

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 51 NUMBER 3

SPRING 2019

**STATE CHAMPS
FROM 3 STATES**

**RICHMOND
SCALE RALLY**

**BLAST FROM
THE PAST**



**IN MEMORY OF
FREE FLIGHT**



FRONT COVER: Leigh Morgan has become the one to beat in Open Rubber. Over the last four years, Leigh has either won OR or placed second in a fly-off. Leigh's F1B-influenced model has been a dominating player and has people wondering who will come second!

Free Flight Down Under

September 2019

Volume 51, Number 3

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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. Please keep photos separate and no smaller than 200 kb each.

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F1A, B & C State Champs NSW, QLD and VIC

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Richmond Scale Rally



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B.O.M.

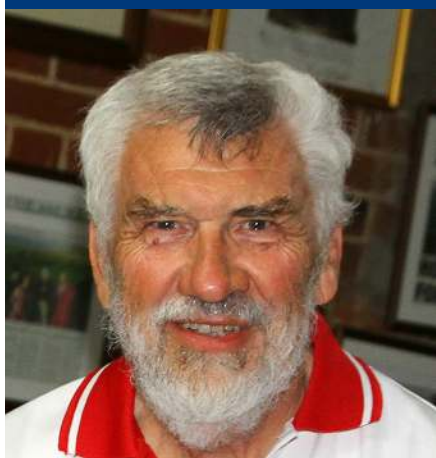
In Memory of Free Flight



17

Jetex

PRESIDENT'S REPORT



Following on from previous reports, the situation with drone legislation has continued to be a major concern of the national aeromodelling bodies. The MAAA have had very fruitful meetings with CASA in which they seem to have reached agreement that there will be no need to change activities carried out under the aegis of MAAA, including pilot registration, model registration and field registration. While this is still yet to be finalised under the CASA registration and accreditation scheme, this is a very promising outcome. A statement

from MAAA is included in this edition.

The situation in USA and Europe (which may or may not include UK, depending upon Brexit) is less advanced. In the USA, the AMA is still having discussions with FAA policy makers, including lobbying Members of Congress. What has emerged is a process of field approvals via Letters of Agreement, safety and knowledge tests and a process for recognising community-based organisations. AMA is no doubt hoping to play a similar role to MAAA with regard to model aircraft, but they still seem to be a fair way from achieving that goal. Similarly, in Europe the matter is controlled by the EASA (European Union Aviation Safety Agency). Model aircraft have been given an Open classification (visual line of sight and under 120m) that does not require prior authorisation or pilot licence, though models may require a class identification label. UK currently falls under the European legislation and, despite representations from the UK model

flying associations, the government's position remains that there will be no special considerations for model aircraft within the drone legislation. Discussions are continuing in both USA and UK.

On the FAI front, there is an issue brewing over provision of timekeepers at Open International events. Currently the rules require that there be at least one official time keeper at each starting position for non-championship events, and some in Poland and Belarus are arguing that any such events that don't have an official timekeeper should be removed from the World Cup. There is also discussion around the new provision for an additional place on a team for a female flier. I will be circulating proposals for your feedback to FAI.

Otherwise, there is a bit of a lull before the storm of the World Championships as members of the Australian Team fine tune their efforts, and we wish them every success at Lost Hills.

Paul Rossiter

FROM THE EDITOR



I've really enjoyed putting the September edition of Free Flight Down Under together, because of

the variety of articles submitted by almost a record number of contributors.

Counting back, this is my 38th edition and to celebrate I've assembled all the covers from those newsletters - it may serve as a basic index for those who like to search back through old editions?

Speaking of old, you'll see an excellent article on Jetex written by Mike Pettigrew. And for Builder of the Model (BOM) stalwarts, you should get a buzz out of reading the war of words between Vin Morgan and the late Art Loneragan.

Don't miss Richard Blackam's plan of an unusual CdH - it's a bi-plane; look closely at its front view, you'll be surprised!

John Lewis sent Queensland competition reports, Roy Summersby covered NSW, Vin and Mike did Vic and Phil Letchford tells us electric power is flourishing in WA. Paul's report on CASA and WA flying fields in WA are also a good read.

Newbies to FFDU, Phil Warren supplied the story for the Richmond Scale Rally with superb photos taken by Glenn Crouch. Warren Leadbetter sent photos for the NSW State Champs (A, B & C).

So thanks to all who made my job so much easier this time. May you continue contributing!

*See you all downwind
Malcolm Campbell*

NSW State Championships

8th - 9th June 2019 *Report by Roy Summersby, photos by Warren Leadbetter*



The weather forecast was predicted and proved very accurate. Thursday and Friday were just perfect, and Saturday and Sunday were also very good. Monday was a blow out along with a little rain, and this is just what happened. The powers to be decided to combine NSW and Victoria State Champs meaning we could fly all the FAI classes over the weekend, avoiding the Monday which as it turned out was over the limit of 9 metres per second.

SATURDAY

NSW F1B State Champs

In this we saw Terry Bond, Vin Morgan, Bruce Hao and Gary Goodwin maxout. Terry and Vin went on to do the six minutes in the

late afternoon. Gary just missed out with 347 sec, Bruce forgot to change his DT and was down from good height in 274 sec.

Terry and Vin flew again next morning resulting with a win for Vin as Terry's model went out of sight.

SUNDAY

NSW F1A State Champs

There were only two starters here. Boy, we certainly need more glider flyers.

Albert Fathers was the only representative from Queensland and he took the honours with 794 sec with Geoff Higgins from Victoria in second place with 708 sec. Both were experiencing mysterious timer trouble which

might be related to the magnetic ground.

NSW F1C State Champs

This event had the biggest field with seven starters. Surprisingly only two maxed out, Andrew Linwood and Mike Pettigrew. This competition had to be finished on the day as mentioned earlier. Monday weather was going to be a write-off. It was decided to take the time after a DT at 90 sec, longest time to the ground wins. This resulted in a win for Andrew Linwood with 103 sec and Mike Pettigrew with 91 sec.



Andrew Linwood won for NSW



Mike Pettigrew got close for Victoria



Terry Bond only got to throw one

NSW STATE CHAMPS RESULTS

F1A	R1	R2	R3	R4	R5	Total	FO & Place
Albert Fathers	221	180	180	106	107	794	1
Geoff Higgins	218	110	180	85	115	708	2
F1B							
Vin Morgan	180	180	180	180	180	360	376 1
Terry Bond	180	180	180	180	180	360	239 oos 2
Gary Goodwin	180	180	180	180	180	347	3
Bruce Hao	180	180	180	180	180	274	4
F1C							
Andrew Linwood	240	180	180	180	180	103	1063 1
Mike Pettigrew	240	180	180	180	180	91	1051 2
Roy Summersby	240	180	180	162	180	942	3
Warren Leadbeatter	141	180	180	120	180	801	4
Shayne McDonald	224	180	180	180	0	764	5
Terry Bond	240	0	0	0	0	240	6
Shannon Tolmie	193	0	0	0	0	193	7

Victorian State Championships

8th - 9th June 2019

Report by Vin Morgan



As usual the Victorian State Championships for the "F" classes were held in conjunction with the NSW State Championships at West Wyalong over the Queens Birthday long weekend in June. As usual the program had to be re-jigged due to weather however we ended up with two good flying days and enjoyable if somewhat sparsely attended events. The original plan was to use the long weekend with Tuesday as a reserve day. Close to the date it became apparent that the weekend would be flyable but Monday and Tuesday would not. The Victorian events were interleaved with the NSW competitions – Saturday NSW F1B, Vic F1A and F1C, Sunday Vic F1B, NSW F1A and F1C. It worked well, you couldn't tell the difference between Victorian and NSW events except at the end because the Victorian event have trophies (sorry I had to say that). The only problem was that Shane McDonald and Shannon Tolmie couldn't get away from Tamworth until Saturday so

they missed the Vic F1C. It's really bad to move an event forward but we talked to them and they agreed they didn't want to fly in the predicted wind and rain on Saturday.

Writing this in August I naturally have little recollection of what actually happened so you won't be bored by a blow by blow description. As you can see from the scores, the level of flying was pretty good. The breeze on Saturday morning was not in a good direction so we only flew a 3 minute first round but of the 45 flights there were 42 maxes. The F1B flyoffs were somewhat less than satisfactory. The first was held on Saturday afternoon. Vin was high enough at 6 minutes to DT onto the top a tall tree near the road. Terry made the 6 ok but Gary went behind trees and was clocked off for less than the required time. The second (10 minute) flyoff between Vin and Terry was held the next morning.

Vin made a reasonable flight of 6:16. Terry, who had been flying well using the Stiff-Shoulder-Launch (like an F1C), got all the aeromodelling aspects correct (although a good flasher could have been useful) but failed in the seldom addressed but often important part of competition flying – timekeeper selection. I'm not sure exactly what happened but both his timekeepers lost the model while it was still in the air. To add insult to injury he ended up being clocked off at 3:59 so he didn't even get 4 minutes for the first round of the NSW event. Being economical (and short of early morning time) the 10-minute flyoff was combined with the first round of NSW F1B on Sunday.

Sunday was as good a day as Saturday, possibly a bit less windy, so the first rounds were set at 4 minutes. The glider boys were having assorted timer problems and only managed three maxes between them. Gary Goodwin, flying strongly

and consistently was the only maxout in F1B. In F1C, Roy, with all that model performance managed to find a hole that got his model down in 162 seconds. Andrew Linwood had a nice win.

In the evening everyone enjoyed a pleasant dinner at the Royal Hotel organized by Shannon Tolmie. Shannon even arranged for the local taxi to do pick-ups and take homes from the various motels. It was a very nice way to finish the weekend.

After the flying the Morgans and the Pettigrews went home via the Painted Silos – and the stick shed. The painted silos are a sort of giant outdoor gallery of paintings of (mostly) local people on disused grain silos along a string of country towns – we visited Westhale, Patchewollock, Lacelles, Roseberry, Brim, Sheep Hills and Rupanyup (bet you haven't heard of too many of these places). The towns are actually a little sad with lots of boarded up shops but the silos are pretty good.

You can see them at: <http://silarttrail.com/home/> We also visited the stick shed at Murtoa. The shed was built in 1941 to store wheat and is now the only one remaining. It's impressive, 265m long, 60m wide and 20m high but no good for indoor because of the sticks. <https://cv.vic.gov.au/stories/built-environment/wimmera-stories-murtoa-stick-shed-enduring-ingenuity/>

Vic State Champs results can be found on page 35



Sunday dinner at the Royal Hotel

WEST WYALONG WRAP-UP

Overall it was a good weekend. Warren Leadbetter had the first flight of a brand new Dixielander which he had just finished. It flew straight off the board and Warren was very happy. He is also getting the art of launching F1Cs; he will be a threat in time. The Tamworth boys are getting more and more professional every time I see them, look out the world they are coming.

The weekend finished with a dinner at the Royal hotel on Sunday night. It was pleasing to see that everyone came along to enjoy the evening.

The calm nights were just perfect for large bonfires and the trees that had died three years ago and recently been pushed into heaps were fired up. In total there were eleven fires burning, eight along the northern boundary, and three to the east.

Slowly but surely the NSWFFS are improving the field. Over the next few seasons they hope to have the bulk of the surface rocks removed - a big task but it will happen.

Warren Leadbetter's photos can be found on the following link:

<https://flic.kr/s/aHsmEb71NA>



The stars come out at West Wyalong



You're always given a warm welcome at the club house

Queensland State Championships



Reports and photos by John Lewis and Malcolm Campbell

F1A State Champs Coominya 19 May 2019

This event was to have been flown at Dalby on the Saturday but both the wind speed and direction made that a risky option with the highway downwind. We therefore abandoned the Saturday and moved to the lower paddock at Coominya on Sunday where both the wind speed and direction were more favourable, although wind direction meant the flight line would be at a rougher part of the paddock.

The surface was challenging for both running and circle towing in the area we chose but we all had to work with it. Some weren't happy.

The first 4 minute round was flown in light conditions with Malcolm, Ben and Kathy all making the 4 minute max comfortably in light lift. John's turn was too tight turn so he dropped. Round 2 was

particularly tricky with light variable wind direction and still patches. Kathy, in her first F1A comp, was unable to successfully launch her model and recorded a zero score. John had a few attempts to launch too, as he negotiated the rough terrain eventually getting the model to unlatch. His model hung on to score a lucky max.

Malcolm got a good launch but flew into poor air, and Ben towed for some time finally finding some good air and an easy max. In round 3 Ben flew early, maxed and landed a few metres away from his launch position. Soon after, a cold breeze sprang up. Both John and Malcolm suffered from the cold air after good launches but Kathy got away with a convincing max.

By the start of round 4 the wind speed had increased significantly. Ben got away in some good air to easily max but his model disappeared from view behind trees a long way downwind on

DT. The model landed in inhospitable terrain about 1.2 km from the flight line and it was some time before his model was found, miraculously unscathed. The retrieval meant John missed round 4.

The wind appeared to play havoc with Malcolm's model which recorded a very low score while Kathy was unable to record a score after two attempts. Malcolm's fifth flight also sub maxed as did Kathy's. John needed a bit more than 90 seconds to take third spot and set a short DT time not wanting to repeat Ben's model recovery adventure. DT'ing early John gained the time he needed. Ben didn't need to fly round 5 and was happy to put his model in the box.

It was certainly an interesting day, where Kathy got the opportunity to fly F1A in a range of conditions and we all went home with undamaged models.



F1A RESULTS



Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
Ben Lewis	240	180	180	180	-	780
Malcolm Campbell	240	142	100	30	103	615
John Lewis	154	180	69	-	116	519
Kathy Burford	240	-	180	-	76	496

F1B State Champs

Dalby 8 June 2019

F1B was re-scheduled from 19th May to the reserve weekend in June and it looked like luck would needed to get it done this time too.

In the cool buoyant air John Lewis was unable to get a little more than $\frac{3}{4}$ turns before reaching critical torque. Even with a much shorter prop run his model was at good height, scribing one large circle to land 80 metres from the launch point, to record a 3 min 40 secs score. Ben Lewis began winding in light rain and although getting away to a good launch his model failed to reach its normal height also with a short prop run and was down just short of 3 minutes.

By the time Ben arrived back at the flight line constant rain was falling so the flyers made their way to the clubhouse where Barry Harth was brewing some hot coffee and had biscuits on offer for morning tea. After a one hour morning tea break waiting for the rain to ease, round 2 commenced with 4 m/sec winds blowing towards the highway, 1.2 km away.

Barry drove down to the road to help with retrieval. Both Ben and John maxed with Ben accidentally setting a 4 minute DT and landing just short of the highway at 3m 50 s - pity it wasn't his first flight. The models came back in Barry's vehicle.

Meanwhile John Taylor was having problems setting up his model with a faulty timer start

switch. With rain on the horizon Ben and John both maxed their next flights but, with the wind speed now dropping, the models were well short of the road. Consequently, they both had to do their own retrievals so they started to grow inches in the wet black soil.

John Taylor's woes continued - ready for winding, one of the support cords slipped off the retaining peg resulting in a broken wing and ending his flying before he even started. More rain was falling so they retreated to the clubhouse for the lunch Barry had prepared.

With lunch over the radar showed no letup in the rain so they decided to cancel the last two rounds and head for home.

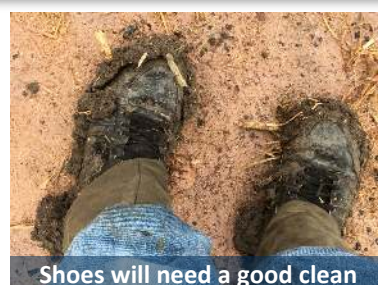
Name	R1	R2	R3	Total
John Lewis	221	180	180	581
Ben Lewis	174	180	180	534
John Taylor	DNF - model damaged			DNF



Ben Lewis puts a lot into his launches



Ben winds carefully in the slippery conditions



Shoes will need a good clean

Queensland F1L State Championships

Report and photos by John Lewis

This year we had 5 entries with Larry Brownlow setting the highest time ever in our State High indoor venue. Larry set the pace early with a flight that sat under the rafters as it drifted from one end of the hall to the other flying through the net supports to score a time just short of 8 minutes. It looked like one of those fluky flights that only happen rarely but then Larry's second flight proved it

was no fluke with a time just shy of 7 minutes.

Ron Munden's model looked very competitive during practice on the previous (HLG) day. After a good start on his first flight his model was severely damaged on his second flight after hanging up. As a result Ron was unable to continue.

Both John and Ben Lewis made slow starts with John being hung

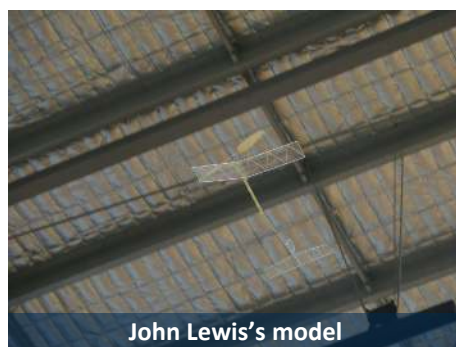
up on his early flights suffering some wing damage.

Ben's model after some experimenting with rubber sizes produced a PB for Ben with a model he built two years ago. Brian Taylor as usual looked in control but his model also suffered damage being retrieved from the top of the net.

It was a wet day outside but the overall scores were the best ever recorded at the school venue.

F1L (EZB) RESULTS

Name	R1	R2	R3	R4	R5	R6	Total (best 2)
Larry Brownlow	7min 46s	6min 56s	2min 36s	-	-	-	14min 42s
Brian Taylor	5min 40s	5min 23s	5min 48s	3min 07s			11min 28s
John Lewis	2min 35s	1min 30s	1min 43s	3min 32s	4min 45s	4min 32s	9min 17s
Ben Lewis	1min 57s	2min 06s	3min 21s	4min 19s	3min 55s	3min 51s	8min 14s
Ron Munden	3min 58s	25s					4min 23s



2019 Richmond Scale Rally



Report by Phil Warren, photos by Glenn Crouch

Phil Mitchell's rejuvenated Tiger Moth



Mike Mulholland's brilliant little Sopwith Tri-plane

Saturday was fine with almost no wind, perfect conditions for scale models. We had two sets of flying judges, one set for F4A and kit scale and one set for rubber scale.

Flying took place all morning till mid-afternoon. Power models and rubber models shared the sky, some with lots of pace, others were floating overhead. Fifteen competitors including six from New Zealand flew or tried to fly a total of thirty one different models, a fantastic turn out.

There were a lot of spectators also, with at one stage thirty two cars parked on the field. A dinner was held on Saturday evening at the East Court Chinese Restaurant.

Sunday was foggy for Scramble and this had barely lifted by the BBQ lunch. After the Scramble it was a fun fly day. It was good to see so many juniors flying models during scramble and after the event.

I would like to thank the judges some of whom were thrown in the deep end -

John Corby : Static

Peter Norrie : Static & collating results

Walter Bolliger & Geoff Potter : F4A and Kit scale

John Pennells & Phil Poole : Rubber Scale.

F4A results:

- 1st Phil Mitchell - Sopwith 1½ strutter
- 2nd Stan Mauger - Vickers Vilderbeest
- 3rd Roy Summersby - RA Factory FE8

Kit Scale results:

- 1st Mike Mulholland - Lysander
- 2nd Yolande Mulholland - Auster and
- 2nd Noelene Lyon - DHC-2 Beaver

Rubber Scale results:

- 1st Phil Warren - Lemberger LD20B
- 2nd Mike Mulholland - Sopwith Triplane
- 3rd Ricky Bould - Westland Widgeon

Scramble results:

- 1st Tahn Stowe
- 2nd Stephen Bojec
- 3rd Matt Hannaford

Again thanks for all who participated in making it a great weekend. *Phil Warren*



Ricky Bould's Westland Widgeon



George Fay's Folkerts Racer



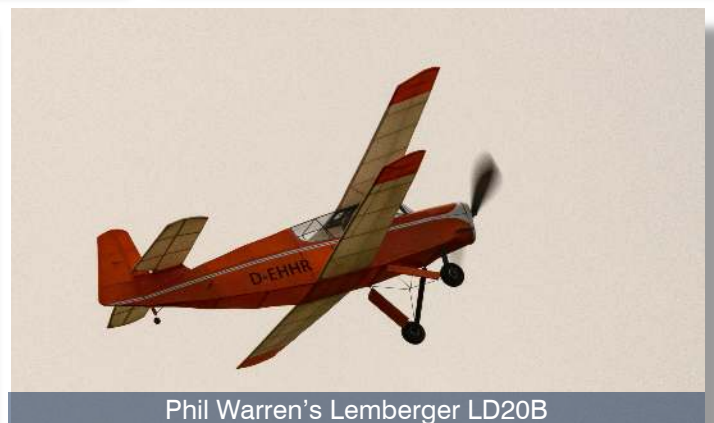
Phil Mitchell's mighty Catalina



Mike Mulholland's diminutive Lysander



Phil Warren's Portsmouth Aerocar



Phil Warren's Lemberger LD20B



Yolande Mulholland's Auster



Noelene Lyon's DHC-2 Beaver



Roy Summersby's RA Factory FE8



George Fay's Folkerts Racer



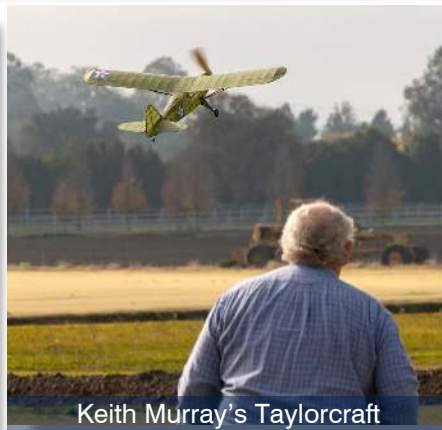
Phil Mitchell's all-conquering Sopwith 1½ Strutter



Scale judges Peter Norrie and John Corby



Phil Warren again - Peyret Taupin



Keith Murray's Taylorcraft



Team Mulholland's Sopwith Tri ROB's



Reg Towell's Caudron Racer



Don Spray's Fairchild Ranger



Stan Mauger's Vildebeest



George Fay's PE2



Ricky Bould's AOP9

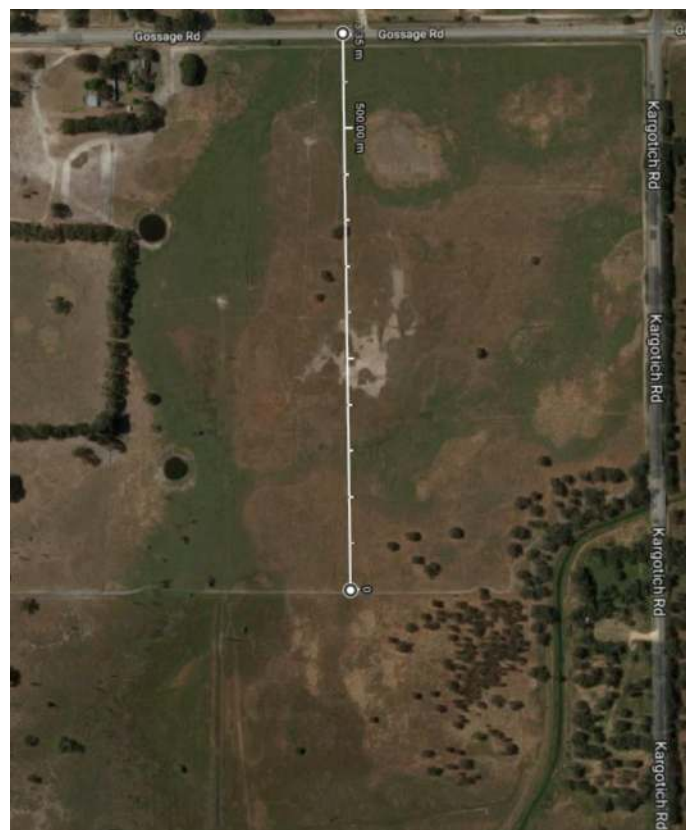


Small Field Flying in WA

Paul Rossiter

For many years we were fortunate to have access to fairly good flying fields on a farm at Meckering, about 2 hours' drive East from Perth. However, with the recent good prices for wheat and other grains, those paddocks have now all been cropped and we have been searching around for a suitable alternative, so far without success. We did manage one event there this year with some lucky timing: the stubble from the previous year's crop is ploughed in just before seeding and we managed to fly a Slow Open Power event (which I happened to win with my trusty Dixielander) in those intervening days. However, we can't plan ahead for such access and so have returned to a small field closer to the city (only about 30 minutes South) so that we can at least have some fun flying the smaller classes. We had used this in the past but shifted to Meckering where the 3 minute classes could be flown. Accordingly we have unfortunately had to restructure our competition calendar, removing events for the 3 minute classes (including the F1A/B/C State Champs and Team Trials). The revised calendar is shown elsewhere in this edition.

The paddock is about ½ km square and the owner, who lives next door, is happy for us to use it.



<https://www.google.com/maps/@-32.2587861,115.9463205,1098m/data=!3m1!1e3>

The field we have been using for smaller models

The ground is sandy but well fertilized with cow poo and so has a nice short grass covering. However, having only 500 meters to play with means that a 2 minute max is only a proposition if the wind is less than 3-4 m/s. Above that we have either to drop to a 90 second max or bail out. We have up to 5 free flyer's who regularly turn out: myself, Phil Letchford, Rod McDonald, Greg McClure and Noel Macmillan (starting to sound like a Scottish football team!). Rod is on the committee of the West Australian Model Aircraft Club (WAMAC) who now hosts the Free Flight activities in WA and has produced the new competition calendar.

Events for P30 (4 fliers) and E36 (3 fliers) were flown on 2 June. Since the wind was around the upper limit on 2 June, these were flown to 90 second maxes. Nevertheless, nobody maxed out in P30 and the event was won by Greg McClure with myself in second place. Greg normally flies power classes so this was his revenge for me winning the Slow Open Power event! On the same day we flew E36 with a 5 second motor run. This was the first time we have flown this event in WA and some of the models were still in the trimming stage. My Maverick was on song and even though it was trimmed for a 10 second climb and had a decidedly bad transition at 5 seconds, it maxed the first two flights and all I needed was 17 seconds for the third flight. I DT'd it at the 17 second mark but it still made 35 seconds!

Coupe was flown on 16 June (4 fliers) and as the wind started below 2 m/s we elected to fly a 2 min max. To keep the event short we didn't fly in rounds, just wind and chuck when ready. I started off with a couple of maxes but then found a bit of sink in the next two flights. Phil started out the other way, with some short flights to start with, then maxing out his last two flights. In fact, his last flight caught a boomer taking the model out of the field into a tree on some private property next door surrounded by "Do Not Enter" signs, so he had to

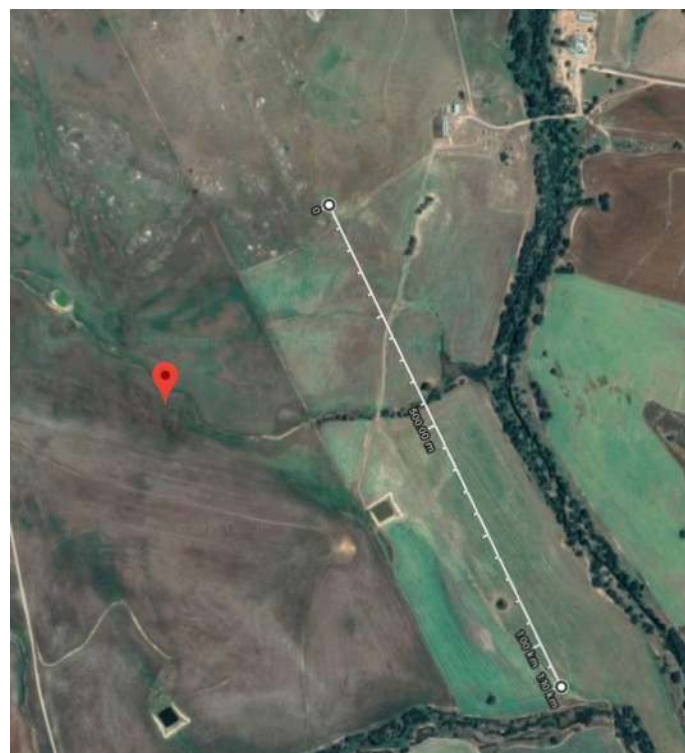


Phil putting on just a few too many turns that took his Coupe into a tree on an adjacent property

leave retrieval until a few days later when he could contact the owners. Fortunately he got it down with just some minor tears in the stab covering.

We were scheduled to fly an Open Electric (same as USA Class A Electric) on 7th July, but the forecast wind was too high and rain was also forecast so we cancelled. As it turned out it did rain and the wind gusted to over 8m/s so it was a good decision. Pity since this would be a good event with the only limitations being fixed surfaces and fixed motor run (we would choose 5 seconds), so "old" F1Q and E-36 would be eligible.

One of the members of our host club WAMAC located a potential field at Beverley, about 1hr 40 mins East of Perth and arranged fun-fly on 28 July to try it out. There was a good turn out and many different models, some Old Timer R/C and various free flight categories. We had our usual free flight regulars joined by Chris Behr. It is slightly undulating with a long axis of around 1km and a few trees on either side. It will probably be OK for some events like open power, open rubber and open electric, depending upon the wind direction, but still not adequate for the FAI events due to the number of potential hazards. Most of the Free Flight mob took the opportunity to trim out some new E36 and open electric models. I managed to hit the only fence for miles with my Maverick open electric, but fortunately the only damage was a couple of tears in the tissue covering. The club is considering scheduling some events at this field next year.



<https://www.google.com/maps/place/32%C2%B006'28.4%22S+116%C2%B044'33.2%22E/@-32.1077144,116.7468453,1989m/data=!3m1!1e3!4m5!3m4!1s0x0:0x0!8m2!3d-32.1078845!4d116.7425643>

The new field at Beverley



Paul about to test a Maverick E36 at the Beverley field

The last event we have held was back at the "local" field on the 18th of August. The forecast was excellent with blue sky and light winds, but the rain over the previous week or so left the ground very soggy at best, and under water elsewhere! We had our usual turnout of regulars and there was a small rise that provided a bit of less wet ground for some short trimming flights, but no chance of a competition.



Rod forging his way to the mound at the wet local field

Paul Rossiter



Could this be the ultimate aeromodeller's car?

Construction Corner



The FAI Viking

Going through my plan draw looking for I don't know what, the Viking plan jumped out at me saying, how about going down memory lane and building another one of me for old time sake, after all I did serve you well for quite a few years.

It was 1962-3 that Carl Goldberg brought out the FAI Viking as a kit. Smaller Vikings had been built and had been successfully flying some time before this, and they showed potential for a larger version to suit the FAI rules.

The first one I built was finished for the Canberra National's in 1965-6. This was powered by an ETA 15 Mk1 a new hot diesel at the time. The model was brand new but I can't remember flying it at Canberra, maybe it was too windy to trim, or maybe I was just plain scared.



What I can remember is going to the Warrnambool National's in 1968-69 and the model having a Super Tiger G15 for power. The G15 was the best engine one could use at the time for FAI power and with this engine and some luck, I managed to win beating Ford Lloyd, a man who I admired very much. Over these few years I built two Vikings, both from kits, and they served me very well. The Vikings' days were numbered as VIT and AR were being used on all the top models, this system was showing much greater performance, so my next model was to be George French's Night Train, on pipe, but that's another story.

The model is not going to be competitive in F1C, and a long way out of date for vintage. The only class it would fit in Australia would be Open Power, so no problem if I changed the construction a little. The kit had centre spars in both wing and stab, very hard to stop warping, this had to change. The wing spars I made using balsa and

carbon to full depth, and added bottom sheeting so as to make a full balsa Dee box. The stab, I have stayed with the centre spars but they are carbon tubes, much stiffer than the balsa ones. The fuselage I have built as the plan, complete with hard tank and naturally, has a Super Tiger G15 fitted. The timer I have fitted is an electronic F1J timer. This gives me the advantage of remote DT, much nicer and easier to use than the old KSB timers. The model is covered in Icarex and I have followed the colour schemes of one of my early Vikings.

It has been a pleasure to build, and to me it looks good. At this time it has only had some test glides and I am looking forward to see if it will perform like the ones in the past. Being a hundred grams lighter than an F1C it might have a chance in Open Power.

Roy Summersby



WA News

Phil Letchford reports: "We have found a new flying field near Beverley about 130 km ESE of Perth. We are having a fun fly there on the 28th July with the OT radio guys. We had to put off Open Electric last Sunday due to the weather so we are going to hold it there instead, weather permitting of course. Rod and Paul will be flying their Mavericks and I will have my new electric Dixielander."

He goes on to say "I have just finished off an electric Dixielander fuselage for a set of surfaces I made for a SLOP model a while back. It has a 2212 1400kv motor on 3S turning a 9x5 prop and it weighs 13.9 oz all up. A standard Dixie fuselage with a box on the front would do the job just as well. and you would have more to hang onto."



Phil is one of small WA group rapt in electric free flight. He tells me that his little Eachine Tyro 1607 2800kv turns a 7035 GWS at 13,000 rpm which is not a lot short of what the Cobra 2203 F1S will do and it will do it on a 10-12 amp ESC. It turns the Graupner 7.5x4 folder at around 10,500 rpm but it gets a bit warm after ten seconds. Not a bad little motor for a lightweight model he says; it's 8 g lighter than the DYS1806 2300kv and it turns the 7035 100 rpm faster. He looked up the new 32 Bit Turnigy Plush 20 amp ESC and its tuning card on Hobbyking and it is exactly the same as the one on Banggood but a lot more expensive, so he reckons he got a good score there.

https://hobbyking.com/en_us/turnigy-plush-32-20a-speed-controller-w-bec.html

https://hobbyking.com/en_us/turnigy-plush-32-series-esc-programming-card.html

RC throttle and DT trimming

Phil goes on to say "One of the Rod McDonald's tricks is to use an RC receiver for trimming his electric models down at the local oval and once it is right he puts the timer in. So with this in mind I bought this cheap four channel 2.4 g receiver and I will use a cheap radio set like this one for motor run and DT. You have to solder on the pins yourself which is a little tricky and they have smaller ones on the site but this one was micro enough for my soldering skills and just by chance it is a good fit in the hole I made for the eMax. Paul Rossiter buys the transmitter board and puts it in a little box which is smaller and lighter but I fly a little radio so using a set is cheaper and easier for me."

https://www.banggood.com/Flysky-FS2A-4CH-AFHDS-2A-Mini-Compatible-Receiver-PWM-Output-for-Flysky-i6-i6X-i6S-p-1214269.html?rmmds=category&cur_warehouse=CN

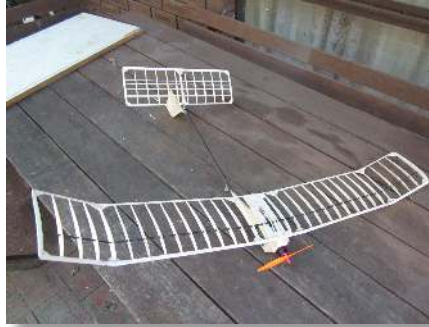
https://www.banggood.com/FlySky-FS-i6-2_4G-6CH-AFHDS-RC-Transmitter-With-FS-iA6-Receiver-p-922606.html?rmmds=category&ID=42481&cur_warehouse=CN

Phil Letchford





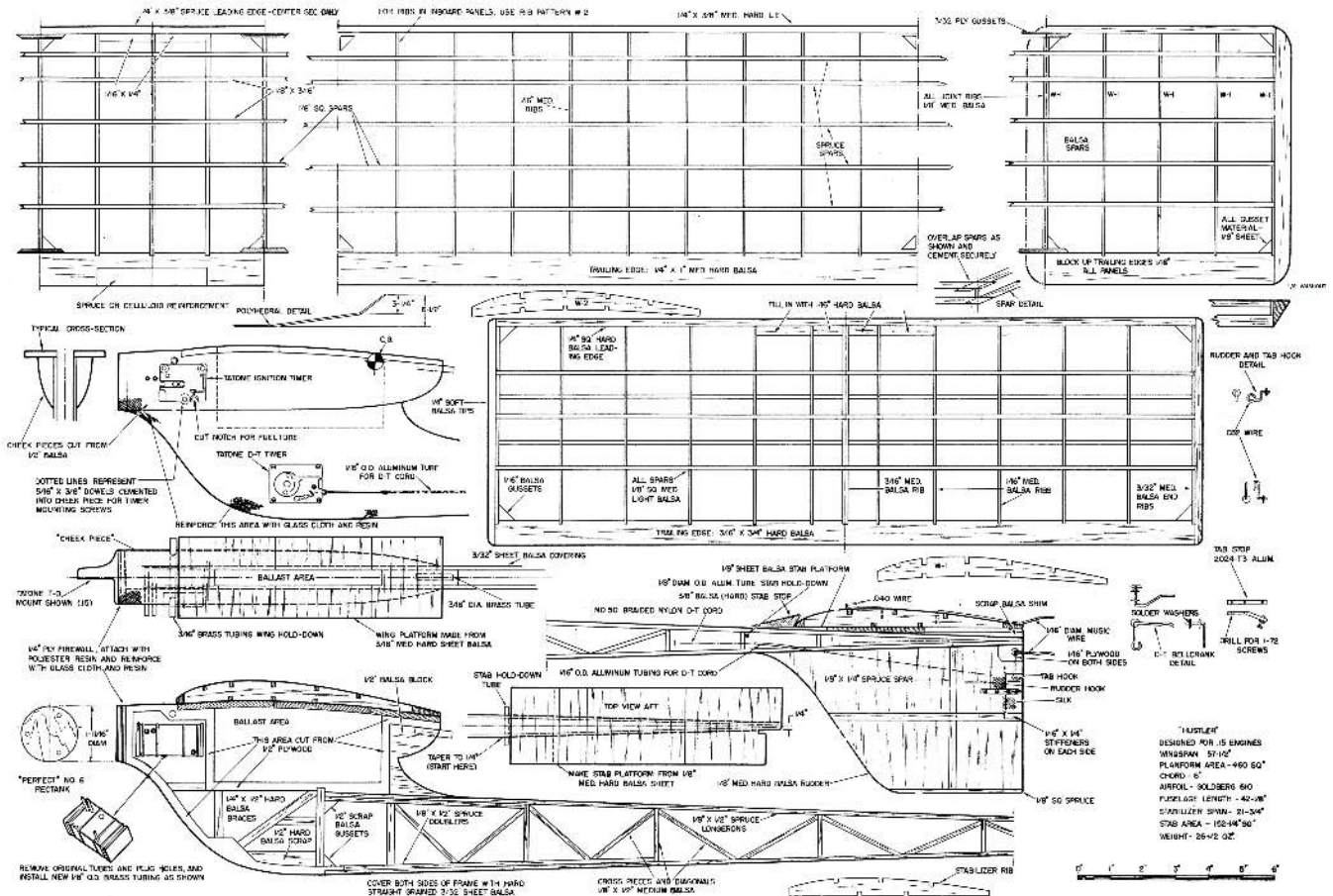
In 2011 WA started flying fixed surface Mavericks complying to the F1Q rules of the time. Paul Rossiter got hold of the plan and sourced out the electrics for us and we had five contestants at one stage. Being a full sized 1/2A they are a bit bigger and heavier than E36 with three cells and a 45g 1100kv motor turning a 9x5 folder. The one in the photo above is Rod McDonald's, and it still goes well.



Phil sent in photos of his latest E36 based on the Hustler. It weighs 129g with a 300 size battery. I have a Cobra 1407 for it but my AFRO 20 amp esc cuts out as soon as it gets loaded up so until I get my esc problems sorted I am using this cheap 1407 3200kv drone motor which will turn a 6x5.5 using a



10 amp Mystery Cloud esc. I outsmarted myself with this one, every HTL model I have made came out nose heavy so I shortened the nose on the Hustler before I started. Unfortunately by the time I covered the tailplane I knew it was not going to work out so I extended the nose until the CG was correct.



Keen WA free flyers Adrian Dyson, Rod McDonald, Phil Letchford and George Carr.

I'm guessing guess Paul Rossiter took the photo.



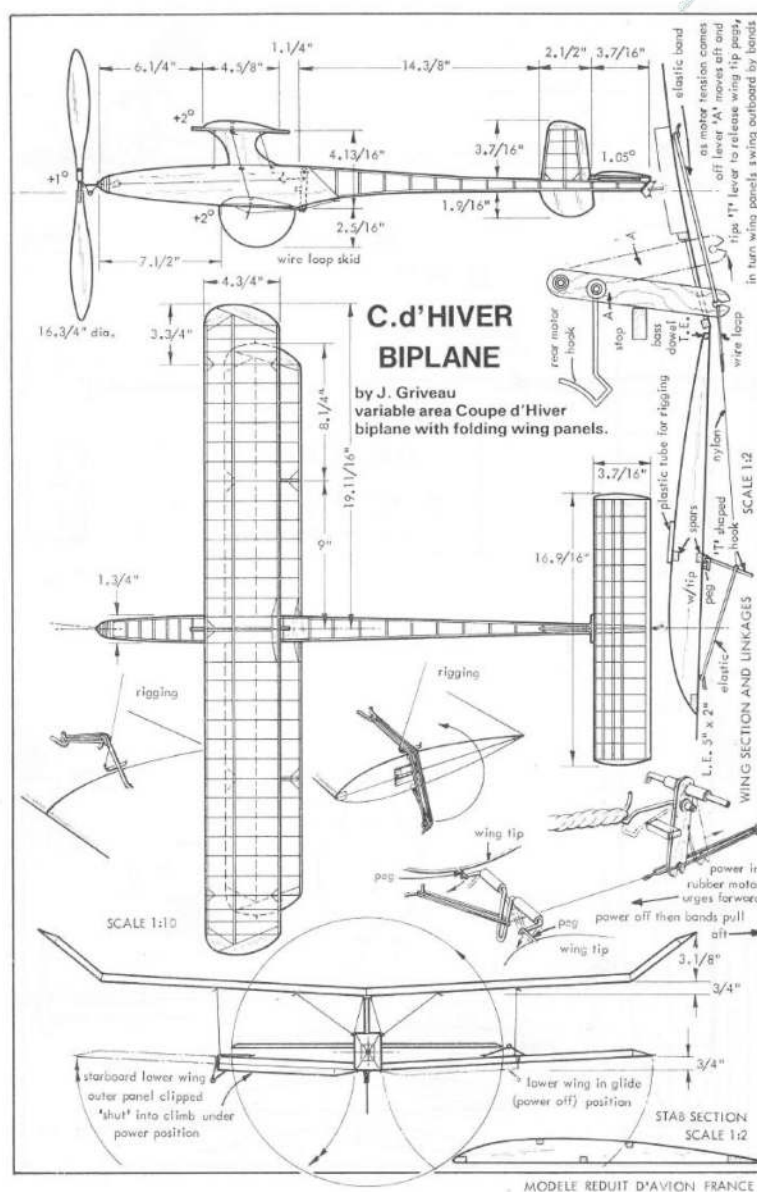
So what have you been building?

Prolific Rockhampton aeromodeller Barry Frederickson is yet to fly this Fairy Delta powered by a ducted fan with Russian 1.2 cc glo motor. This striking model weighs in at 21 ounces. Barry has also built two oversized Vic Smeed Madcaps for Free Flight. A Super Atom 1.8 cc powers his 54 inch span model and the other with a Mills 1.3 cc is 52 inch span. Freddo says both are superb fliers.



AEROMODELLER ANNUAL

35



This might be interesting to prove that everything 'new' has already been done before... take careful note of the front view of the model! From Aeromodeller Annual 74-75. It's a folder!

Richard Blackam

PUNOGRAPHY Part 2

Did you hear about the cross eyed teacher who lost her job because she couldn't control her pupils?

When you get a bladder infection, urine trouble.

What does a clock do when it's hungry? It goes back four seconds.

I wondered why the baseball was getting bigger. Then it hit me!

Broken pencils are pointless.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

England has no kidney bank, but it does have a Liverpool.

I used to be a banker, but then I lost interest.

I dropped out of communism class because of lousy Marx.

All the toilets in New York's police stations have been stolen. Police have nothing to go on.

I got a job at a bakery because I kneaded dough.

Haunted French pancakes give me the crepes.

Velcro - what a rip off!

Cartoonist found dead in home. Details are sketchy.

Venison for dinner? Oh deer!

Earthquake in Washington obviously government's fault.

I used to think I was indecisive, but now I'm not so sure.



JETEX MOTORS – FROM A TIME GONE BY

BY MIKE PETTIGREW

The comments in a recent issue of FFDU regarding the Jetex motors brought back some memories and prompted me to write a bit about them. I was around as a modeller in those days.

Being “old”, I clearly remember the introduction of the Jetex range of motors in the late 1940's and can own up to the fact that they caught my imagination. I owned a few, mainly a couple of Jetex 100's, plus an assortment of the Jetex 50's that everybody seemed to collect, and I also had a PAA-Loader. But having purchased them, I did little with them apart from trying them in a couple of kits that didn't fly well.

I realised their failure to fly well wasn't the fault of the model – I accepted that it was undoubtedly my fault, and therefore being somewhat disconsolate from my failure, I put them away in a box and moved on to other things. Many other flyers had success with them and, as we know, Jetex motors became quite popular in Australia. Numerous free flight events were conducted for Jetex models at state and national level during the 1950's and they attracted quite a reasonable following.



As has been said, there was a trophy for the Jetex event at the Victorian State Championships and there was also a quite magnificent looking “Wilmott Mansour Perpetual Trophy” for the winner of the Jetex events at the Australian Nationals.

I'll talk more about the trophies a little later.

I did some research into the story behind the Jetex motors and the roles played by the Wilmott brothers and Joe Mansour, and I relate some of their history below. It's a big subject so please forgive me for only glossing over the top of it all!

Bill Wilmott, and his brother John, were keen and active early aeromodellers starting in the late 1920's. They were so keen that they even produced their own modelling magazines - some editions of which were sold as handwritten documents.

Joe Mansour, the other part of the Jetex team, was a modeller and splendid craftsman generally, to the point where, also in the late 1920's, he was asked to construct a 1:12 scale dolls house for an exhibition for Queen Mary. That dolls house is still on display at Windsor Castle to this day.

Before the days of Balsa coming into use, Bamboo and Spruce were commonly used for model aircraft structures, but Joe started making model aircraft using moulded paper in the form of an extruded mixture of newspaper and glue, and having achieved some level of success with that process, he placed an advertisement seeking business partners interested in setting-up a company to produce models by this moulded paper technique on a commercial basis.

Along came Bill and John Wilmott in response to the advertisement. By that time, they had, amongst other things, been experimenting with the commercial construction of model aircraft using very thin Aluminium sheet.

The enterprising trio got together and formed two companies, being: Firstly; Wilmott, Mansour & Co., Ltd and secondly, International Model Aircraft Ltd (IMA). One of the external shareholders of IMA was an organisation known as Lines Brothers, and they had already been highly successful with their Tri-ang range of models and there is no doubt that, being a strong force in the hobby business, they assisted the entry of IMA into the world of commercial production model aircraft kits. This all occurred in the mid-1930's.

The first model produced by IMA was the FROG Interceptor MK IV constructed of: You guessed it – a thin Aluminium fuselage, and moulded paper wings. FROG, by the way, for those that don't already know, stands for “Flies Right Off the Ground”. I can actually claim to have owned a later version of one of those FROG

Interceptor's – it had a geared rubber motor and you wound it by dropping the model into a cradle formed by the original packaging and wound the rubber motor with a crank handle connected to a gearbox. It sort-of flew OK but I doubt that anyone ever lost one in a thermal!

Incidentally, they were soon turning-out the interceptor at the rate of 1000 models a day, and it was claimed that it would fly for 300 feet at a height of 70 feet and at a scale speed of 240 M.P.H!

You could buy one for seven shillings and sixpence (7/6).

The story of FROG Models and their importance in many aspects of aeromodelling is another exercise again, so we'll leave them alone at this point, but it needs to be realised that a very strong link existed between FROG and Jetex. The original FROG logo had the Initials "W" and "M" in it, which further demonstrates the connection between the Wilmott brothers, Joe Mansour and IMA/FROG.

The Jetex motor came into being slowly, with early development starting in 1938. They had a prototype working by 1940, but a significant interruption, in the form of World War II, caused them to divert their efforts into other areas after the *Development of Miscellaneous Weapons Department* (DMWD) led by an aeronautical engineer by the name of Neville Shute, (yes, the well-known author) asked for them to be involved in the development of rocket motors related to the war effort.

Wilmott Mansour and IMA staff, including A.A (Bert) Judge, who won the Wakefield Trophy in 1936, and of course, Bill, John and Joe, started playing with rocket motors as part of the war effort.

Along the way, DMWD also decided to buy Imperial Chemical Industries (ICI), who would later produce the Jetex fuel pellets, to assist with solid rocket fuel development.

The link between IMA, Wilmott Mansour and ICI was thus forged.

Bert Judge went on to become the Chief Designer for Jetex and remained so for many years.

The war research into rocket motors resulted in the development of a low temperature, steady burning solid fuel called *Guanidine Nitrate*, and this became the basis of the Jetex motor fuel.

Several detours along the way while still involved with the war effort, led our three heroes into the world of target drones and rocket powered target gliders but after much distraction, and after the war ended, they finally offered the first Jetex motor for sale in 1948.

The war work undertaken by IMA is an interesting topic that I must research in detail one day, they

produced target drones of various types, numbering in the hundreds of thousands and it sounds like a fascinating story.

Of interest and some importance, to the story above, is firstly; the death of John Wilmott, one of the original shareholders in IMA, in a car crash in 1943 and the subsequent severing of their involvement in IMA, by Bill Wilmott and Joe Mansour. This occurred because of John's death and; because of their preference for the development of model rocket engines over the production of model aircraft kits.

They remained, however, on good terms with IMA/FROG.

The May 1948 edition of *Aeromodeller* first hinted at the coming of Jetex motors and they subsequently became available for sale in June, 1948. The first motors released were the Jetex 100 costing 27s. 6d and the Jetex 200 for sale at 37s. 6d, which wasn't all that cheap considering you could buy the FROG 100 I.C engine for 60 shillings at that time.

Complimenting the release of the motors were construction articles in *Aeromodeller* for a scale Meteor that appeared on an *Aeromodeller* cover, and the design of a duration model called the Zephyr, but it is interesting to note that Wilmott Mansour only offered Jetex motors – they didn't initially produce or sell model aircraft kits to be powered by the motors, which seems strange given their background with IMA/FROG.

Phil Smith at Veron and Bill Dean from Keil Kraft were the first off the mark to produce kits for Jetex, with the first run of kits becoming available just before Christmas 1948, which incidentally, was around the time Wilmott Mansour released the Jetex 350. In the main, the kits were styled after full-size jet aircraft of the era with much less emphasis on free flight duration model kits.

By mid-1949 Wilmott Mansour could see that the relatively high cost of the Jetex motors and the lack of Wilmott Mansour kits for them was costing them business, so they dropped the price of the motors by 30% (claiming to having now recovered development costs) and started to produce models to be powered by the Jetex, being initially, a car and an aircraft model called the Mijet.

At the same time, they released the Jetex 50 which sold for 10 Shillings. This motor became extremely popular, and it spearheaded the commercial success of Wilmott Mansour in the years that followed. The Jetex 50 came in many forms over time, and also; both FROG and Jetex produced a growing range of kits for Jetex 50motors.

By 1956, Wilmott Mansour, as a company producing the Jetex motors and associated kits, had reached its

zenith and had a substantial overseas market as well as the U.K market. Over 60% of its sales were in the form of exports.

The Jetex motors and kits part of the Wilmott Mansour business was sold in 1956 to D. Sebel & Company who at that time were the manufacturers of the MOBO line of toys. Under Sebel ownership and with Joe Mansour, Bert Judge and Mike Ingram at the helm, the business grew even larger with new motors and new kits.

I won't drill too far down into the detail at this stage in regard to the company structure other than to say that Bill Wilmott parted company with Wilmott Mansour in 1956 at the same time as the sale to Sebel. For some reason that seems strange today, he wanted to develop expertise in packaging, and undertook amongst other things, the packaging of a consignment of atomic bomb making equipment shipped to Christmas Island (which would have to be another intriguing story in its own right). This move towards packaging work ultimately led to the formation Wilmott Packaging in 1961.

The closest modern day link to the original Wilmott Mansour and Co. Ltd., is a company called Dytechna Engineering. This company, which is a direct descendent of Wilmott Mansour & Co. Ltd, specialises in avionics control systems and services customers such as Boeing Aerospace and BAE systems. **PICTURE TO RIGHT OF NEXT PARA**

Back to Jetex modelling: As well as the kits being made available, many modellers including Bill Winter and Charlie Sotich in the USA and especially, Ian Dowsett in the UK, began to specialise in designing and flying Jetex competition models. Ian Dowsett is notable for his Jetex Arrow models in both 50 and 100 size, the 100 size being shown in the adjacent photograph, and then later, his Fizzle Quick Jetex duration models, also designed in 50 and 100 sizes.



Free flight Jetex powered models flourished through the 1950's but by the late 1950's and into the beginning of the 1960's, Jetex flying was in a decline, driven

mainly, by the rise of the small diesel and glow motors which provided cheap and reliable power for model aircraft. Other factors included; a change to a hotter fuel which was becoming hard to get, and issues with supply of the wick used to ignite the Jetex fuel.

The Jetex arm of MOBO, now known as Barclay Toys, staggered on for some years with declining sales and increasing losses until finally, the Jetex factory was closed in 1972. The Jetex motor manufacturing equipment was subsequently sold as scrap.

That same year also saw the passing of Joe Mansour and as a result, the world of Jetex as we knew it, came to an end.

Later incarnations of the Jetex motor surfaced over subsequent years but they failed to attract anything near the interest generated by the Wilmott Mansour Jetex range. Two are worthy of discussion:

Jet-X: This product started life in 1985 when UK company Powermax discovered a cache of 50 size Jetex motors of Sebel manufacture in the USA and decided to acquire them and produce fuel and wick so they could be used. When their supply of original Jetex motors ran out, they began to produce their own motors. The Jet-X products were, and still are, plagued by uncertain ignition and variable output, making them difficult to use.

Rapier – These aren't really an equivalent of the Jetex motor as they are a one-shot disposable type of motor. I understand they are still sold.

In Australia, as best I can remember, interest in Jetex was all but over by the time the 1960's arrived. I didn't compete in any Jetex contests during the heyday period, but I know that many Australian modellers did, hence the creation of the few perpetual Jetex trophies that existed in Australia.

I'm guessing that the Victorian state trophy, may have been re-purposed from another trophy, as is sometimes the case in the Victorian F/F scene, and I would be interested to know if that's the case or not and where the trophy is now. I understand however, that the perpetual trophy for the Jetex National Champion was either paid for, or supplied by, Wilmott Mansour and it was a fine looking trophy in its day.

My re-association with the world of Jetex free flight models came about in 1965 courtesy of Basil Healy whom some may know. These days, Basil is an ardent



radio modeller specialising in Old Timer models, but he was once a very good Free Flight Power modeller back in the 1950's, in the days of Arthur Cooper, Les Fahey and their ilk. Basil is remembered by many for his Crowbar F/F power design and other versions of it for different engine sizes.

In 1965 however, Basil and I were R.C aerobatic modellers flying with tuned reed style multi-channel radios. Radio events back in those days were limited to just four types of event so we had time to dabble in other things such as R.C boats plus I was also developing an interest in Free flight at that time because of the constant badgering by Arthur Cooper suggesting I should ditch "those wireless things" and fly "real aeroplanes" (being free flight models).

1965 was also the year that the MAAA decided that they no longer wanted to continue the practise of handing out perpetual trophies at the Nationals to winners of those events that had them. They decided that whoever won one of those perpetual trophies at the 65/66 Canberra Nationals, would get to keep it.

This decision was made public in the Nats entry forms and the rush was on by all and sundry to enter the events that had a perpetual trophy. After all, who wouldn't want to be the owner of a discontinued perpetual trophy with a list of names on it that defines Australian aeromodelling's history?

Basil latched onto the story about the perpetual trophies and announced that he and I should make a move on the Jetex trophy. He said he was going to build a Fizzle Quick for a Jetex 100 and talked me into doing the same. The deal was that we would both fly them in the Jetex event at the '65 Nationals.

As I've said, we were both mainly flying RC aerobatics at the time, but Basil felt the urge to do some free flight

again and I was doing a bit of free flight at the time, being in the early stages of flying F1C, or FAI Power, as we knew it then. It seemed like a good idea.

I remember that Basil covered his Fizzle Quick in lightweight red modelspan and I, having no imagination at all, covered mine in white.

We had our matching models finished in early December and felt as if we were ready to take on the world with them! Well, maybe just Jetex at the Nats.....

The Jetex event at that Nationals was contested on the basis that your official flight time was the best of three attempts. I think that was much like the chuck glider rules at that time.

The day of the event dawned as one of those free flight days we all dream of: The sun just rising, clear sky, no breeze or apparent drift and a light mist hanging around in patches here and there.

Basil and I prepared our models which was easy enough – put the wing and tail on with elastic bands. We had no D.T fitted; after all, who could possibly lose a Jetex model in a thermal?

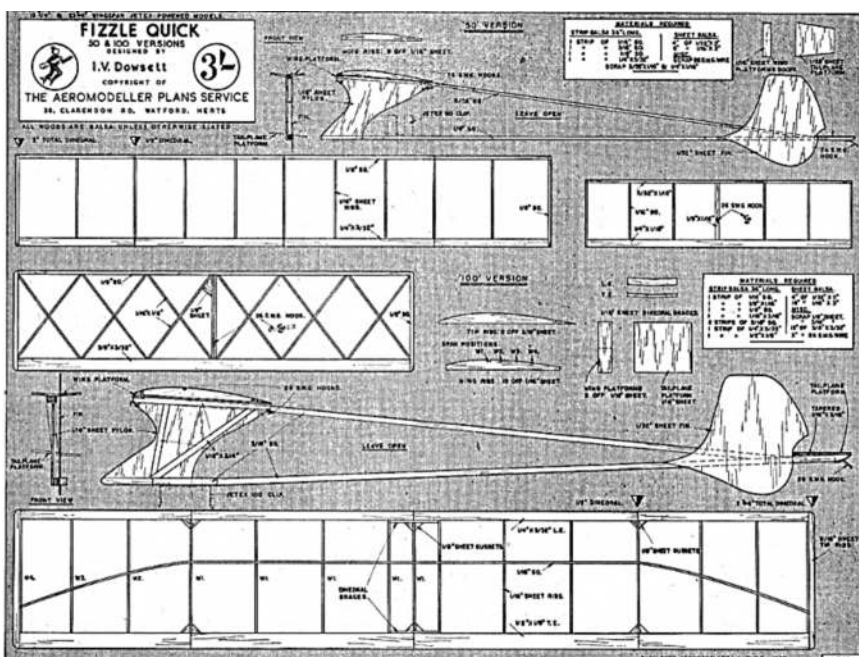
They don't fly for long enough, or get high enough, to be able to be lost, do they?

We began flying our Fizzle Quicks as soon as the first round opened for those flying more serious events. I think one of the "serious events" was open rubber because I can still remember bumping into Arthur Cooper early in the day wandering back to the flight line with a large open rubber model in hand. I could never understand why anyone would build a rubber model in those days because of their high mortality rate. Back then, they wound the motor in the fuselage. The flyer would grab his modified hand drill, hook it on to the

loop at the front of the prop, stretch the motor out of the built-up stick and tissue fuselage and start winding while some poor soul had his fingers hooked over the rear peg extensions holding on for dear life. When (not if!) a motor blew, the guy holding the model copped a big hit from the motor. The shattered remains of the fuselage and the middle of the wing usually fluttered to the ground while the remnants of the motor thrashed itself to death against the battered fingers of either the model holder or the winder.

Still, they kept doing it and, as I said; I never understood why.

For good reason, it's done differently these days and I believe that someone should give a special medal to the inventor



of the half-tube and the winding tubes that led to that innovation!

Anyhow, I've digressed, so we will go back to the story again:

Basil and I only flew two official flights each. We made some trim adjustments after the first and then we both flew our second flight at the same time. Basil recorded something like 16 minutes with his model, and by some miracle, I had a flight of just over 18 minutes with mine.

During those flights, both of us were in the same, early morning "misty lifty" air, and the two Fizzle Quicks circled the field slowly a couple of times no more than 25 metres up and, in my case, the model came down only 50 or so metres away! They just "floated" around, and Basil and I ended up just standing there watching those two models with some sort of amazement while

moments like these that turn people into lifelong free flight modellers.

To this day, I can still see that flying field, the light mist in the early morning sun, and the two models floating along never seeming to lose height!

By what you could call a fluke, I won the Wilmott Mansour perpetual trophy that day.

This is the part of the story where I wanted to show you a photo of the Wilmott Mansour trophy, but the problem is; it's packed away somewhere, and I can't find it.

It's in a box of trophies, one of about six such boxes full of aeromodelling and motor racing trophies, somewhere up on a shelf in our storage shed and, as those that have seen the shed will attest, finding it would be no small task. All I can do is describe it to you until I find it again one day and send in a photo to prove it exists!

The Wilmott Mansour trophy stood around 350mm high and comprised three square silver columns rising from a big polished block of Rosewood. There was a golden wreath on the centre column and little simplistic looking golden fighter jets on the two outer columns. There are plaques attached around the base engraved with the names of past winners of the event.

One day when I find it and repair some old damage and then find the right sort of gold paint for the jet planes and the wreath, it will be restored as it should be, because it's a piece of Australian modelling history.

I was hoping to be able to give you a list the names of previous winners but that will also have to wait until the trophy appears again.

I really believe that there was something unique about Jetex free flight models that isn't there today, or is that just nostalgia taking over?

One could be inclined to ask if Jetex, or their direct replacement, are ever likely to make a come-back, but I must say that I doubt it, because of one tiny little, almost insignificant, factor we should probably consider:

You need a match or a lighter to get the wick started and it burns like a sparkler with little droplets of molten ash and copper wire falling away as it burns down.

Here's where I remind you that we live in a land of dry summer grass which is the main reason they banned fuse D.T's all those years ago, even fuse DT's with snuffer tubes.

So, what hope do we have of flying Jetex again?

Precious little..... Ah, well – it was good fun while it lasted!



they wandered around the field, never very far apart from each other.

They looked like two large butterfly's dancing around in the early morning sunshine, one red and one white.

I'd be the first to acknowledge that such times were abnormal for a Jetex Model! Truth is said to be stranger than fiction, and you'd have to agree that if I made-up a story about flying 18 minutes with a Jetex model while it always remained within sight and it landed 50 metres away, you'd say I was nuts! Well, it happened, and it's

“In Memory of Free Flight”



Vin Morgan has kept this repartee under wraps for many years. And I've had it on file for perhaps 6 years now.

Vin says *“This article should have been printed in FFDU but it had already been published in other places and is complete garbage – but I deeply regret not doing so; not because Art then cancelled his subscription, but because it meant I took a lot of enjoyment and amusement from the readers. Well I got a lot of amusement reading it.”*

So it's time this little exchange saw the light of day in FFDU and here it is in its totally unedited format, to capture the essence of the late Art Lonergan's passion. Vin Morgan's reply was delightful, sharp and witty - something we always expect from Vin. So please enjoy this exchange.



Art Lonergan fired the first shot

Is it any wonder that Free Flight is on the decline, all over the world, when the successor to the prestigious Wakefield class (F1B) is virtually restricted to an 'elitist club' of well heeled (and rapidly ageing) individuals; totally obsessed with factory made gadgetry; and even prepared to spend 'big bucks' to import a ready made Russian or Ukrainian replica, to give them a chance of 'winning'! When thermal sniffers, and expensive 'electronic trackers' are required to compete successfully; when access to the very latest technology, and a fully equipped machine – shop, are mandatory; and contestants spend many hours, constructing expensive moulds, to produce composite wing – spars etc! Who wants to spend 'mega-bucks' and hundreds of hours, producing the latest example of 'cutting edge' technology, when it

can easily fall victim, to the first (unclimbable) tree down-wind?

Now it appears that, (to be competitive), potential F1B flyers will need the latest variable-pitch propeller; which took the entire Russian Team, years to perfect! (and F1C flyers, no doubt, will consider themselves hopelessly disadvantaged, unless they can afford the latest technological masterpiece, in geared motors!) The youth of the world are to be totally excluded, and financially unable to compete! Women, too; are to be the exception rather than the rule! And self centred and egotistical group of men rapidly approaching retiring age; and with no visible (or foreseeable) replacements; are to be allowed to continue to dominate all (theoretically open) international events!

This monopoly, by the 'deep pocket brigade', is directly traceable to the 1987 decision of the FAI/CIAM to rescind the 'builder of the model', (or BOM) rule, on a stupid unenforceable technicality; thereby 'throwing the baby out with the bath water', and reducing the entire sport, to the farcical reality we have today, where winners virtually buy their success!

We have even had the disturbing spectacle, of an American competitor buying the winning F1B, of a Ukrainian in 1993, for an undisclosed sum; and using it and presumably knowledge of its features, to win the contest in 1995!

It is obvious, that today, winning is all that matters!! And he, who has the most money, will certainly have a big advantage, over the rest! Is this the way we want our once great contest to continue? Is this the

vision that Charles Dennis Rushing challenged the FAI/CIAM to 'reveal to the world', in his great book, 'The History of the Wakefield Trophy contest, 1911 -1995'?

Lord Wakefield of Hythe, England donated the trophy, and instituted the contest in 1911 'for friendly competition, between nations!' In an age of stick models, he visualized 'a competition for fuselage models; which looked like an aeroplane, flew like an aeroplane, and took off like an aeroplane! After all that, performance counted! Whereas today (who can deny), performance is all that counts!!!

Therefore, let me say, in comparison; who could forget the classical appearance, of Jim Cahill's 1938 'Clodhopper' design, or for that matter the sheer streamlined beauty, of the pre-WW11 British Wakefield teams' models, Bob Copeland's day? Let me ask you; what ever equalled the thrill of seeing a beautifully designed Wakefield hurtle up into the air, after a copy book, 'wing and prop tip take off?

The contest was to be conducted in a 'gentlemanly manner', and the models were to 'take off unassisted'! Contrast that, with the 'dog eat dog' manners of today where every opportunity is taken to secure an unfair advantage, and the propellers are fitted with delayed start mechanisms, and a javelin launch, which makes purists cringe. 'Thermal sniffers' are employed, to give some competitors an unfair advantage, and aggravate the luck element to enable inferior models to win! (see the photo in FFDU Autumn 2001 which almost made me physically sick!!!) We have the unsporting spectacle, of flyers 'holding on' to their models fully wound motors for up to twenty minutes, to make a thermal assisted flight, in 'better air!' we have even had the disgraceful spectacle, a few years ago, of a bunch of hoodlums racing around in circles, on motor

cycles; in an attempt (successful as it turned out) to produce a thermal, for an Israeli 'winner'! And the abhorrence, of a fully professional Russian Wakefield Team paid by the state to compete against amateurs, for 13 long years. (Lord Wakefield must be rolling over in his grave!) And the models themselves have degenerated into a series of 'flying broomsticks' stereotyped in design, with virtually no attempt, at any innovation!

Whereas the vintage Wakefield's, (while built to the LSq/100 formula) were individually amazingly different; beautifully designed, and perfectly constructed! And while all events were keenly contested, they were flown in sporting, and friendly co-operative manner! Contestants got model airborne, within three minutes of their number being called, and there were no attempts at the 'legalized cheating' practiced today! This was indeed the 'golden age' of Wakefield flying! (1948-1954)

The late Alan King's win (utilizing his 'reserve model') at the 1954 contest; with another Australian Allan Lim Joon taking third place (proxy flown), exemplified this 'magic era'!

Alan worked his way to America, on a tramp steamer to finally achieve his ambition, of competing with his own model, in person! His was the only model to achieve 900 seconds over 5 flights; so there was no need for a fly off, and his model was also voted the prettiest model to compete.

After this, the requirement for models to R.O.G., and have 10 square inches of fuselage cross section were progressively phased out; and the era of stereotyped 'flying broomsticks' had begun! Gradual lowering of the rubber weight allowed only played 'lip service' to attempts to limit the performance; and deterioration of the Wakefield class continued, with

its relegation to the FAI class of F1B (fly one broomstick). The final debacle to all pretences, at decency, and dignity, came with the legalizing of 'thermal sniffers'. holding of fully wound motors, 'javelin launches', and rescinding of the B.O.M. rule! By 1995, we had no less than 34 flyers qualifying over 7 rounds, for the fly off and then another 3 rounds to determine the so-called winner.1

When is this absolute nonsense, this affront to any consideration, of intellectual-constructivity, and dignity, this discrimination against females, the young, the poor, the disadvantaged, in international modelling stop? What will it take as older generations 'die off' to make FAI/CIAM realize, that they are presiding, over the actual death of aeromodelling!!!

In 1971, after a 16 year voluntary 'lay-off' from aeromodelling, I was so disgusted at the apparent deterioration of Wakefield, that I wrote a letter to the editor of the U.K. magazine, 'Aeromodeller', detailing a way of restoring the 'magic', to this once prestigious class model! Whilst printed in full, this letter received no comments; and was accorded the usual reception (reserved for truly innovative ideas), of turning a blind eye, and a deaf ear! (or not made here!)

In 1999, (28 years later on), I again sent a copy of this letter to the current editor, of 'Aeromodeller', and whilst my letter was published in full, the contents of the 1971 letter appeared only in 'snippets'; with the comments that it was 'thought provoking', and 'makes interesting reading'! But I still maintain, that it contains the only feasible way, and workable method of restoring the dignity and appeal, which once characterized this great contest!

Briefly it is summarised below:

1. Retain the basic Wakefield rules, which applied to the 1954 international contest; EXCEPT (as a concession to the streamlining of modern aircraft) fuselage cross-section of 10.015 square inches (minimum), to be replaced by (L)2/1301 (to eliminate 6 ft fuselage).
2. Take maximum possible duration of 900 seconds, (from 5 x 180 second flights) and treat as points (that is max of 900 points) Then add 100 bonus points, as follows, making now a new maximum possible total, of 1000 points, as follows:
 - (a) Beauty of design, as affecting an aesthetically pleasing appearance, maximum 35 points.
 - (b) Neatness of construction and finish – maximum 25 points.
 - (c) Ingenuity, and practical gadgetry – maximum 20 points
 - (d) Stability, and smoothness of flight – maximum 13 points
 - (e) Take-off assessment – Maximum 7 points

This means that the really top-line model, will probably accrue, say 982 points; as against the 'not so good' models score, of say 958 points; even though they both finished up with the same flight score of 900 points! Which means, not only has the best model, a very good chance of winning every time, but that fly-offs become a 'thing of the past' (and 5 flights are certainly

enough, to test any modeller, without them!)

Well there you have it! A formula which restores the Wakefield to the dignified, and prestigious position of prominence which it occupied from 1911 to 1954! A formula which 'opens' the contest to all comers; (even 15 year old potential Gordon Light's; and 13 year old Hughie MacDonald's) A formula which encourages beauty of design, and practical- ingenuity! A formula which rewards the 'good' Wakefield flyer; and would go a long way towards ensuring, that 'the best model won every time!' (although of course luck will always play a part in any outdoor Free Flight contest). Hold the first 2 rounds in the early morning, shortly after first light, and the last 2 rounds in the late afternoon, the 3rd round to be held sometime during the day when conditions are assessed 'non-lifting' by the judges. DT fuses with snuffer tubes or silly putty friction devices to be the only form of dethermalisers allowed! Event to be held (as before) in the country of the previous winner, but every second year, staggered in between World Championships! F1B at W.C. be to be scrubbed!

Flyers get their models wound and airborne within 3 minutes of their number being 'pulled out of the hat' or take a delayed flight! Binoculars are not to be used by timekeepers; and no form of electronic or outside assistance to be given! Composite type construction, commercially made mechanical timers and tracking devices to be banned to ensure 'a

level playing field'! and competitors to chase, and retrieve their own models where possible (at the CD's discretion)

While I don't pretend that the Lonergan formula would ensure that the best model and modeller would win every time I do believe that it would certainly be a 'positive step', in this direction! And it would definitely ensure that the Wakefield model developed as the fascinating, dignified, intellectual, prestigious, and satisfying class of model that its founder Lord Wakefield of Hythe, intended it to be! With the 90th Anniversary of the contest, and the start of the new millennium approaching in 2001, I think it is high time that the FIA/CIAM as custodians of the contest, took their courage in both hands 'bit the bullet', and returned this class of model to the 'position of prominence' that it once held (especially for the sake of juniors).

It may be reasonable, to expect the contest rules be overhauled, (and for commercial manufacturers to find an honest way of making a living), by then; but even if we have to wait until 2011, (the 100th Anniversary of the contest) to see the first 'true' Wakefield since 1954 'take to the air' it will still be worth while! I may not be around to see it, but I would like the first model airborne, to be 'flagged off' by Charles Dennis Rushing!

Yours Aeronautically,

Art Lonergan



So Art had fired the first shot and the battle commenced. Vin had a large arsenal of words to fire back and he wasted no time in assembling his thoughts. His reply would be forensic and it was, thoroughly vindicating the inevitable direction of the top FAI classes of aeromodelling





Vin Morgan fired back , as you'd expect

2/12/02

Dear Art,

I have your letter and article "In Memory of Free Flight" from Sergio. Sergio is no longer involved with FFDU so I am replying to you.

I found your letter interesting – it did provoke some thought about FF and how it has developed over the years however I also think you miss some important aspects of FF (particularly F1B) development and are viewing this top level competition (nationally and internationally) from a viewpoint that has been severely distorted by your "retirement" in the 1950s. I could publish an abridged version of your proposal although, as you point out, the idea has already been published in *Aeromodeller* in 1971. FFDU is now trying to avoid re-publishing old material. If it were to be published I feel I would have to put the alternative viewpoint as outlined below.

The F1B (and F1A and F1C) models of today are outstanding flying machines full of innovation and built with a knowledge of model-size aerodynamics that are the result of continuous development for some 90 years. Like their full size counterparts they bear little resemblance either visually or in performance to the machines of 1911 or even 1953. F1B is the class for the top level of international competition in rubber power so it is appropriate that these models should require a considerable investment of skill and equipment. Modellers who aim to be successful have no problem with putting the hours necessary to construct a high-performance model and for those without facilities the possibility of purchasing parts or even complete

models allows them to compete. You yourself note that it took 250 hours to construct Scimitar. Valuing your time at only \$10/hour gives a value of \$2500 for the model. I cannot see how your feelings at this model falling victim to a tree would be any less bad than for someone who has purchased parts for what seemed a lot of money.

You say that much of the problem is due to dropping the builder of the model (BOM) rule. This is demonstrably not so. Apart from the fact that your criticism of the way F1B had gone was the same in 1971 - well before the BOM rule was dropped - enquiry at any competition will show that there are a lot of people flying today because they have purchased rather than built models. Nowadays life is busy. Many people like flying but do not have the time to build. You say juniors and women are excluded. Well it is difficult to get young people to be interested in FF now when there are so many competing and highly promoted activities (TV, computers.....) and the fascination with flight has disappeared but there are certainly more women competing in FF now as a direct result of the rescinding of BOM rule. Just in Australia, Vera Lacy has won an Australian Nationals and has recently competed as a member of the World Champs F1A team and Leigh Morgan has placed in Nationals and has trophies from overseas Open international competitions. Vera does not build her models but she likes flying and her participation is a benefit to competition. Leigh builds part of her models but she also purchases parts.

We cannot know exactly what Lord Wakefield had in his mind when he devised his competition in

1911 but we guess from the original formula that he was principally concerned with the flying aspect. In 1911 getting them to fly was a significant achievement. Over the years as it has become easier to get models to fly and model aeroplane competition has developed in different directions. One of these (Scale) has as its aim the making of models that look and fly like full size, man carrying aircraft. If individuals want to make models of full size aircraft they should be entering scale competition. Wakefield however has never had any leanings towards being a scale model event. And we should note that the interest in scale at both the local and international level is much less than the interest in F1B. As far as looking like a real aeroplane is concerned, all aircraft, with the notable exception of scale models, minimise the size and weight of components in order to enhance flying performance. This is quite noticeable when you are inside an aeroplane! The flying broomstick fuselages that you scorn are simply the most appropriate design for the job which is to hold a rubber motor. The slim tailbooms are also designed to be light and have minimum air resistance. Many full-sized aircraft designs (gliders) use slim booms and fuselages in cases where they are not required to pack in passengers.

Man's achievement in technology affects many sports. For some the effect is relatively minor (slippery swimming costumes, carbon fibre tennis racquets) but for others such as the Americas Cup yacht race and Formula 1 car racing it is crucial. Aircraft are technological machines so, appropriately, and as in the case of full size aircraft, advances in technology have resulted in an enormous increase in model

performance. Modern F1Bs can do something like 6 minutes on their 30 gm of rubber. With our present-day knowledge of aerofoils, propellers, trimming and rubber winding techniques, 5 flights of 3 minutes with a model to your specifications would be a trivial exercise. The L²/130 would increase drag a little but with 80 gm of rubber we could expect flight times of something like 10 minutes. F1B to your proposal would be like a scale competition (or perhaps a concours de elegance) where the qualifying flight was substituted by the 5 rounds and the winner determined by the additional points. It is not satisfactory to have competition at the highest level decided by subjective criteria such as beauty of design, neatness of finish etc. The Copeland, Cahill, King models were undoubtedly well constructed but to many people they look simply old-fashioned, unstreamlined, and inefficient compared to modern slim, high aspect ratio models. In your example of how a competition might turn out, you assume two models have maxed out and the additional points would determine the winner. But what guidelines do you propose for judging the additional 100 points? Would the score be based on one model or would it include the reserve? Would competitors have to make some sort of declaration that they had constructed the model? How would the inventor of the practical gadgetry be determined? Why is stability and smoothness of flight to be considered a positive quality? It is if you are serving drinks to the passengers but for performance aircraft such as fighters or full-sized gliders stability and smoothness is sacrificed for manoeuvrability, speed and sink rate. Your proposed scheme has 7 points for the take-off and you talk of a Wakefield hurtling up into the air but this does not sound much like a passenger carrying aeroplane unless perhaps it

is a helicopter or a space shuttle. Would the points be greater for a vertical take-off or would it be preferable to have a long taxi?

You provide a drawing of Alex Andriukov's variable pitch F1B hub as, I assume an example of the bad things in F1B today. And yet in your rules you have points for ingenuity and practical gadgetry (you give the example of Jim Fullarton's rocking wing system). If you want an example of the most ingenious, practical and effective addition to an F1B the AA variable pitch prop hub must be it. This gadget provides a highly effective solution to the varying power of a rubber motor, gives a considerable performance increase (surely the point of a practical gadget) and is reliable and simple to use because of its elegant design and beautiful construction. VP has long been recognized as a way to increase performance (and of course full-sized aircraft use variable pitch), the problem was that the system had to be reliable and pitch has to be accurately controlled. It was not a simple bit of engineering (and it was done by only one person).

The ROG rule was always a most unsatisfactory part of competition with its huge luck element. ROG might be fun to watch but this is largely because of its fluky aspect. A gust of wind or a small object on the ground could easily spoil a take-off. Model take-offs are in no way similar to the take-off of full size aircraft (except perhaps launches from an aircraft carrier and in this case the aircraft are pushed very hard by a steam catapult – maybe we should change the ROG rule and insist the models are pushed?)

You imply that delayed prop starts and javelin launches give an unfair advantage. I don't see why this is unfair. Anybody can use DPR and it involves an ingenious and practical gadget that surely warrants 20 points on its own.

Ignoring thermals and calling for flights to be made on call simply adds a luck element that is inappropriate in a competition. There are very few times when there is no thermal activity; they may be weaker in the early morning and late evening but they are often still strong enough to lift an F1B. It is just not possible to hold an outdoor competition and not take notice of thermals and neither is it appropriate. Weather conditions are a vital part of both model and full-size aviation. Full size aircraft pilots always study the weather conditions for the route they are to fly because it affects safety and it affects performance. Because a headwind will increase the time taken for the trip and a tailwind will speed it up full size aircraft are flown at an altitude where there are favourable winds. Similarly, with models, fliers chose a time to launch when the local weather is favourable to making a good flight. Thermal picking is very fair. Everyone has access to it and it costs nothing. Thermal picking requires a skill in understanding the air and its movement that is highly appropriate for a model flier. Thermal picking also adds enormously to the interest and excitement of a contest. The scene pictured in FF DU (that made you sick) is one of the good things about modern competition. Fliers are on the line with wound models. What is the air like? Who is confident of their lift picking? Will others follow? And, as is usually the case when someone goes the others follow so we see a number of models launched in the same air at the same time so we can really judge their relative performance. A mass launch of Wakefields into a nice bubble on a fine day is one of the most enjoyable sights in FF.

You want ban a lot of things that are now an integral part of FF. Allowing only DT fuses and silly putty devices and not mechanical

(or electronic?) timers would only seem to produce a lot of lost models. DT fuses are now banned in several States in Australia because of fire restrictions in summer. I don't see a problem with simple timers that ensure reliable DT and are not very expensive. Why disallow timekeepers from using binoculars. Is it fair for the competitor that flight times in breezy conditions should be determined by the timekeeper's eyesight? Why ban tracking devices. They simply make it simpler to find models in long grass or crops. If anything they decrease model performance and they assist older flyers who cannot run to keep up with their models to find them. Do we want contests to be decided by the luck of finding models? You want to ban composite construction. Composite construction is not the reason for

the performance of modern models, knowledge of model aerodynamics and the ability to build thin wings with construction techniques such as D-boxes is. Composites certainly make models stronger and last longer but is this unfair? Composites are inexpensive and are very amenable to home construction. It seems very arbitrary to ban composites. Why not ban balsa? When balsa was available to only a few fliers there was a similar argument that it was unfair for some to use balsa when others were stuck with hardwood and bamboo.

Free Flight may be in decline in that fewer people are participating but this is due to the enormous number of other activities that are now available to people of all ages. In the 1930s, 40s and 50s the fascination of making something that would fly had only to compete

with sport and limited public entertainment. Now, highly promoted sport both for participation and spectating and TV and computer related activities fill the spare time of people for whom flying is commonplace. In fact, entries in international F1B competition and W/Chs are considerably higher now than in the 1950's. The highest level of model aeroplane competition is alive and well. It is the small club competitions in Free Flight that are in decline.

Regards,
Vin



MAAA Statement on Drone Legislation

On behalf of the MAAA, I am sending through this email to update our members on the proposed CASA Registration and Accreditation Scheme outcome for MAAA Clubs and Members. Your Executive prepared significant supporting documentation for Mr Shane Carmody, the Director of Aviation Safety (CASA) in light of the proposed registration and Accreditation of RPA's within Australia. On Monday 25th March the MAAA Secretary met with three high level managers of CASA in Chris Monaghan, Anthony Stanton and Luke Gumley. This was in relation to the direction of the CASA registration and accreditation system. The material presented included significant information on the historical safety performance of the MAAA.

The MAAA Executive is pleased to confirm that the exemption for all

MAAA club locations and other flying sites will be achieved. Flying sites other than actual club sites, for example once a year float plane sites, will need to be identified, confirmed and approved by your State Association. Once these sites are confirmed, the MAAA membership will not be required to undertake any further registration or accreditation for these sites. Documenting these sites in the MAAA exemption list will require your clubs' involvement with your State Association. The MAAA has again worked tirelessly to achieve these exemptions.

In summary:

1. No operational change or registration required for any MAAA member flying at a MAAA Club.
2. No operational change or registration required for any

MAAA member flying at a MAAA flying site outside of a club location (locations to be identified and included on a flying site list to be established by your State Association).

3. Clubs or flying sites currently operated with a current Area Approval (height extension etc.) are NOT affected by any proposed CASA Registration or accreditation scheme. (i.e. These sites already have an instrument and conditions in place for MAAA members at those sites and are exempt from impacts).
4. Operation of non-motorised models/gliders is currently exempt from CASA registration at any location (all MAAA clubs/flying sites and other locations). This includes but not



limited to Discuss Launch
Gliders and slope soaring
activities etc.

I hope this information serves to
further reduce any of our
memberships fear on the impact of
the CASA Registration and

Accreditation scheme and
demonstrates the continued
dedication of the MAAA to our
members, clubs and state
associations. On saying this the
MAAA will continue to work with
CASA to ensure the rights of MAAA
members are considered in any

further discussions. We will continue
to monitor the progress to ensure
what has been agreed is
implemented.

Best Regards,

Tyson Dodd
Secretary, MAAA

FREE FLIGHT TEAM SELECTION PROCESS for ASIAN PACIFIC CHAMPIONSHIPS MONGOLIA 2020

As at 3 July 2019

QLD St Ch	Vic St Ch	NSW St Ch	Sierra Cup	Kotuku Cup	Las Vegas	Sum of best two
18-19/5/19	8-11/6/19	8-11/6/19	12-13/10/19	23-24/10/19	26-27/10/19	

F1A

Albert Fathers		720	794			1514
Geoff Higgins		744	708			1452
Ben Lewis	780					780
Malcolm Campbell	615					615
John Lewis	519					519
Kathy Burford	496					496
Phil Mitchell						

F1B

Gary Goodwin		960	900			1860
Bruce Hao		861	900			1761
Vin Morgan		811	900			1711
Terry Bond		759	900			1659
Craig Hemsworth						
Richard Blackam						

F1C

Mike Pettigrew		900	960			1860
Roy Summersby		900	942			1842
Andrew Lindwood		750	960			1710
Warren Leadbeater			801			801
Shayne McDonald			764			764
Shannon Tolmie			193			193
Gary Pope						
Terry Bond						

The following events and process has been approved by the MAAA Executive for Team determination :-

1. The NSW State Championships 8-11 June 2019 at West Wyalong
2. The Victorian State Championships 8-11 June 2019 at West Wyalong
3. Queensland State Champs for F1A & F1B to be held 18 & 19 May 2019 at Dalby
4. One only result from any Overseas 2019 FAI listed Free Flight World Cup Event from today's date & completed before 30 November 2019.

The Team will be selected by counting the competitors best **two scores** from the above competitions completed before 30 November 2019, the usual count back provisions will apply if there is a tie.





Winter 2010



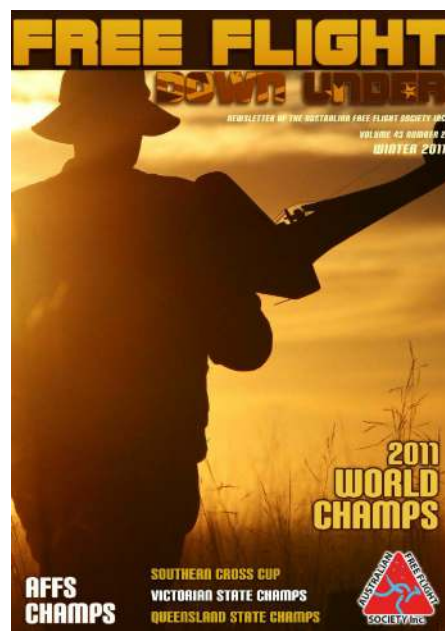
Spring 2010



Summer 2010



Autumn 2011



Winter 2011



Spring 2011



Summer 2011



Autumn 2012



Winter 2012



Spring 2012



Summer 2012



Autumn 2013



Winter 2013



Spring 2013



Summer 2013



Autumn 2014



Winter 2014



Spring 2014



Summer 2014



Autumn 2015



Winter 2015



Spring 2015



Summer 2015



Autumn 2016



Winter 2016



Spring 2016



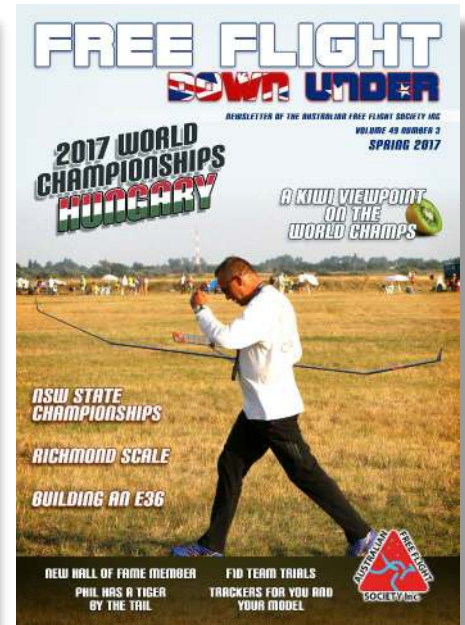
Summer 2016



Autumn 2017



Winter 2017



Spring 2017



Summer 2017



Autumn 2018



Winter 2018



Spring 2018



Summer 2018



Autumn 2019



Winter 2019



Spring 2019



Summer 2019



In the 9.5 years I've been FFDU Editor, I've produced 1,490 pages of text, thanks to a small reliable bunch or regular columnists.



So who have been our "Cover Girls"?

We've had a few regulars:

Roy Summersby.....	6
Phil Mitchell.....	3
Terry Bond.....	3
Jim Christie.....	3
Vin Morgan.....	2
Tahn Stowe.....	2



Ben Lewis, Chris Birch, Gary Goodwin, Craig Hemsworth, Des Slattery, Fred Roberts, Gary Odgers, Howard Gostelow, Kathy Burford, Leigh Morgan, William Jones and Malcolm Campbell have all appeared once on the cover.

Internationals who have also graced the cover include Artem Babenko, Robert Lesko, Viacheslav Aleksandrov, Jes Nyhegn, Antony Koerbin, Tarome Malkhasyan, Rob Lesko and Igor Vivchar.

Continued from page 6

VICTORIAN STATE CHAMPS RESULTS

Saturday

F1A	Name	R1	R2	R3	R4	R5	Total
1	Geoff Higgins	180	180	24	180	180	744
2	Albert Fathers	180	180	180	0	180	720

Sunday

F1B	Name	R1	R2	R3	R4	R5	Total
1	Gary Goodwin	240	180	180	180	180	960
2	Bruce Hao	240	180	81	180	180	861
3	Vin Morgan	240	180	31	180	180	811
4	Terry Bond	239	-	180	160	180	759

Saturday

F1C	Name	R1	R2	R3	R4	R5	Total	FO
1	Roy Summersby	180	180	180	180	180	900	364
2	Mike Pettigrew	180	180	180	180	180	900	325
3	Andrew Lindwood	30	180	180	180	180	750	

***** URGENT *****

Your articles are needed for the December edition of Free Flight Down Under. Surprise me and get started now, with 3 months to go, you may even surprise yourself.

JOKES PAGE



A steam train after a boiler explosion.

IT'S THE START
OF A BRAND NEW
DAY, AND I'M OFF
LIKE A HERD OF
TURTLES.

If you're sitting in
public and a stranger
takes the seat next
to you, just stare
straight ahead and
say, "Did you bring
the money?"

WHEN SOMEONE ASKS
WHAT I DID OVER THE
WEEKEND, I SQUINT AND
ASK, "WHY, WHAT DID YOU
HEAR??"

When I ask
for directions,
please don't use
words like "East"

Two old men are
drinking in a bar. One
says, "Did you know
that Lions have sex 10
to 15 times a day?"

"Aww, darn!" says his
friend, "and I just joined
Rotary!"

Sometimes someone
unexpected comes into
your life outta nowhere,
makes your heart race
and changes you
forever...

We call these
people cops.

The older
I get the
earlier it
gets late.

I had a rose named after
me and I was very
flattered. But I was not
pleased to read the
description in the
catalogue: - '*No good in
a bed, but fine against a
wall.*'

- Eleanor Roosevelt

**Due to the price
increase in ammo
please do not expect
a warning shot**

Last week, I
stated this
woman was the
ugliest woman I
had ever seen. I
have since been
visited by her
sister, and now
wish to withdraw
that statement.

- Mark Twain

My wife has a slight
impediment in her
speech. Every now
and then she stops
to breathe.

- Jimmy Durante

And the cardiologist's diet: -
If it tastes good spit it out.

Be careful
about
reading
health
books. You
may die of a
misprint
- Mark Twain

Sometimes, when I
look at my children, I
say to
myself, '*Lillian, you
should have
remained a virgin.*'

Lillian Carter
(mother of Jimmy Carter)

I don't feel old. I don't
feel anything until noon.
Then it's time for my
nap.

- Bob Hope

Money can't buy
you happiness
... But it does
bring you a
more pleasant
form of misery.

- Spike Milligan

Don't worry
about avoiding
temptation.
As you grow
older, it will
avoid you.

- Winston
Churchill

I've often been asked, '*What do you old
folks do now that you're retired?*'

Well, I'm fortunate to have a chemical
engineering background, and one of the
things I enjoy most is turning beer, red
wine, Scotch, and margaritas into urine.



BRISBANE FREE FLIGHT SOCIETY

2019 Flying Calendar

Month		Date	Start	Event	Location
February	✂	Sat 2 nd	12pm - 4pm	Club general meeting plus "show and tell"	John's place
	😊	Sun 24 th	7am - 1pm	Club day E36/2min class fly in and trimming (3 flights)	Coominya
March	🏆	Sun 17 th	7am - 2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	IND	Sat 23 rd	3pm - 6pm	Delta Dart (club sponsored)	BSHS
	😊	Sun 31 st	7am - 2pm	Dale's Fun Day (P20, general flying and limited RC)	Coominya
April	🏆	Sat 6 th	7am - 12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 7 th	7am - 12pm	F1J State Champs (5 flights)	Dalby
	IND	Sat 13 th	3pm - 6pm	HLG/Catapult State Champs	BSHS
	🏆	Sun 21 st	7am - 12pm	F1G State Champs (5 flights)	Coominya
		Wed 24 th Apr - Wed 1 st May		71st NATIONALS	WEST WYALONG
		Fri 3 rd May - Wed 9 th May		AFFS CHAMPS	NARRANDERA
May	IND	Sat 4 th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	🏆	Sat 18 th	8am - 1pm	F1A State Champs (5 rounds, first round 4 min)	Dalby
	🏆	Sun 19 th	8am - 1pm	F1B State Champs (5 rounds, first round 4 min)	Dalby
June	🏆	Sat 8 th	8am - 1pm	Reserve day F1A State Champs	Dalby
	🏆	Sun 9 th	8am - 1pm	Reserve day F1B State Champs	Dalby
	IND	Sat 15 th	3pm - 6pm	Hanger Rat State Champs	BSHS
	😊 CP	Sun 23 rd	8am - 2pm	Club Fun Day (P20, Sports model rally & ½ Hr Walking Scramble)	Coominya
	✂	Sat 29 th	12pm - 4pm	AGM with BBQ lunch	John's place
July	IND	Sat 6 th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 14 th	8am - 1pm	Scale, HLG and CLG State Champs	Coominya
	CP	Sun 28 th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
August	🏆	Sun 11 th	8am - 1pm	E36 State Champs (5 flights)	Coominya
	IND	Sat 17 th	3pm - 6pm	Peanut Scale State Champs	BSHS
		Sun 25 th	8am - 1pm	Reserve day	Coominya
September	🏆	Sun 8 th	8am - 1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
	😊	Sun 22 nd	8am - 2pm	Club day - P20, Vintage, Sports models and limited RC	Coominya
October	CP	Sun 13 th	7am - 2pm	Col's Vintage Rally, LSq/100 & No Frills (3 flights each)	Coominya
	CP	Sun 20 th	7am - 1pm	100gm coupe and A1 Glider (3 flights each)	Coominya
		7 th - 27 th October		World Free Flight Championships	USA
November		Sun 10 th	7am - 2pm	Reserve day	Coominya
December		Sun 8 th	12pm - 3pm	BFFS Xmas Party and prizes presentation	Ron & Sheila's

🏆 Outdoor State Champs IND Indoor State Champs CP Club points apply 😊 Fun Fly ✂ Club meetings

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "BFFS on the field"

CONTACTS:

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NSWFFS Contest and Fixture Calendar 2019



Date	Event	Venue	Time	CD
Dec 30 Jan 2	New Years Eve BBQ & Fun Fly No comps just Fun Flying	W. Wyalong	Flying anytime Book in and stay on the field	
Jan 13	New Year Recovery Day	Richmond	7.00am – 1.00pm	
Jan 18	General Meeting	Dundas Sport	7.30pm	
Jan 27	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 9 -18	Maxmen etc USA	Lost Hills		
Feb 10	Combined % + Scale Fun Fly	Richmond	7.00am – 1.00pm	Matt Hannaford
Feb 24	Combined F1 G,H,J & P30	Richmond	7.00am – 1.00pm	Gary Goodwin
Mar 10	State Champs P30 + Comb Vintage	Richmond	7.00am – 1.00pm	Gary Pope
Mar 15	General Meeting	Dundas Sport	7.30pm	
Mar 17	Gary Goodwin's Hinton Day	Hinton	7.00am – 1.00pm	Gary Goodwin
Mar 24	State Champs Scramble + Combined % Control Line flying and BBQ Lunch	Richmond BYO Food	7.00am – 1.00pm	Terry Bond
Apr 7	Big Kev's Abomination Day	Richmond	7.00am – 1.00pm	Peter Jackson
Apr 24- 1May	Australian Nationals and Southern Cross Cup	W. Wyalong	See Nationals webpage	MAAA Terry Bond
May 3-9	AFFS Champs	Narrandera	See FFDU	
May 18-19	Veterans' Gathering	Muswellbrook		
May 24	General Meeting	Dundas Sport	7.30 pm	
June 8-11	NSW State Champs F1A, B, C, O/Power, O/Rubber+ Victorian States Champs for A,B,C	W. Wyalong A B Field	8.00am – 1.00pm	Dave Thomas
June 16	Scale Practice	Richmond	7.00am – 1.00pm	Jim Christie
July 6-7	Scale Rally Weekend. Scale comp Sat 7 th , Sun 8 th ½ Hour scramble, Fun Fly, C/L flying and BBQ Lunch	Richmond Saturday BYO Food	7.00am till dark Trans Tasman	Tahn Stowe
July 14	State Champs F1G,H,J (Combined)	Richmond	7.00am – 1.00pm	Matt Hannaford
July 19	General Meeting	Dundas Sport	7.30 pm	
Aug 4	Combined % (multiple entries)	Richmond	7.00am – 1.00pm	Bruce Hao
Aug 18	Scale Rally, P30, Combined Vintage	Richmond	7.00am – 1.00pm	Tahn Stowe
Aug 24-25	Cowra Oily Hand Weekend	Cowra		
Sep 8	½ Hour Scramble and Fun Fly BBQ Lunch	Richmond BYO Food	7.00am – 1.00pm	John Corby
Sep 20	Annual General Meeting	Dundas Sport	7.30 pm	
Sep 22	Combined % (5 flights)	Richmond	7.00am – 1.00pm	Matt Hannaford
Oct 6	Combined % (multiple entries)	Hinton	7.00am – 1.00pm	Gary Goodwin
Oct 25-27	Wings Over West Wyalong All Disciplines FUN FLY	W. Wyalong A B Field	7.00am – Till Dark	Plenty of Room for ALL
Nov 10	B Alcock Biplane and Tomboy Day ½ Hour Scramble + Scale rally	Richmond	7.00am – 1.00pm	Peter Jackson
Nov 16	General meeting	Dundas Sport	7.30 pm	
Dec 1	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 8	½ Hour Scramble, Combined Vintage with SAMS and Fun Fly.	Richmond BBQ Xmas	7.00am – 1.00pm Lunch BYO Food	Terry Bond

- Notes:**
1. All scrambles start as close to 8.00 am as possible
 2. Sport FF, CL and RC flying welcome on AB Field at West Wyalong. Plenty of room.
 3. BYO FOOD, DRINK and CHAIR to all BBQs at Richmond



West Australian 2019 Free Flight Contest Calendar

Revision 1



FF Events

OT Events

16 Jun	Roy Farren Trophy (Coupe)	Club	Oldbury
23 Jun			
30 Jun	1/2A Electric	Club	Mundijong
07 Jul	Slow Open Electric (1)	Club	Oldbury
14 Jul	Nostalgia/2cc	State	Mundijong
21 Jul	Burford	State	Mundijong
28 Jul	P30/HLG	Club	Oldbury
04 Aug	Standard Duration	State	Mundijong
11 Aug	Texaco	State	Mundijong
18 Aug	E36	Club	Oldbury
25 Aug	1/2A Texaco	State	Mundijong
01 Sep	Father's Day		
08 Sep	Open Duration	State	Mundijong
15 Sep			
22 Sep	1/2A Electric	State	Meckering
29 Sep	1/2A Power	Club	Oldbury
06 Oct	38 Antique	State	Mundijong
13 Oct	Tomboy	Club	Mundijong
20 Oct			
27 Oct			
03 Nov			
10 Nov			
17 Nov			
24 Noy			

Notes 1. Fixed Surfaces, unrestricted power train, 5 sec run, 2 min max

2018/2019 COMMITTEE MEMBERS AFFS INC

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Application forms for AFFS membership or FFDU subscription are available from the AFFS Treasurer, Albert Fathers.