and there was no doubt as to the subject being a WWI FF model of the "Sopwith 1&1/2 Strutter". My greatest concern in construction of the "Strutter" would be how to get a cowling fabricated so as to give a really scale appearance to the model. Matt Hannaford came to the rescue and spun two perfect aluminium cowls complete with a spun container to protect them from damage!!

Construction of the model (greatly assisted by my retirement from work) was fairly straight forward. I used the 33inch APS Plan scaled up to 44inches.....same size as the "Tiger Moth".....this size would allow for placement of the trusty Mills 1.3 up front. Scale detail was gained from the "Profile Publication Sopwith 1&1/2 Strutter".

As you can see from the construction photos I used CF spars placed centrally in the wing (as per the full size) so as not

to show spar lines along the wing covering. The CF spars also have two more superb advantages over spruce spars, namely :-

- i) keeping the wing TE from bowing over time, and
- ii) giving a stiff wing structure that is suitable to cover in Icarex.

Icarex also gives a covering truly scale in appearance when sprayed with automotive lacquer.

The model has now had a few trimming flights. An initial power stall resulted in a bent crankshaft which curtailed a qualifying flight at the Richmond Scale Rally. The motor & power stall is now sorted and the "Strutter" is ready to fly with a few surprises to woo (and wow) the judges.

### "The Bucket List"

My next scale project is a Fokker FVIIb-3m. Article and details to follow in the next edition of FFDU.



## MAKING YOUR OWN CARBON CAPS

*Report by Peter Greenhill*

Sunday after lunch and I'm ready to use the small off cuts of carbon rib capping that I have saved, on my new project. I had made a mental note that there would be just enough.

Coming up to an hour of looking and I'm cursing for having cleaned up the workshop twice since I had last put something in the carbon scrap bag. Things usually are put where you are most likely to come across them when you start looking for them. By now I have convinced myself that I have thrown them out.

I am slowly getting rid of odd bits and pieces around the workshop and I must have thought they were unusable during a zealous clean up.

3 pm and I have changed track now and I am collecting the items to make up some new capping.

Two pieces of glass from a louvre window, epoxy, cling rap, rollers, paper cups, paper towel, acetone, gloves, carbon tow. I have a small amount of tow on a roll but you could unpick some cloth to get the amount you need.

I have made some capping before (as you old salts may have in the earlier days of carbon use) and have been able to get the thickness down to .01 mm.

### ***This is my technique -***

The glass is the working surface and will give a flat finish to your carbon sheet. Make sure the glass is clean and smooth as possible. The glass will also give a even distribution of heat if you choose to cure it with a heat source. Cover the glass with the cling rap and pull it tight around the back to give a smooth flat finish. This will make it easy to release the sheet when finished.

Cut 16 tow lengths at least 50mm over size each end. Glue each length with

cyno to a piece of stirrer stick, with a 5 mm gap between each. Cyno this stick with the tows facing out, to the back of the glass. Pull each tow over to the working side and work out any twists as you flatten it down towards to the other end of the glass. Capture the loose end between two stirrer sticks held together with a clamp and slide in each untwisted tow. Even out the tension of each as you go. Also use a heavy clamp and that will add tension to keep the tows tight. I use a second clamp when all tows are captured which adds a bit more weight and you can re-tension the tows at any time just by pulling on them.



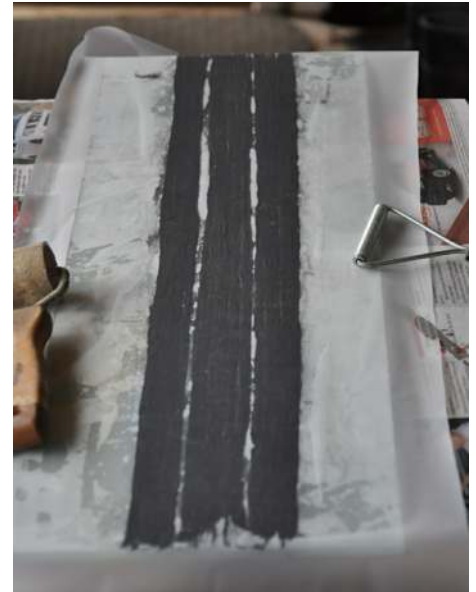
Mix up a appropriate amount of epoxy (West Systems). I used 20 ml which allowed for excess. Dribble small amounts of the epoxy over the length of the tows being aware that you will be squeezing out the excess and you can add more as you go if it is looking to dry. Using a stiff card or plastic card, spread out the epoxy being careful not to drag on the fibres. Always working away from the fixed end.



When the fibres are evenly covered with epoxy cover them with another piece of clear plastic and the fun starts. Using your wallpaper roller or ribbed fibreglass roller start squeezing the epoxy into the fibres and you will see the fibres spreading out and the tows joining together. Keep working away from the fixed end so as to keep the fibres tight

and straight. I didn't and had a wrinkle I was unable to eliminate.

Some gaps in the fibres will remain and look like they won't meet up. We are aiming for a capping thickness between 0.01 ml to 0.02 ml. This will require a lot of effort over all the fibres pushing down on the roller as hard as you can and using your flat roller to work both sides of any gaps with a bias towards the gap centre.



With no gaps left and the tows smoothed flat, trim off the loose end up to the glass with your scissors and now time to take the top plastic sheet off. Pull the sheet back on its self from the fixed end being careful not to lift the fibres as you go. Following the fold back with a stirring stick to hold down the fibres will also help to stop it lifting.



Lay some paper towel over the carbon to soak up any excess resin from the fibres and also on the glass. Do this several times and use your roller as well. You need to draw out as much as you can with the paper. You could also use peel ply here, I usually use nylon instead, from the local Lincraft haberdashery, it's cheaper than peel ply.



Cover with clean plastic film, Cling Wrap, and your other piece of glass which will add a bit of weight to keep the carbon flat. I then put it on the hot water service, which is inside in a cabinet, it gets to 28-30 degrees C when

the off peak electricity kicks in after midnight. Just right for low temp curing. For you, anywhere it's going to be warmer than the work shop. Leave over night or 24 hours if not very warm before lifting it off the glass.

I did cut the daggy excess ends off after the epoxy had gone off but was still soft. This does save handling the jagged carbon bits after they become brittle and maybe causing an injury.

This is the good bit. When you're ready, lift the glass off but leave the plastic on both sides while you trim the ends again to your finished length, with a sharp blade or used scissors. Trim the sides, which you can use, and I ended up with a piece 600 x 85 at 7.3 grams. The good bit again .015 ml thick.



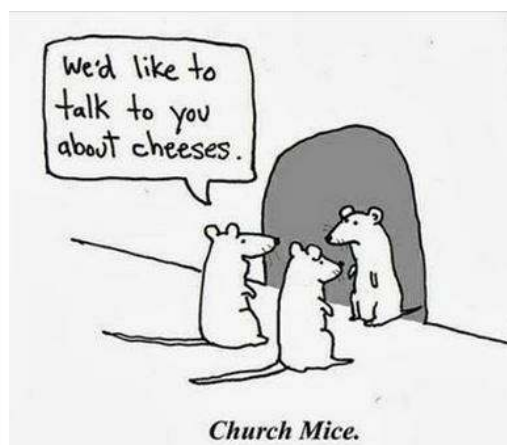
An hour's work and 24 hours after starting I can cap those ribs I was working on.



OK, we won't be selling it to NASA but you will make a sheet with enough good bits for you to use for quite a while.

Good luck

*Peter Greenhill*



# IT'S TIME TO DTOX

## ATTACK OF THE CLONES

report by Harry Sokol

Just when you thought it was safe to venture onto the flying field again, without that DTox guy extolling the virtues of that fantastic P type timer, the next phase of the invasion happens!

Yes, that's right ..... ANOTHER BLOODY TIMER!!!

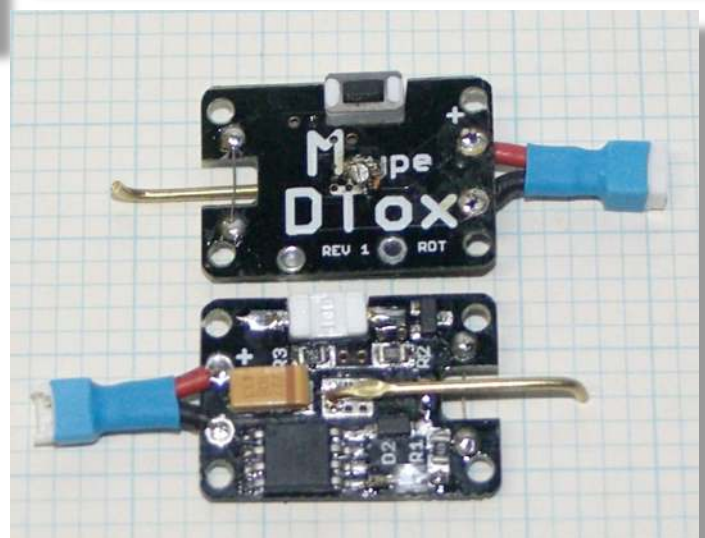
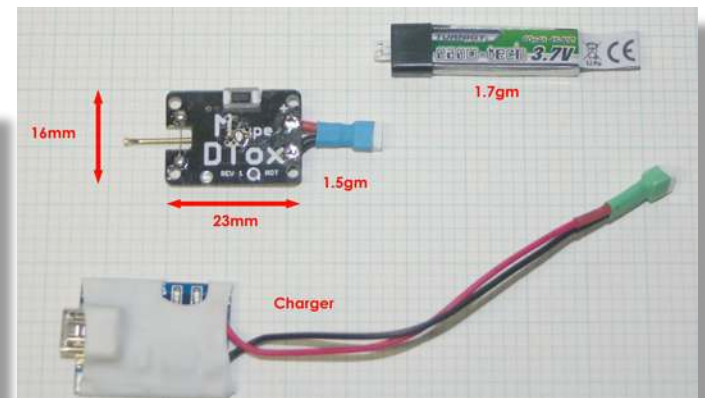


This one will really get the attention of those rubber band flyers, a timer that burns rubber bands! The DTox M type has arrived, and undergoing field trials as you read this. Just a few more sleeps and it will be available to the general public, for a modest fee.

Based on the ever popular, no longer obtainable, PST timer, the M type clone has all the simplicity of the original, with a couple of 'enhancements':

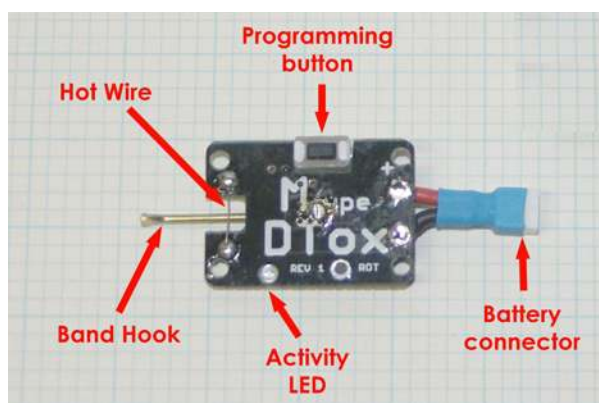
- More mounting holes! You can never have enough of those.
- Auto shutdown if the band doesn't burn.
- RDT capability.

It does have some non-enhancements unfortunately.... it is slightly larger and weighs a tad more than the original, and has no onboard charging points. 16mm x 23mm and 3.2 grams (with battery).



Expected cost is \$35 for the timer and \$5 for the charger (if required). If the timer is picked up or hand delivered, you'll get a free battery, otherwise if posted you'll have to source the battery yourself, details will appear on the website.

[www.4dfx.com.au/dtox/](http://www.4dfx.com.au/dtox/)



*An idea for a*





## F1D TEAM TRIALS

Adelaide November 2015

Report by Tim Hayward-Brown

### New Rules F1D Team Trial

The organising club of the Trial was the Adelaide Aeromodellers. Members were out in good numbers to assist on the day and the flyers were all very appreciative of their efforts. Club Secretary Peter Anglberger asked early on about what sort of times to expect and I said I thought anything over 10mins would be pretty good under the new rules (higher weight and less rubber).

New F1D flyer Alex Secara made a spectacular early flight under the 9m ceiling (Cat 2). His model dodged and threaded through the girders like a sparrow in a food hall. He landed with 9:19 – a big personal best. Max Newcombe put up an 8:51 and my own first flight was 9:36 – making 10mins look like a reasonable target.

That is until I checked the leader board and saw that the wily Sean O'Connor had quietly recorded a very impressive 12:30. We'd noticed the Victorian floating his model over the heads of the competitor's preparation tables where it seemed to be hanging around for a long while (cue jokes about hot air rising).

Anyway, he followed this with a 10:36. So all-of-a-sudden 10mins was no longer going to be a winning score. My own times were going backwards and Max also was struggling to get going.

Meanwhile, Mr F1L (Jack Metcalf) had started testing his F1D 'Hybrid'. It looks a lot like one of his F1Ls, but with a larger wing chord and smaller motor. It's F1D-legal, but without the rolled fuselage and built-up prop. The new rules weight of 1.4g (up from 1.2g) has allowed for a few new ideas to be trialled – and with times of 7-8mins he

looked to be enjoying himself and getting a good share of the air.

Alex Secara, continued to work away, also with consistent times of 7-8mins. Less than his first flight, but staying clear of the girders. Alex is originally from Romania, but has lived in Australia for many years and is very excited to find that we also fly indoor Down Under.

Finally I managed a better time with an 11:53, but the next flight had no climb at all and I took it out of the air at two mins to go back and ponder about what to do with my last flight with time now running out.

Sean seemed to be in two minds about going again, but in the end he went for it and we watched on to see if he would push his advantage even further. But instead, disaster struck. His full-wound motor detached from the rear hook as he was preparing to launch and disintegrated the model in his hands.

With half an hour to go I wound hard and blew up my motor – fortunately not near the model. With a second motor, higher torque, a little more pitch on the VP launch setting, and off it went. This time it climbed well – but not all the way to the ceiling and the prop was turning nice and slow. At about 11mins it was still well above the floor – and had done just enough to catch up to Sean, going on to land at 13:05.

The F1L battle was going on in parallel. Mine was destroyed trying to get it out of the ceiling. Mr F1L worked away steadily and got the result. Well done, Jack!

.... *Continues next page*



Thanks again to Adelaide Aeromodellers and to MASA for supporting this national event to be held here in SA.

A fine perpetual trophy – the Boyd Felstead Memorial Trophy – was created by David Putterill for the event. The design is based on a Felstead F1D prop blade design.

*Photo credit: Stephen Kittel*



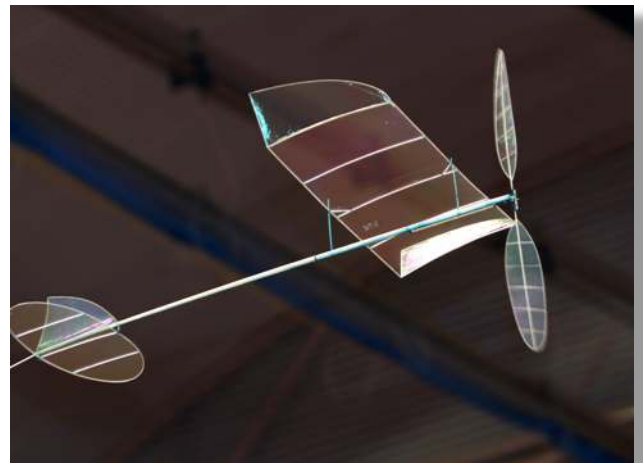
**New F1D flyer Alex Secara displayed consistency**



**Boyd Felstead Memorial Trophy**



**At start of play, Sean O'Connor was the man to beat**



**Tim Hayward-Brown saved the best to last**

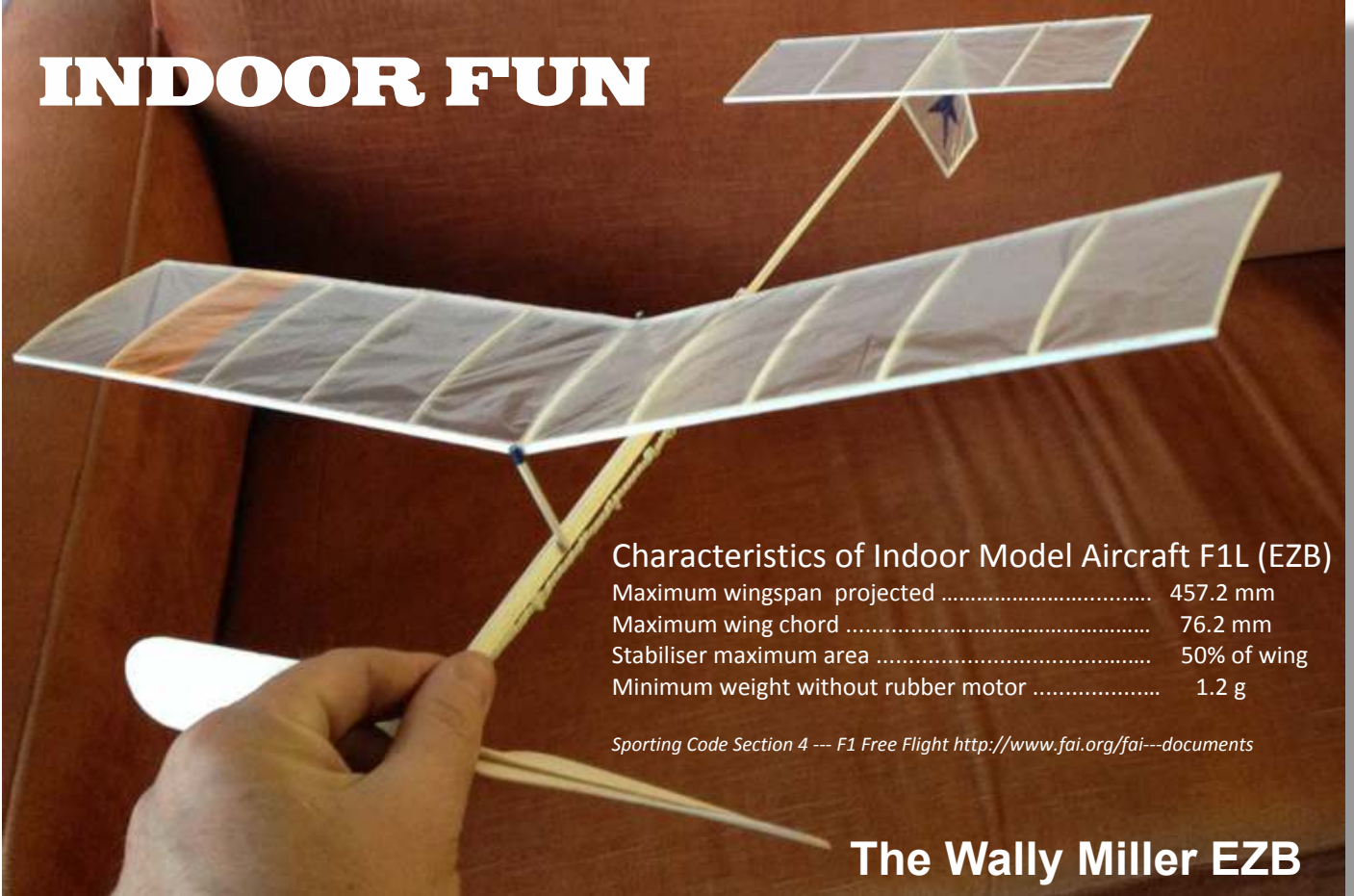
### F1D

						<b>Score</b>
Tim Hayward-Brown	9:36	8:22	1:48	<b>11:53</b>	2:08	<b>13:05</b>
Sean O'Connor	<b>12:30</b>	<b>10:36</b>	9:13			23:06
Alex Secara	<b>9:19</b>	7:23	0:00	<b>7:55</b>	7:46	17:14
Jack Metcalf	2:20	1:09	<b>7:50</b>	<b>7:21</b>		15:11
Max Newcombe	<b>8:51</b>	2:45	2:24	<b>5:45</b>		14:36

### F1L

						<b>Score</b>
Jack Metcalf	4:03	<b>5:47</b>	5:01	6:34	1:18	12:21
Sean O'Connor	<b>9:36</b>	<b>2:00</b>				11:36
Max Newcombe	<b>5:01</b>					5:01
Tim Hayward-Brown	<b>1:37</b>					1:37

# INDOOR FUN

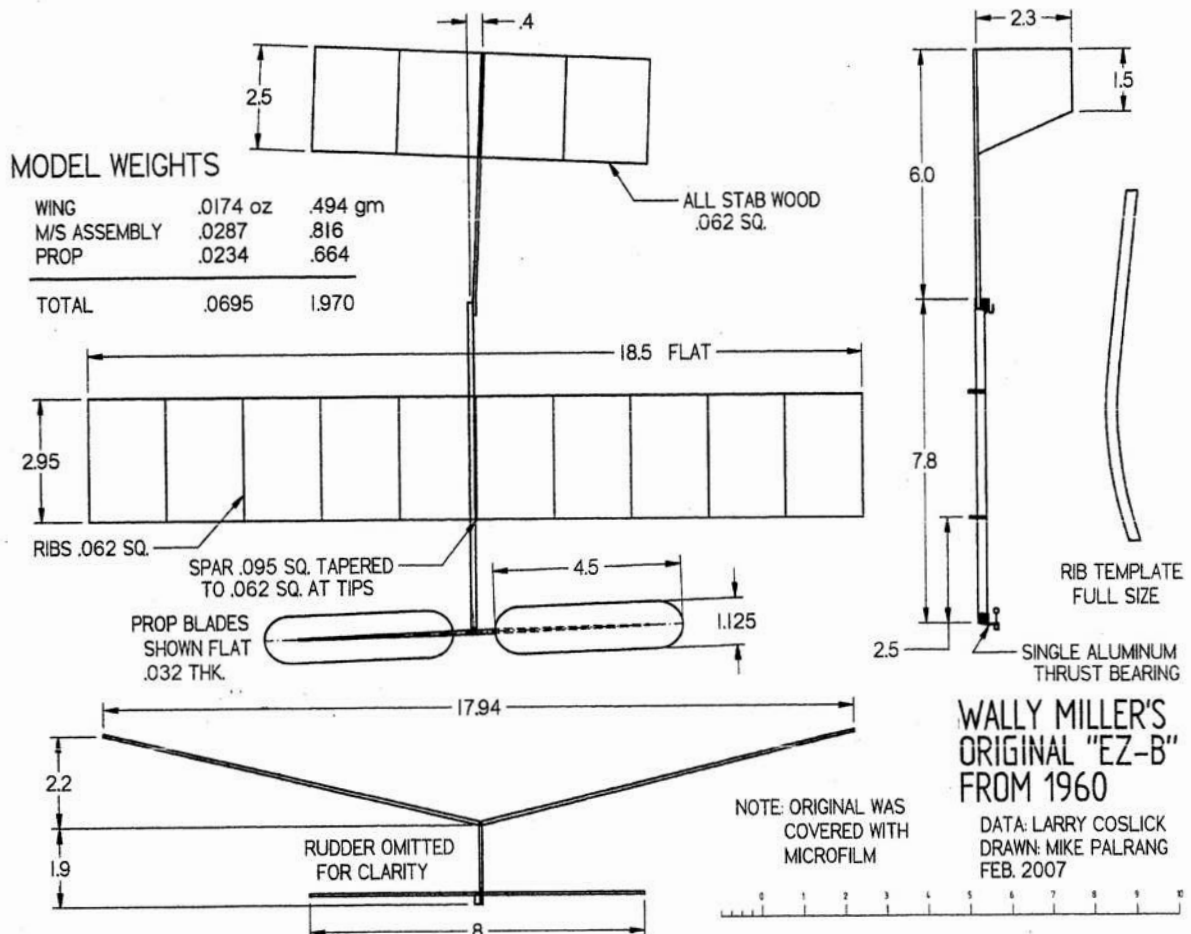


## Characteristics of Indoor Model Aircraft F1L (EZB)

Maximum wingspan projected .....	457.2 mm
Maximum wing chord .....	76.2 mm
Stabiliser maximum area .....	50% of wing
Minimum weight without rubber motor .....	1.2 g

Sporting Code Section 4 --- F1 Free Flight <http://www.fai.org/fai---documents>

## The Wally Miller EZB

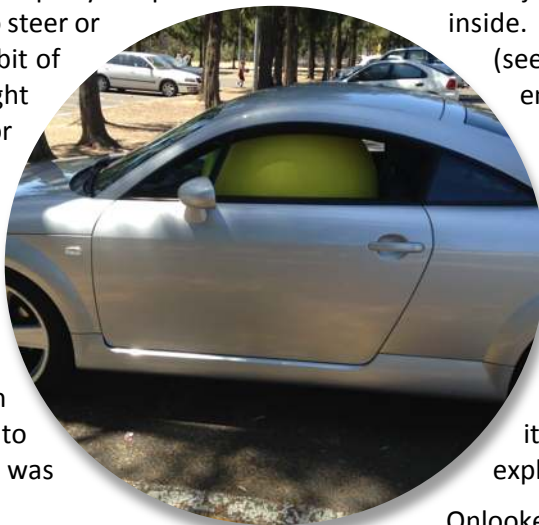


**F1D TEAM TRIALS POSTSCRIPT: Battle of the Bulge**

One of the last tasks to do before arriving at the venue was to fill up a helium balloon at the party shop. These are used on the end of a line to steer or rescue models in trouble. I was in a bit of a hurry by now, so I had what I thought was a good-sized balloon and asked for it to be filled. The balloon guy raised his eyebrows and asked did I have a big car?

Actually I don't have a big car, but didn't want to debate or delay any further, so I said yes, yes, of course. When I took the three-foot balloon out to the car, I realised it was going to be a close thing. But I got it in ok and was on my way.

Arriving at the venue, I started to unpack, only to find that on that warm afternoon the balloon's contents had



started to expand and the rubber had stretched... making the balloon just enough bigger to be well stuck inside. Defeated by physics once again! (see picture) Luckily I had the encouragement and helpful advice of a departing group of teenage basketballers to guide me, and eventually it squeezed loose.

At the end of the day, the balloon was donated to Jack's grandkids. As Jack was struggling to squeeze it into his car, another club member said: You know I think it might fit in my car... Just then it exploded.

Onlookers commented: Well, it will now...

# 2016 CALENDARS

Roy Summersby's listed all major events and asks for feedback on the events being considered for West Wyalong.  
Reply to Roy at [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)

News Years Bash .....	30 Dec to 1 Jan 2016.....	West Wyalong
Maxmen.....	6 to 15 Feb .....	Lost Hills
Vic State Champs.....	12 to 14 March.....	Springhurst
Q'ld F1C State Champs.....	2 April.....	Dalby
AFFS.....	8 to 14 April .....	Narrandera
SCC.....	16 to 17 April.....	West Wyalong
World Control Line Champs.....	7 to 13 May.....	Perth
Q'ld State Champs (A and B).....	14 to 15 May.....	Dalby
Mini Nats (Pacific Champs?).....	28 May to 4 June .....	West Wyalong
Includes NSW F1 A, B, C		
Cowra Oily Hand.....	27 to 28 August .....	Cowra
Q'ld Team Trials (A, B and C).....	15 to 16 September.....	Dalby
Combined with SAMS.....	1 to 3 October.....	West Wyalong
Vic State Champs (F1 A, B, C).....	29 to 30 October .....	West Wyalong
Wyalong Wings Weekend .....	12 to 13 November.....	West Wyalong
New Year Bash .....	30 Dec to 1 Jan 2017 .....	West Wyalong



# BRISBANE FREE FLIGHT SOCIETY



MONTH	DATE	START	EVENT	LOCATION
January	Sat 30 <sup>th</sup>	12pm - 4pm	Club meeting plus "show and tell"	John's place
March	Sun 6 <sup>th</sup>	3pm - 6pm	<b>Indoor</b> Delta Dart Club Event	BSHS
	Sun 13 <sup>th</sup>	7am - 2pm	2 Minute class models (all in 3 flights)	Coominya
	Sun 20 <sup>th</sup>	7am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
April	Sat 2 <sup>nd</sup>	7am - 12pm	F1C (2014 rules - 5 flights) State Champs	Dalby
		1pm - 4pm	Open Power (3 flights) State Champs	
	Sun 3 <sup>rd</sup>	7am - 12pm	F1J (5 flights) State Champs	Dalby
	Fri 8 <sup>th</sup> - Thu 14 <sup>th</sup>		Dave Anderson Memorial and AFFS Champs	Narrandera
	Sat 16 <sup>th</sup> - Sun 17 <sup>th</sup>		Southern Cross Cup	West Wyalong
	Sun 24 <sup>th</sup>	3pm - 6pm	<b>Indoor</b> HLG/Catapult State Champs	BSHS
May	Sun 1 <sup>st</sup>	7am - 2pm	Scale, HLG and CLG State Champs	Coominya
	Sat 14 <sup>th</sup>	7am - 12pm	F1A State Champs (5 rounds)	Dalby
	Sun 15 <sup>th</sup>	7am - 12pm	F1B State Champs (5 rounds)	Dalby
	Sun 22 <sup>nd</sup>	3pm - 6pm	<b>Indoor</b> F1L (EZB) State Champs	BSHS
	Sun 29 <sup>th</sup>	7am - 2pm	F1G (5 flights) State Champs	Coominya
June	Sun 5 <sup>th</sup>	8am - 2pm	P30 State Champs (3 flights)	Coominya
	Sun 12 <sup>th</sup>	3pm - 6pm	<b>Indoor</b> Hanger Rat State Champs	BSHS
	Sun 19 <sup>th</sup>	8am - 2pm	A1 Sailplane and E36 (both 3 flights)	Coominya
	Sat 25 <sup>th</sup>	12 - 4pm	AGM plus "Show and Tell"	John's place
July	Sun 3 <sup>rd</sup>	8am - 2pm	100gm Coupe (3 flights)	Coominya
	Sun 10 <sup>th</sup>	3pm - 6pm	<b>Indoor</b> P18 (club sponsored) State Champs	BSHS
	Sun 17 <sup>th</sup>	8am - 2pm	F1H State Champs (5 flights)	Coominya
	Sun 24 <sup>th</sup>	8am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
August	Sun 7 <sup>th</sup>	8am - 2pm	Combined % (3 flights)	Coominya
	Sun 21 <sup>st</sup>	8am - 2pm	Col's Comb Vintage (3 flights)	Coominya
	Sun 28 <sup>th</sup>	3pm - 6pm	<b>Indoor</b> Peanut Scale State Champs	BSHS
September	Sun 11 <sup>th</sup>	8am - 2pm	Frog, KKK and Vic Smeed Rally (each 3 flights)	Coominya
	Thu 15 <sup>th</sup>	7am - 12pm	F1A & F1C Team Selection Trial (5 rounds)	Dalby
	Fri 16 <sup>th</sup>	7am - 12pm	F1B Team Selection Trial (5 rounds)	Dalby
	Sat 17 <sup>th</sup>	7am - 9am	LSq/100 (3 flights)	Dalby
		9am - 1pm	Open Rubber (3 flights)	
	Sun 18 <sup>th</sup>	7am - 12pm	No Frills Wakefield (5 flights)	Dalby
October	Sun 9 <sup>th</sup>	7am - 2pm	BFFS Mini Power and E36 (both 3 flights)	Coominya
	Sun 23 <sup>rd</sup>	7am - 2pm	Dale's Fun Day (P20, Sport and limited RC)	Coominya
November	Sun 6 <sup>th</sup>	7am - 2pm	QDP (3 flights) + ½ hour Walking Scramble	Coominya
	Sun 13 <sup>th</sup>	7am - 2pm	General Flying and Reserve day	Coominya
	Sat 19 <sup>th</sup>	12noon-4pm	BFFS Xmas Party	Bremer Waters

## CONTACTS:

► John Lewis 07 3848 4280

► Malcolm Campbell 07 3278 7164

► Albert Fathers 0755 343490

## 2016 FREE FLIGHT CALENDAR Ver 2



## NSWFFS Contest & Fixture Calendar 2016

Date	Event	Venue	Time	C/D
Dec 30 - Jan 2	New Years Eve BBQ & Fun Fly Maybe a Comp or two, (decide there)	W Wyalong A.B. Field	Flying Early Morn & Late eve	If you want to go, tell Roy
Jan 15	General Meeting	Harris Park	7:30pm	
Jan 24	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Gary Pope
Feb 7	Combined % + Scale Fun Fly	Richmond	7:00am – 1:00pm	Matt Hannaford
Feb 21	State Champ, P30 + Comb Vintage	Richmond	7.00am --1.00pm	Terry Bond
Mar 5-6	Hunter Valley Champs	Muswellbrook		
Mar 12-13-14	Victorian State Champs F1 G H J O/Rubber O/power, P30, HLG/CG	Springhurst	See FFDU for Vic Program	Vin Morgan 0393872531
Mar 18	General Meeting	Harris Park	7.30pm	
Mar 20	Combined % + HLG & C/G	Richmond	7.00am-- 1.00pm	Jim Christie
Mar 27	Final Practice for AFFS & SSC	Richmond	7.00 am	
Apr 8-14	AFFS Champs	Narrandera	See AFFS	Program
Apr 16-17	Southern Cross Cup F1A,B,C	W Wyalong	8.00am-3.00pm	Matt Hannaford
May 7-8	Veterans Gathering	Muswellbrook		
May 7-13	World Control Line Champs	Perth		
May 15	State Champs Scramble, +Combined %, Control Line Flying BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Roy Summersby
May 20	General Meeting	Harris Park	7.30 pm	
May 28-4	1 <sup>st</sup> West Wyalong Champs, includes NSW State Champs for F1A,B,C	W Wyalong A.B. Field	8.00am--3.00pm	NEED Input What events etc
July 2-3	Scale Rally Weekend. Scale comp Sat 2nd, Sun 3rd ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond BYO Food	7.00am till dark Trans Tasman	Tahn Stowe
July 15	General Meeting	Harris Park	7.30 pm	
July 24	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 7	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Terry Bond
Aug 21	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 27-28	Cowra Oily Hand Weekend	Cowra		
Sep 11	½ Hour Scramble + Tomboy Mass Launch. Fuller Day, Stomper, Dixielander, Zoot Suit. B-B-Q Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 16	Annual General Meeting	Harris Park	7:30 pm	
Sep 18	Combined % 5 flights	Richmond	7.00am - 1.00pm	Matt Hannaford
Oct 1-2-3	NSW State Champs F1G,H,J + Vintage Power, Rubber,& Glider, ½ hour scramble	W. Wyalong A.B.Field	7.00am- 1.00pm	Roy Summersby
Oct 16	Combined % Multiple Entries	Richmond	7:00am – 1:00pm	Gary Pope
Oct 29-30	Victoria State Champs F1A,B,C,	W Wyalong	8.00am - 3.00pm	Vin Morgan
Nov 12-13	Wings Over West Wyalong + Scale Rally all disciplines FUN FLY	W Wyalong	7.00am- till dark	Plenty of room for everyone
Nov 18	General Meeting	Harris Park	7:30 pm	
Nov 27	F1G, H J, (Combined)	Richmond	7:00am – 1:00pm	Gary Pope
Dec 11	½ Hour Scramble, Combined Vintage with SAMS & Fun Fly.	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO	Terry Bond FOOD
Notes 1.	All scrambles start as close to	8.00 am as	Possible	
2.	Sport FF, CL,& RC Flying welcome	on A.B. Field	at W Wyalong	Plenty of room
3.	BYO FOOD, DRINK & CHAIR to	ALL BBQs at	Richmond	



## West Australian 2016 Free Flight Contest Calendar



DATE	CONTEST CLASS	LOCATION	TIME	CONTACT
7 March	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
27 March	Combined Open	Meckering	9.00 am	Paul Rossiter – 9316 0250
3 April	HLG/CLG State Championships	TBA	TBA	Greg McLure – 9457 8680
As above	Power Scramble State Championships	As above	TBA	As Above
24 April	Combined Open	Meckering	9.00 am	Chris Behr – 9448 9922
1 May	P30 State Champs / Roy Farren Cup	Meckering	9.00 am	Rod McDonald -9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	As Above
5 June	SLOP State Championships	Meckering	9.00 am	Phil Letchford – 9295 2161
as above	Mike Beilby Cup	as above	9.00 am	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
19 June	Rubber State Championships	Meckering	9.00 am	Chris Behr – 9448 9922
as above	Wamac Cup	as above	as above	As Above
as above	Open Glider	as above	as above	As Above
10 July	Open Power State Championships	Meckering	9.00 am	Rod McDonald -9316 2762
as above	Combined Open / Free Flight Cup	as above	as above	As Above
31 July	Nostalgia	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	Combined Open / Free Flight Cup	as above	as above	As Above
13 – 14 August	F1A, F1B and F1C State Championship	Meckering	9.00 am	Paul Rossiter – 9316 0250
as above	FIA Team trials F1A, F1B and F1C (TT)	as above	as above	As Above
as above	Combined Open / Free Flight Cup	as above	as above	As Above
25 September	Free Flight Electric F1Q/E36/E30	Meckering	9:00am	Paul Rossiter – 9316 0250
as above	Old Timer Electric and Limited Height Gliders	as above	as above	Chris Behr – 9448 9922

- NOTES: 1. WAFFS Free flight Cup is a series of events for the following classes: A/1 glider; Coupe rubber, 1/2A Power; P-30 rubber; E-30 electric; Co2; Chuck Glider (including CLG). Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
2. Combined Open is for all classes. Competitors may fly one or many classes on each day and throughout the year. Your best scores from the nominated set of flights (normally three in number unless otherwise agreed prior to the event) on three different days, adjusted to a percentage of the perfect score using the appropriate K-factor, are combined to determine your total score for the series.
3. Results from the specific events may be nominated in advance to count toward the combined events.
4. Sport flying is welcome and encouraged on all competition days.
5. E-30 to have 2 minute max.
6. CO2 to have 2 minute max and 3 cc tank.
7. Chuck glider and CLG to have 3 flights, but 20 sec attempt to apply outside State Champs. CLG may use no more than a 6" loop of 1/4" rubber.
8. All events marked (TT) are events where scores count towards the Australian Free Flight team selection. Interstate participation is encouraged. All events for Team Trials are 7 rounds.
9. All competition events are 3 flights except FIA events which are flown in rounds.