



FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 52 NUMBER 4

SUMMER 2020



**SOME FLYING
TAKES PLACE IN
AUSTRALIA!**

- CAT 4 FLYING SITES

**- WATT'S HOT IN E-36
STAY AHEAD OF THE PACK**



**COVID
CONSTRUCTION
CONTINUES**



FRONT COVER:

Roy Summersby dressed in period attire at the 2007 Muswellbrook veterans gathering launching a Class Twin Pusher from 1936 (see plan on page 16 of this FFDU)

Free Flight Down Under

December 2020

Volume 52, Number 4

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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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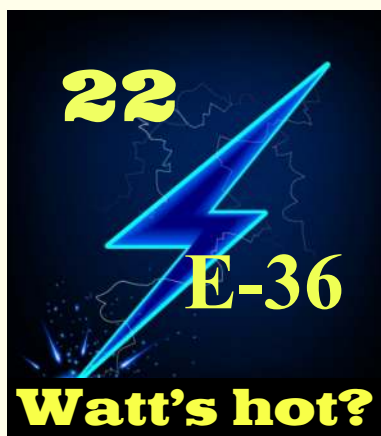
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THANK YOU!

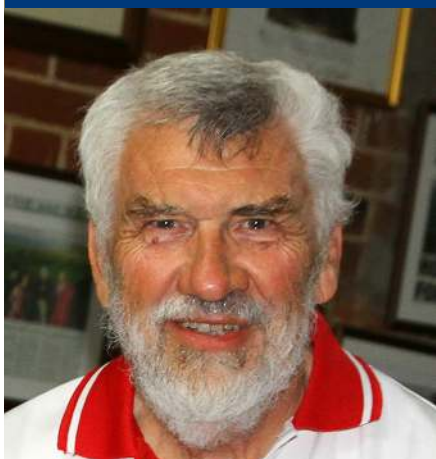


COVID Construction

Cold War Jets



PRESIDENT'S REPORT



The AFFS Needs You!

The AFFS is recognised by the MAAA as a National Special Interest Group (NSIG). This means it has the delegated responsibility to liaise with the MAAA in all matters to do with Free Flight. One of the most important tasks is acting as the Organiser of the team trial process for the selection of the Australian teams to represent the country at World and other selected international championships. The AFFS provides technical input into the FAI/CIAM deliberations on the rules and regulations concerning free flight. It also organises the annual AFFS Championships and associated World Cup events held at Narrandera (not to mention the excellent dinner!).

Being a NSIG brings with it a number of constraints. It must be an incorporated entity and consequently operate under a constitution approved (in our case) by the NSW

Department of Free Trading. It must hold an AGM and has to provide an annual NSIG report to MAAA as well as an annual statement to the Department of Free Trading. It must include an Australia-wide membership and apply to the MAAA for approval of the team selection process for each world (or other) championship cycle.

In addition to all matters concerning membership and operation, the AFFS constitution sets out the membership and role of the Executive committee. The membership comprises President, Vice President, Secretary and Treasurer, with the Public Officer and Editor of Free Flight Down Under also positions elected at the AGM.

Under normal circumstances, the Executive Committee would try to ensure some continuity of operational knowledge by ensuring that its membership was renewed in stages rather than all at once. Graham and I indicated that we would stand down at the 2020 AGM, with Phil and Albert possibly staying on until 2021, unless something changed it all. Well, COVID changed it all. The 2020 AGM never happened due to border closures and now Phil, Graham and I have advised that we are standing down. While this represents a larger than desirable change in the Executive Committee membership in one hit, it is not an insurmountable problem. As an interim measure, the AFFS Constitution makes provision for the Executive to appoint new members to fill the vacant position to hold office until the next AGM, which will

presumably be sometime in the first half of 2021 (COVID permitting!). This is now in hand.

Since this will be my last President's report, I would like to take the opportunity to thank all members of the outgoing Executive Committee for their efforts and support over the past few years. I would also like to thank the membership at large for their on-going support for the AFFS and urge them to renew their memberships at the end of the year.

Paul Rossiter.



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

FROM THE EDITOR



2020 – What a year it's been, for all the wrong reasons. Unforgettable, yet one we want to forget. It's been a challenge to assemble four editions of Free Flight Down Under. It didn't start that way. We had the excitement of Fab Feb, with reports from the lucky ones that made it over to Lost Hills. International travel now sounds like a nightmare, one that will still be problematic well into the New Year.

So the autumn edition of FFDU made it off the press unscathed by the virus but not so the winter edition. I had to dig deep to build a competition-less FFDU during a period where we normally have all our events. On again, off again border closures made guesswork of when we could run our national and state competitions, and in the end we only ran one in 2020. With fear of transmission, older flyers simply stayed at home. Local events in each State were sparse and poorly attended and then Melbourne got locked up so all flying indoor or outdoor in Victoria ceased. Vin, however, found an innovative way to fly less than 3 km from the city centre. People started to build and I received 12 project reports to save the newsletter. WA found a day that wasn't windy and sent in the only flying report. Maris Dislers sent in a wonderfully interesting article suggesting small diesel engines can be fun, and I found things to fill the odd empty page.

The September FFDU had Richmond Scale Rally, COVID-style, without interstate or Kiwi representation and the NSWFFS managed to run the NSW State Champs. The Vic State Champs that was to follow at West Wyalong was washed out. So WW was a small event

with Albert Fathers the only interstate guest. WA flew a couple of events and Queensland flew four, one with 7 entrants! Six more building reports graced the pages and Terry Bond tried to lure a few more F1C and F1J flyers with his revitalised F1Ceasy article.

And that brings me to the December edition. December is usually a hard one to fill although last year we had the World Championships in USA. This year we had COVID and everyone was over it. Fed up with lock downs and postponed and cancelled events, either the balsa supply ran out or the bar fridge seemed more attractive, so the reports dried up. This is what you get when the world stops. December FFDU, for me, is something of a disappointment.

You'll see a big changing of the guard in the AFFS committee in 2021 – and our retiring President Paul Rossiter tells you all about it in his President's Report, aptly titled "The AFFS Needs You!"

Let's hope all our 2021 flying calendars can be run and enjoyed. On a brighter note, I wish you all a Merry Christmas and a Happy, **Healthy** and **Safe** New Year. Good riddance to 2020.

*See you all downwind
Malcolm Campbell*

LETTERS TO THE EDITOR

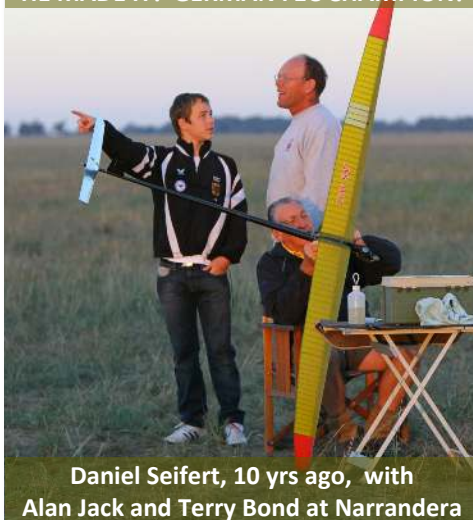
Thank you Malcolm, I am still laughing about Terry Bond's F1Ceasy article. That is hilarious.

Funny enough my youngest son Daniel flew his first ever complete F1C contest last weekend and won! Seven maxes and a great launch in the flyoff made him win this contest.

It was the German Senior Championship – nothing less.

We had plenty of problems with the planes to overcome during the contest – too many problems for my taste. I was his mechanic all contest long and in between flew my own German Championship in F1B.

HE MADE IT! GERMAN F1C CHAMPION!



Daniel Seifert, 10 yrs ago, with Alan Jack and Terry Bond at Narrandera

Again, thank you for the wonderful FFDU and Digest newsletters which are really appreciated during these difficult times.

Stay safe in down under – hope to meet you all soon.

My special greetings to Kathy.

Best regards / Mit freundlichen Grüßen

Michael Seifert





The AFFS - an historical snapshot



FFDU and the AFFS - the early days

Free Flight Down Under has been the voice of Australian free flight since its first issue in October 1969. In that first issue, the editor, Alan Edwards commented that printed Free Flight material in Australia is practically non-existent and that FFDU hoped to help cure the situation. In this it has undoubtedly been successful. Over the subsequent 48 years, 193 issues have provided results and reports of events, plans of models, technical articles, notices of upcoming competitions, how to do it articles and commentaries. All the information a modeller needs to keep up to date, get to competitions and have input to the aeromodelling organization.

The magazine has always been called Free Flight Down Under however it has had a variety of sub-titles. The first issues edited by Alan Edwards were published by the Southern Cross Model Airplane Club. Alan was assisted by Barry and Margaret Lee from Vol 3, No. 4 July 1971 and this partnership continued for 12 years. From June 1972 (Vol 4 No. 3) it was the Southern Cross Model Airplane Club Newsletter. In 1974 (Vol 6 No. 1) it became 'A National Free Flight Digest'. In 1976 the Australian Free Flight Society (AFFS) was established with Alan Edwards as chairman and FFDU began carrying AFFS news. In December 1983 (Vol. 15, No. 3) Dave and Jan Thomas took over as editors of FFDU and in 1984 they also became the convenors of the AFFS. This meant FFDU effectively became the AFFS Newsletter although it was not until January 1996 that "The News Sheet of

the Australian Free Flight Society" appeared on the cover page. Adrian Bryant had taken over as editor from Dave and Jan in January 1996 and while his first issue had "you mean they fly without radio?" on the cover his next one had "Australian Free Flight Society News". Adrian was editor until Feb 1999 when, following pleas for relief, the editorship was taken over by Vin Morgan and Sergio Montes and the sub-title became "Newsletter of the Australian Free Flight Society". Adrian had changed FFDU from a corner stapled news-sheet to a saddle-stitched format which greatly increased readability. This format has generally been maintained. In 2001 Sergio left to do Free Flight Quarterly. Vin Morgan continued as editor until April 2004. Jeremy Woolley was the editor of two issues in 2004 and then George Car took over until V 39, No. 2, (Spring 2009). Vin Morgan edited 2007 and then Bill and Pauline East did 2008/2009. George and Vin put together issues in 2009. Malcolm Campbell took over from issue 2010/1 and has continued to this day. Malcolm has greatly enhanced the magazine with his own photographs. In 2009 the membership was surveyed as to how they would like to receive the magazine and as a result nearly everyone now receives PDF copies via email. About a dozen are posted (some who initially chose the electronic version are now requesting a paper one as well presumably because it is easier to read over breakfast or in the bath). The e-version saves a lot of money and allows coloured pictures and more pages. Malcolm's recent issues make full use of the abilities of

desktop publishing and emailing with an uncluttered layout and a lot of large pictures. The readership seems pleased.

Roy Summersby, who has subscribed to every issue, wrote "Being asked to write about FFDU I found I had to go to the cupboard and take them out, yes I have every issue that has been printed. On opening Vol 1. No. 1 there I was, flying a FAI Viking. Perhaps this is why I don't throw any issues of the magazine away. Many names from the past were there. Steve Rothwell, now a very good friend winning the NSW state champs scramble and Neal Murray from South Africa winning the Strat-O-Bats postal A2 competition. Neal now lives in Australia and flew F1A in the Croatia W/Chs. Alan Edwards, Barry and Margaret Lee must have put in a tremendous amount of work into FFDU in the early days; no computers, just a typewriter, printed from a stencil on a Gestetner machine and then stapled ready to post.

Between 1957 and 1965 Australian Model News, a commercial model magazine printed results of Free Flight and Control line competitions along with photos and articles on building. After this FFDU took over as the national Australian FF magazine. Since 1969 FFDU has had a few editors, all have been good and each with their own style. Now when it arrives on your computer at home you get to enjoy a great selection of coloured photos which, back in 1969 Alan and Barry could only have dreamed about".

Vin Morgan
12/12/2017



AFFS committee 1998 - 2020

YEAR	PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER	EDITOR
1998	Dave Thomas				Adrian Bryant
1999	Dave Thomas				
2000	Jon Fletcher				Vin Morgan, Sergio Montes
2001	Jon Fletcher				Vin Morgan, Sergio Montes
2002	Roy Summersby				Vin Morgan
2003	Roy Summersby				Vin Morgan
2004	Roy Summersby		Phil Mitchell	Leigh Morgan	Jeremy Woolley
2005	Roy Summersby		Phil Mitchell	Leigh Morgan	Jeremy Woolley, George Car
2006	Roy Summersby				George Car
2007	Roy Summersby		Phil Mitchell	Vin Morgan	Vin Morgan, George Car
2008	Roy Summersby		Phil Mitchell	Vin Morgan	Vin Morgan, George Car, Bill East
2009	Ted Burfein		Phil Mitchell	Vin Morgan	Vin Morgan, Paul Rossiter, George Car
2010	Ted Burfein		Phil Mitchell	Vin Morgan	Malcolm Campbell
2011	Ted Burfein		Phil Mitchell	Vin Morgan	Malcolm Campbell
2012	Paul Rossiter	Roy Summersby	Tahn Stowe	Leigh Morgan	Malcolm Campbell
2013	Paul Rossiter	Roy Summersby	Tahn Stowe	Vin Morgan	Malcolm Campbell
2014	Paul Rossiter	Roy Summersby	Tahn Stowe	Vin Morgan	Malcolm Campbell
2015	Graham Maynard	Matt Hannaford	Phil Mitchell	Albert Fathers	Malcolm Campbell
2016	Graham Maynard	Matt Hannaford	Phil Mitchell	Albert Fathers	Malcolm Campbell
2017	Graham Maynard	Matt Hannaford	Phil Mitchell	Albert Fathers	Malcolm Campbell
2018	Paul Rossiter	Graham Maynard	Phil Mitchell	Albert Fathers	Malcolm Campbell
2019	Paul Rossiter	Graham Maynard	Phil Mitchell	Albert Fathers	Malcolm Campbell
2020	Paul Rossiter COVID	Graham Maynard COVID	Phil Mitchell COVID	Albert Fathers COVID	Malcolm Campbell COVID

Recent Long Haul Achievers

Albert Fathers	5 times Treasurer + 1
George Car	5 times Asst. Editor
Graham Maynard	3 times President
	Twice as Vice President
Malcolm Campbell	10 times Editor + 1
Paul Rossiter	5 times President + 1
Phil Mitchell	12 times Secretary +1 and PRO
Roy Summersby	7 times President
	3 times Vice President
Vin Morgan	7 times Treasurer
	7 times Asst. Editor

FFDU EDITORS:

Malcolm Campbell	44 editions
Vin Morgan	22 editions
George Car	11 editions
Sergio Montes	10 editions

FFDU COVER "GIRLS":

Roy Summersby	10 times
Phil Mitchell	6 times
Jim Christie	3 times
	sharing 3rd place with Leigh Morgan and Terry Bond

ITCHING TO GO FLYING AGAIN?

There's a New Year get-together 28/12/20 - 2/1/21 at West Wyalong

As everyone is chomping at the bit to fly some competitions the NSWFFS have decided to have a few at their New Year get-together. It doesn't mean that you can't come and fly whatever you want. Everyone is welcome, RC, CL & FF. We do hope to run these comps - weather permitting.

29/12/20	F1A, B, C
30/12/20	Combined Vintage, Combined Open, Combined Mini
31/12/20	F1A, B, C
1/1/21	Reserve Day

F1A,B,C will be 5 flights, no rounds. 1st flight must be in by 8.00am, finish by 12 noon.

Open Comps: 3 flights, no rounds, must finish by 12 noon

All Fly Offs next morning. This should get us of the field before the day gets too hot.

Roy Summersby Ph: 02 4341 0072 email: roydi132@optusnet.com.au

COMPETITION in a COVID-19 Australia



Queensland Flying Report

Report and photos by Malcolm Campbell



Kathy and Malcolm and Des and Len set up for CLG

Queensland enjoyed some good flying weather over the last few months to complete its 2020 flying calendar, although numbers were down due to the on-going concern of COVID.

HLG and CLG State Champs were flown in late September and saw Len Surtees back in competition again flying against John Lewis, Des Slattery, Kathy Burford and Malcolm Campbell. Len was a bit rusty but I'm sure he won't be next year. He's putting in some serious practice and is

developing new designs. Kathy proved too strong in **CLG** although Malcolm ensured the results would not be settled until the last flight. Kathy won by 5 secs but their total times for all six flights were identical. John Lewis broke the wing on his Morris Dancer in **HLG** but Len encouraged him to repair it on the field, which he did, recording the only max in HLG. He swapped to a Gold Rush for his last two flights to convincingly win with Des and Malcolm recording identical low scores. Air was very tricky on the

day typified by only 6 maxes being recorded over 60 flights. Thermals were small and it was easy to fly out of them and into sink.

The **Col Somers Vintage Rally** followed a few weeks later. Four competed in the **LSq/100** event. This



Kathy launching her Q-NEO CLG



Only the cows hung around for Malcolm's flights

was started by Allen Thomas who provided serious cash sponsorship for the first 10 years and it is still being run 16 years later. Albert Father's all conquering LSq design met its end after a bad launch shortened its nose right back to the leading edge on its first flight.

During the morning, Malcolm towed up his Aiglet and Seraph, the latter on a 100 metre line, and Des flew a Stomper and a No Frills Wakefield previously built and flown by Col.



Kathy and one of her 3 maxes with an NZ Rubicon



Des called on his LSq/100 for his last OR flight

October was to prove a busy month because a week later the **Open Rubber and P30 State Championships** were flown after being postponed from the previous month. John Lewis flew early recording two easy maxes but his model tightened in the glide in his final flight, spiralling in for a vertical landing. John builds heavy and strong, so it survived. Des was flying his old Peter Twiss twin-tail model, one that has been very successful for him. He'd made new blades for it after cows stomped on it

last year and his aging rubber struggled with the increased pitch of the repair, so he failed to max. His second flight gained very little height but the air was helpful and the model slowly gained good height to easily max but failed to DT confirming Des' suspicion he had forgotten to set the timer. The tracker signal faded away around 8 minutes suggesting the model may have landed at the end of the dried up lake. He flew his LSq/100 model in the final flight and drove out after the event to find his lost model, thanks to his tracker. It was over the road and well beyond the paddock. Malcolm flew a smaller model using an old Coupe d'Hiver wing and prop which had

performed well in previous years but this year was out of trim – he only managed one max his final flight. Timers were in short supply leaving Kathy no time to fly in Open Rubber but she made up for it in **P30**. While John and Des failed to max their first flights, Kathy was all class achieving an effortless max, and a long retrieve. John's second flight came down directly overhead after a 7 minute flight! Kathy's final two flights were equally impressive getting great height and two easy maxes, one with a lengthy retrieve. Malcolm decided to retire after one late flight, surrounded by cows, as Des and John departed to find Des's OR model.

November started with a **glider trimming day** with many members hovering around Len Surtees for CLG and TLG mentoring. Graham's model improved so much that it cleared the fence and he spent an hour searching for it after a flyaway! John Lewis trimmed off his CF A1 and Malcolm flew his Aiglet and also four of his F1As, the first time they'd been out of the box in over a year (thanks COVID). With only two FF glider flyers, other members rolled out RC electric (as you do these days) and Des had his Pink ELE-phant out for the first time, totally over-powered as you'd expect from Des, although he soon had it tamed and brought it home in one piece. Trimming days are proving successful; the BFFS have allocated three days for trimming, for each class – Glider, Rubber and Power. Peter Nash put in some good flights with his



Peter Nash, John Lewis and Graham Maynard on glider day



John Lewis's Tumbleweed 6 in 100 g Coupe



Kathy Burford's Andy Crisp F1havanana in A1

new Cobra-powered E-36, not a glider I know but it looked pretty good way up there.

The BFFS finished its flying calendar on 15th November with two club events, for **A1** and **100 g Coupe**. Four in one event and three in the other wasn't bad for a day predicted to reach 37 degrees (it was actually hotter). Thankfully retrieves were short, until Kathy started flying. For A1 Malcolm hedged his bets, flying an Aiglet in the early morning light airs and a Li'l Hinney for later when the winds were to be a little stronger. Wind shifts covered the full compass although they remained very light. Most focused on the rubber event first although Malcolm flew both classes, with his Tumbleweed 2 (22 yr old) and his Aiglet. Graham

Maynard's day ended abruptly when he found a spring missing in his front end and Des had a serene day with low torque rubber causing some poor climbs from his Garrie Coupe. John only maxed once with his Tumbleweed 6 (Lewis design) but Malcolm could have been the surprise packet with his Tumbleweed 2 as its button timer DT'ed short on two flights and the final flight struck a tree at 40 feet – all three having enough height to have maxed. Des struggled all day with sub-standard rubber and a too pitchy prop. John Lewis only recorded one max in A1 and Malcolm's Li'l Hinney misbehaved, although he did get two great launches, into sink. Kathy, once again, was the stand-out performer. She began much better than the boys with

her first flight and then rubbed it in with two convincing maxes. She casually picked air, with the wind shifting around continually making the wait quite frustrating. Her second flight stopped the clock at 3 min 16 sec and the her last flight hooked a boomer, DT'ing at 2 mins and floating in the unrelenting thermal for a further 3 mins, landing right at the end of the last paddock in the Seven Mile Lagoon, 30 metres from a small herd of grazing cattle. That made two long retrieves for Malcolm, the second one at midday in 37 deg heat.

In case you're still reading I'm proud to announce that Kathy won two State Champs events and one club event in the final quarter, duplicating John Lewis's effort. She's learnt well. And so ended our 2020 competitions.



Looking at the BFFS field from above. Some say it's as big as Wales. There's quite a bit more to the left of this photo too.

100 g Coupe results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	111	120	112	343
Malcolm Campbell	93	61	110	264
Des Slattery	47	20	41	108

A1 results

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	83	120	120	323
Malcolm Campbell	46	100	103	249
John Lewis	57	61	120	238
Malcolm Campbell	60	39	39	138

Open Rubber results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	180	180	133	493
Des Slattery	141	180	115	436
Malcolm Campbell	107	143	180	430



P30 results

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	120	120	120	360
John Lewis	88	120	120	328
Des Slattery	41	58	70	169
Malcolm Campbell	74	-	-	74

HLG/TLG

Name	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Total
John Lewis	22	60	29	21	19	29	118
Len Surtees	13	25	34	35	34	2	103
Malcolm Campbell	11	12	12	14	10	19	45
Des Slattery	14	12	5	17	14	5	45

CLG

Name	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Total
Kathy Burford	60	35	25	5	17	60	155
Malcolm Campbell	23	25	30	60	4	60	150
Len Surtees	40	60	24	26	29	19	129
Des Slattery	40	26	17	20	30	23	96
John Lewis	19	30	22	26	30	23	86

60's Coupe in 2020

Report and photos by Vin Morgan

There hasn't been too much Free Flight activity in Australia during the last 8 months. However in September, in the heart of the lockdown, a few Melburnians actually participated in an International Competition. This was the 60's Coupe Postal instigated and run by Mark Braunlich on Hip Pocket Aeronautics

https://www.hippocketaeronautics.com/hpa_forum/index.php?topic=16375.750

The idea is to fly F1G models from the 1960's. It's a bit like Vintage in that you have to build from a plan that was published in the 60's but if the plan is lacking detail you can fill-in and you can also make the sort minor changes that a builder might have made if building the model to fly at that time. The period is later than that for Vintage which, to my mind makes for nicer models. There was a lot of development in the 1950's, the 1954 (now 1956) Vintage cut-off date was to stop the models being too modern. The 60's coupes tend to be good flyers, with sensible construction. Enjoyable to fly.

It's a Winter Cup so in the Northern Hemisphere they fly from December to March and in the Southern Hemisphere we fly June to September. The first competition was in 2014/15. Scores were moderate. Sean O'Connor won with 585s, dropping one flight. Sean won again the next year although he again dropped one for 577s. 2016/17 was better; Sean won again but with a very respectable 120, 120, 120, 120, 120, 150, 180, 210. Three entrants maxed out. Sean won yet again in 2017/18 despite imposing a handicap on himself by making several flights with an Ailbas. Ailbas (it means low wing) is a Rene Jossien design that won a number of competitions in the 1950s in the hands of the designer - who was rather a good flyer. The model has scarcely any features to assist performance - low mounted,



Sean O'Connor winding his Dwarf Dip III. Ailbas in the foreground. Leigh and Vin in the background.

sharply tapered wing, a single spar on the bottom (no turbulation), a complicated delicate fuselage, propeller too small.....

Entries in the competition mostly come from the USA, the UK and Australia. So far there have been none from France, the home of Coupe, the only European being Urs Schaller from Italy.

2018/19 saw the most contestants so far. Five from USA, four from UK, three from Australia and Chris Murphy carrying the flag for NZ. Sean, still flying the Ailbas came in third. Vin Morgan completed a Deuzio on the 25th of September, just five days before the cut-off date. Fortunately, the 28th was a nice day so he managed to get in two trimming flights and five competition flights. Mike Glaister flew a Ferion this year and in 2017/18. Mike flew a Deuzio in 2015/16 and 2016/17 but the Deuzio has now gone to a new home which is Leigh Morgan's model box.

For 2019/20 a number of Australians had plans for building and flying in the competition but as you will have noticed 2019/20 has been a bit of a hell year for flying with limits on leaving home for frivolous reasons such as Free Flight and restrictions on travel. It shouldn't have stopped building though and in most States

restrictions only stopped flying for short periods.

A lot of people had ambitions; in NSW Terry Bond built a couple of Deuzios and Gary Goodwin was well on the way with a Matherat design. South Australians Dave Putterill and Tim Hayward-Brown competed in 2014/15 and 2015/16 but then they seemed to lose interest until 2019/20 when Dave Putterill entered again. Dave, together with Tim Hayward Brown and Ian Horne were restricted to a tiny field and only Dave put in five nominal flights on about half turns.

At the end of the first wave of Covid-19, at the start of Southern Hemisphere flying at the beginning of June, restrictions had been eased. Melbourne flyers Sean O'Connor, Mike Glaister, Leigh Morgan and Vin Morgan all had models ready to go. On June 6 Leigh put in one flight at West Wyalong. Vin had a 12-minute DT failure flyaway with DT on a test flight so didn't record any competition times. We had thought the June Queen's Birthday gathering at WW was a flying weekend but it was actually a working bee so the time available for flying was a bit limited. Back in Melbourne on the 10th June Leigh got in three more flights at Eynesbury before the wind came up.

Then on June 20 as a result of the second wave of Covid-19 Melbourne

went into lockdown. You could leave home for exercise but you could not travel more than 5km. Our field at Eynesbury is 51km.

What to do? We figured Leigh had a chance to get in the one flight she



Vin Morgan's model rests high in the tree

needed somewhere local on a very calm morning but even a two-minute flight is a bit of an ask on a cricket or football field. If the drift is 1 m/s, a 2-minute flight goes about 150m (allowing a bit of time for DT) but you can't start from the edge because in light conditions the direction is often unpredictable. But Royal Park, just 3km from Melbourne CBD and 2km from us has what is almost a flying field. In 1984 a competition for a redesign of the park was won by landscape architects Stafford and Jones. A part of their plan involved clearing a large area in the SE where there were cricket ovals, and re-planting native grasses. Naturally there was outrage from all sorts of groups, and although the voices of the Free Flight community were drowned out, the plan was adopted, and we now have a 400m diameter cleared circle of ankle high grass. Good for trimming and, with care, 2-minute competition flights.

We went there on Monday, September 28, two days before the close of date for the competition and the first day for some time that promised reasonable weather. Leigh needed a test flight because she had used the three months since the first four flights to patch a lot of tissue holes and the complete model had had a coat of dope. The test was ok, DT after 1 minute at good height. Unfortunately, the competition flight

was not so good only 99s. Good enough for third place in the postal though.

Sean and Vin also flew in Royal Park but were somewhat less successful competition-wise although they did have more adventures. Sean found a tree on his fourth flight and although the model was found using the beacon and retrieval with the 6m pole was relatively straightforward, he decided to retire gracefully. Vin had two flights that both landed outside the grass circle but on the ground. His third flight ended in a tree (picture #1). Not quite reachable with the fibreglass pole although we spent a couple of hours trying. After returning home for lunch and to get the telescoping aluminium tubes the model was recovered, but too late for any more flights as the wind was up. Undeterred, Vin was out the next morning. Conditions were good and after 2-minutes the model was high and still within the circle. No DT! After about 6-minutes the radio signal suggested it was low-ish and stationary. Following the signal led to the model - in a tree - just outside Royal Park. Back home again for the pole extensions and a fairly exciting knock-out from the tree. It didn't get run over but it also didn't get a fifth flight.



The ex-Mike Glaister Deuzio, flown into 3rd place by Leigh Morgan

2019/20 60s Coupe Postal Results

Place	Contestant	Country	Model(s)	Fl 1	Fl 2	Fl 3	Fl 4	Fl 5	Total
1	Bill Swift	USA	Dwarf Dip	120	120	119	120	120	599
2	Glenn Grell	USA	Batuik	120	120	117	120	120	597
3	Leigh Morgan	Aus	Deuzio	120	120	120	120	99	579
4	Mark Sexton	USA	Batuik	120	120	95	109	120	564
5	Vin Morgan	Aus	Deuzio	120	120	120	120	---	480
6	Sean O'Connor	Aus	Ailbas/DDIII	102	112	89	120	---	423
7	Ray Elliott	UK	Bilgri Mini	64	62	60	90	49	325
8	Dave Putterill	Aus	Deuzio	65	62	45	68	70	310

Camp COVID Construction



The year would have been 1953 (I think) and I was all of 11 years old, when I bought my first rubber powered kit. I seem to remember it was 4 shillings and threepence (43 cents to you young fellows) and was a product from No. 1 Bond St Sydney.

Why I bought it, I have no idea, maybe someone at school told me about model planes. I had no one to guide me, and I didn't know anything about balsa or planes. What did I buy, why a Hurricane of course, after all I had heard of these and the shop was most likely out of Spitfires. The model would have been about 18" span if I could build it, sadly there was no chance of that. A boy who didn't know that R1 was a wing rib or F2 was a former etc, and no time to read the instructions, I will do that later. The

fact was, to me, the contents of the box was just a bunch of 1/16 sticks and some wood with lines on it.

Fast forward 66 years, and who knows how many models later, and guess what, I bought another rubber powered Hurricane kit. This time it is 30" span and by now I know where to put R1 etc.

It is a Dumas Kit, laser cut and it is taking shape nicely. By the way I still hate 1/16 square balsa it seems to break even if I just look at it, no balsa should be smaller than 3/32 square. I did think of making it a real model by installing a small IC engine in it, but in the end, I decided to keep it as per the plan, well almost. I just couldn't help myself.

The kit called for the wing being glued to the fuselage and I could not think of a way to make it removable and still have wing fairings, which a Hurricane must have to make it look right. In the end I decided to cut the wing into three pieces. The center section goes to the outside of the wheel boxes. This will be fixed to the fuselage and the outer wing panels attached to it using the tongue and box system. I have also sheeted the top of the center section so I have something to fix the wing fairings to.

It should suit rubber Kit Scale if I am good enough to make it fly. All the balsa work is finished and it is just about ready for covering. I have found the Dumas kits very accurate in their laser cutting and are a pleasure to put together.





David Putterill sent me photos of his beautiful Avro York. He is yet to conduct test flights and they will be made after his recovery from illness. Dave says Yes, it is a free flight model. I'm keen to follow the progress of this challenging model.

Tissue over Mylar Covering

Why use Tissue over Mylar (for open structures)? *The article was kindly supplied by ACLN (Australian Control Line Nostalgia)*

There are many reasons:

1. It seals and air-proofs the structure
2. Any warps (deliberate or not) are 'locked in' but easily adjusted during the heat-shrinking stage
3. Mylar provides a good base for tissue covering (although it is quite usable without tissue)
4. Tissue joins may be made at random over the Mylar for pleasing effects
5. It is lighter than a well-sealed tissue + dope finish
6. It takes less time than a straight doped tissue finish as fewer coats are required and the very thin dope dries quickly
7. It seems to last for ages - I have models that are over 15 years old and they are just as good and straight as the day that I built them
8. The result is tougher than tissue alone and does not appear to be

affected by the brittleness that plagues a straight tissue finish over time.

This is how I used some 38μ (micron) heat-activated Mylar (Doculam) to cover the flying surfaces of a Free Flight model. This would be quite suitable for a C/L model (Doculam is traditionally used to cover school books BTW).

First measure and cut your Mylar using a sharp hobby knife. Allow a generous overlap.

Lay the Mylar over the surface and using a covering iron set to about 180°C (350°F) tack the Mylar to the leading and trailing edges plus the root. Start with a few dabs at the tips, the centre and then in-between these touches - do not drag the iron along the outline, just keep filling in the gaps until a final smoothing pass may be made along the perimeter.

When it looks good (the Mylar can be peeled and re-positioned if required - it still stays sticky) then trim off the excess - use a steel rule for the straight bits and a steady hand for the curves - use a sharp blade

Use the iron to seal down the overlaps, ignore any small wrinkles and break out the hot-air gun.

Use the hot-air gun to shrink the Mylar to the airframe. Doculam can withstand a bit of heat and any wrinkles soon disappear.



Mylar cut and laid in position



Mylar sealed to leading & trailing edges



Drilling air vent holes in ribs

If you are shrinking covering onto a light structure it might bend a little, don't worry too much as when the other side shrinks it should pull things straight.

A tip: Poke holes in the ribs to allow trapped air to escape or your panels shall grow like balloons as the air expands with the heat)

Rather than attempting to cover a whole panel at a time I use a technique that has served me well over the years - cover the panels in strips of tissue

First - check that any warps are as planned and use the heat gun to adjust them if required as they are about to be locked in for the life of the model once the tissue is doped on.

Next I measured the rib spacing, it was precisely 2" for the wing and the horizontal stabiliser so I decided that a 1/16" tissue overlap at the joins would be sufficient to make the completed job just like one continuous piece of tissue.

So with another new #11 blade in the trusty X- Acto knife, a few sheets of red Esaki tissue were cut into 2 and 1/8" strips.

The strips were aligned with the TE (plus about 1/8" extra) and wrapped around the LE until the ends matched up at the TE then a spritz of water was applied to the upper surface to hold things in place followed by a coat of

thinned of dope brushed onto the damp tissue to stick it down - working from the LE towards the TE. The water dampening also helps the tissue to shrink without wrinkles

** Note * Some references that I have seen advocate doping the Mylar prior to attaching the tissue and then using dope thinners through the tissue to attach it - this might work, I have never tried it and dope thinners are more expensive than dope where I live so just showing what works for me*

As most people would know, dope and damp tissue causes 'blushing' (dope gets a white sheen) but don't worry about it as once the first coat is dry the next coat of thinned dope brings back the colour.

Once all the red tissue strips were attached and the overlaps trimmed and doped down some black tissue was cut into 2" wide strips, aligned and the exercise repeated.

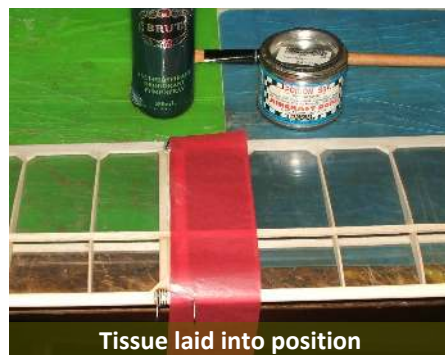
A final coat of thin dope removed any blushing so I cut a slot for the fin and posed the work for a progress photo.



Tissue lightly sprayed with water and doped with 50% dope/thinners



Black tissue damped and doped to overlap red red tissue



Tissue laid into position

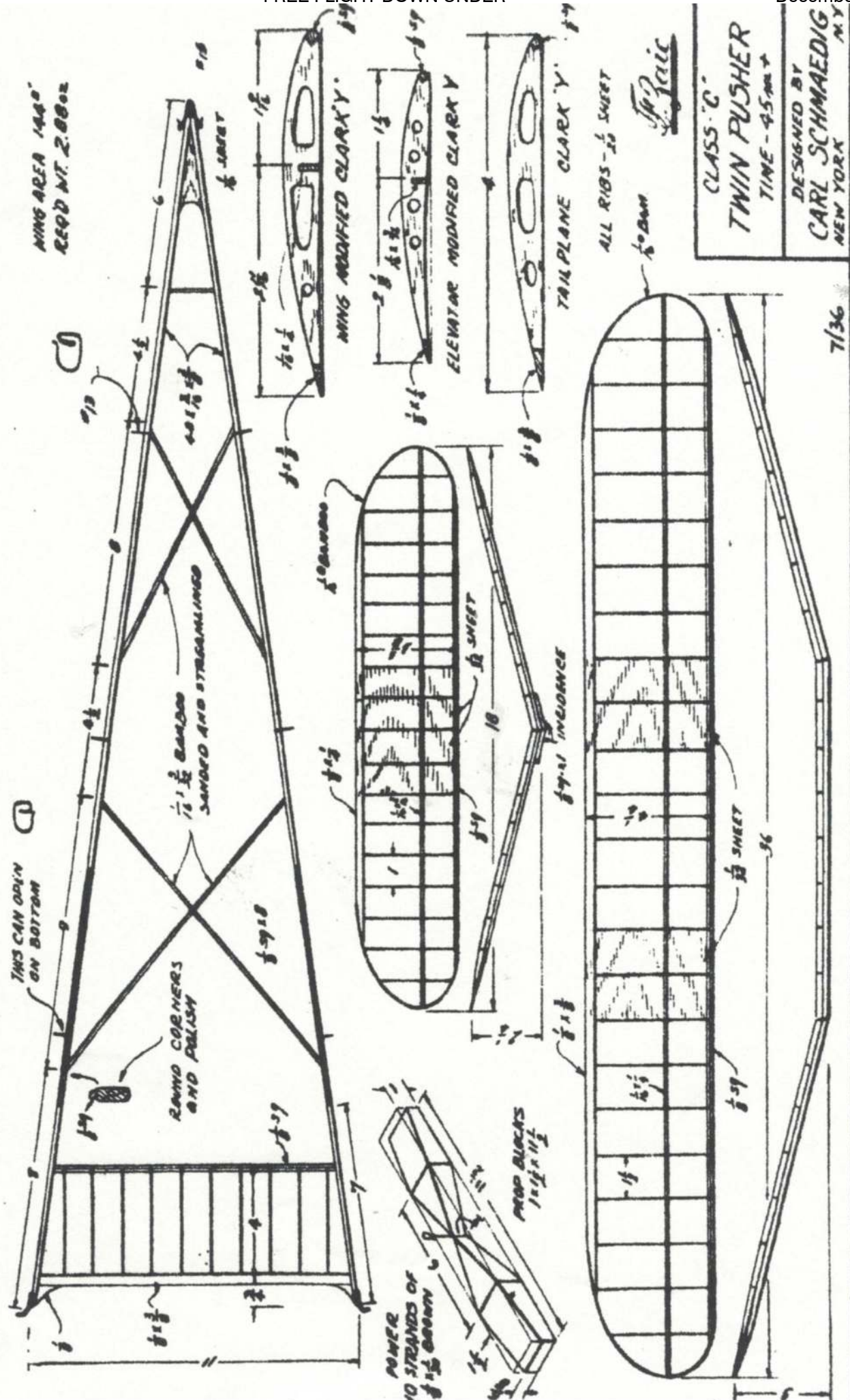


Stabiliser completed



The end result is very pleasing and durable

Abe Gallas is your F/F rules coordinator. (JEA)





Western Australian Report

Report and photos by Phil Letchford



We were meant to fly SLOP and open electric yesterday but it was too windy. I haven't built a new model since the E36 Witch Hawk but I have built up a new fuselage for an old Thunder Tiger 11 powered SLOP model using the auto rudder function of the E Max timer as the fuel shutoff. The

mounting lug was broken off the Texas Timers fuel shutoff so I made up a mount with a clamp that lets me adjust the length of the trip wire. The second picture is a little fuzzy, still getting the hang of the phone camera.

Phil Letchford



What would Dennis do?



Our late good friend Dennis Parker (aka Den Sparker) was both a talented and innovative flyer. He once had a trimming problem. Fellow flyers said the CG was in the wrong place. Quick as a flash, Dennis picked up a marking pen and redrew the CG indicator!

Problem fixed.



Roy Summersby and Des Slattery - Muswellbrook 2007



F1C encounters power lines in the USA.
Stay away from power lines!

Indoor High Ceiling Category 4 flying sites

For ceiling heights over 30 metres

By Len Surtees

After travelling to the USA in 1997 to compete at their Indoor National Free Flight Championship I became hooked on this the ultimate test of ability to design, build and launch a lightweight hand launch glider in some of the world's most historic and largest buildings suitable for Free Flight endurance. Here are 9 sites around the world that I have had the privilege to fly in.

AUSTRALIA

1. Home Bush Sydney, site of the Olympic Games
2. AFL sporting stadium Melbourne (roof had to be closed at a cost of \$500 - ouch).

United Kingdom

1. Cardington Hangers, although roof is deteriorating and has internal shade cloth to protect people, it is still a famous Free Flight facility when as a young boy I read about the many FID flying activities in air modelling magazines held there.
2. The Millennium Dome, London. This is a huge water tight tent erected in London City; the ceiling is 150' tall and over 600' in diameter.



Len receiving the 1st place award for HLG at the Millennium Dome, London

United States of America

1. Johnston City Tennessee, the University sporting stadium.
2. Santa Ana Blimp hanger near Los Angeles. Whilst I was there in 1997 (I had organized the best HLG exponents to meet there and videoed their gliders and how they trimmed for best indoor times). Steve Brown set a new world record for F1D and was the first person to break 60 minutes. Also at this site Ron Wittman in 1973 set the all-time record for javelin launch glider which still stands. Ron attended this gathering and gave me one of his 90 second gliders (this is my most prized glider possession). Lee Hines, Stan Buddenbohm, Bill

Blanchard, Curt Stevens and many others attended. This gathering is by far my most memorable experience.



Len with the legendary Ron Wittman at the Santa Ana blimp hanger. It was here that Ron set the Javelin Launch record of 90 secs in 1973, that still stands today! The photo shows Ron giving Len the record setting glider.

3. Moffett Blimp Hanger near San Francisco where Fred Terzian organized a meeting and flying



The interior of Moffat Blimp Hanger is similar to Santa Ana



Moffat Blimp Hanger - note the person standing at the door

session with me, Ron Wittman and his son Geoff in December 1998. Ron gave me several excellent 1/4 inch "C" grain balsa sheets and a gallon of the sanding sealer he used on his world record gliders that produced such a mirror finish.

4. Lakehurst Hangers New Jersey. These hangers are massive being 180' tall and about 1,000' long. There is a brass plaque near the hanger which designated the spot when the German Hindenburg air ship exploded in flames when landing in 1936. It is said that these hangers produce their own internal weather.
5. Idaho University sporting stadium where Mark Benns, Bruce Kimball and I organized and promoted the "Battle in Seattle" for all current top indoor HLG flyers. Mark Benns set a new F1N World Record there with his introduction of Tip Launch Glider; this event changed the sport of HLG forever.



Battle in Seattle Idaho University sporting stadium

This is a brief overview of the nine Cat 4 indoor sites I've flown in. Such sites offer the ultimate test for the longest flight duration possible and are a serious challenge to all comers. I have listed them in my order of preference below.

1. Santa Ana blimp hanger California. USA
2. Millennium Dome London UK
3. Johnston City Tennessee USA
4. Idaho University stadium Idaho USA
5. Moffett Hanger California USA
6. Sydney Olympic Home Bush Australia
7. Melbourne AFL Stadium Australia
8. Lakehurst Hanger New Jersey USA
9. Cardington Hanger UK



One of my favourite photos from Lost Hills



Omarama in the south island of New Zealand was the best free flight event in the southern hemisphere. Three hours from Australia and surrounded by some of the most idyllic tourist destinations in the world made it irresistible. I was lucky enough to get there twice before it came to an abrupt end.

I went with my camera as well as my flight box and was able to capture some pretty good shots. Sadly these include three flyers who are no longer with us but you'll see they were enjoying their time at Omarama.

Recently I was encouraged to put my photos up on Flickr, so here they are - I hope you enjoy them:

Omarama 2010

<https://www.flickr.com/photos/motor-racing-photography/albums/72157716996082102>

Omarama 2012

<https://www.flickr.com/photos/motor-racing-photography/albums/72157716992018553>

**We may well forget the 2020 AFFS
Champs but the 2019 AFFS Champs
was UNFORGETTABLE**

42nd Australian Free Flight Society Championships
Narrandera, NSW
3 May - 9 May 2019



Cold War Jets of the Fifties

We have a few jets in the AFFS. Barry Frederickson has many, and Roy Summersby has a couple, as does Howard Gostelow. All are ducted fan and fly realistically well. There are enough in Australia to start a small Cold War skirmish.



Barry Frederickson reports:

Attached pictures of two Fantails, the red tail job is the original that you would have seen fly at Maryborough in the good old days and the new silver tail one waiting test flight took 4 weeks and 2 days to build. Wings and tail are held on with magnets on the new one. Weights: 379 g for oldie and 390 g for new one. I made an adaptor mount to enable a Tee Dee to be used on reed engine mount so I can play with power. I can use Red Scorpion, Tee Dee or Killer Bee.



My first photo shows the two models. They are Veron kits from the early 50s and labelled Lavochkin La 17. Because of Cold War secrets, it turns out that they are really La 15s (1948 models). Both fly like they are on rails. I recently had seven flights. The second photo shows my new Sabre, as yet unflown.



Howard Gostelow says:

My Sabre was built a while back after I sold the Lavochkin. Colours are based on the Temora one that has a Korean conflict history. My Sabre and Lavochkin were both powered by reed valve COX.049 engines and they do fly very well. I flew it at the BFFS field and at Vets in Muswellbrook. The Sabre was a fabulous flyer.



Roy Summersby tells me:

I covered my Lavochkin 17 in polyester tissue and painted it silver, a very easy colour scheme. Nothing fancy in the decoration either with only a few red stars, the Russians kept them simple. I did make a few minor changes like adding half ribs in the wings, but mainly stuck to the plan.

Will it fly? Well, Model Aircraft January 1953 says it does, they even put it on the front cover. Being serious it does have a good chance, shoulder wing, a generous stab and some dihedral. My only worry is the weight, the model is light but all those electrics

bits and the battery are heavy, we will see. Anyway jets are supposed to fly fast.

Wing span	960 mm
Fuselage	730 mm
Weight without electrics	270 g
Flying weight	TBA

Electric should be the go, easy to start, adjustable power and time settings using a Hubin timer.



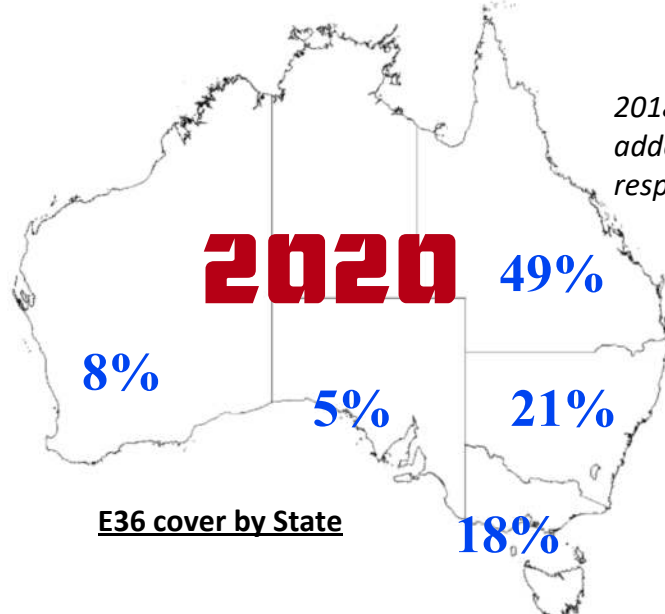
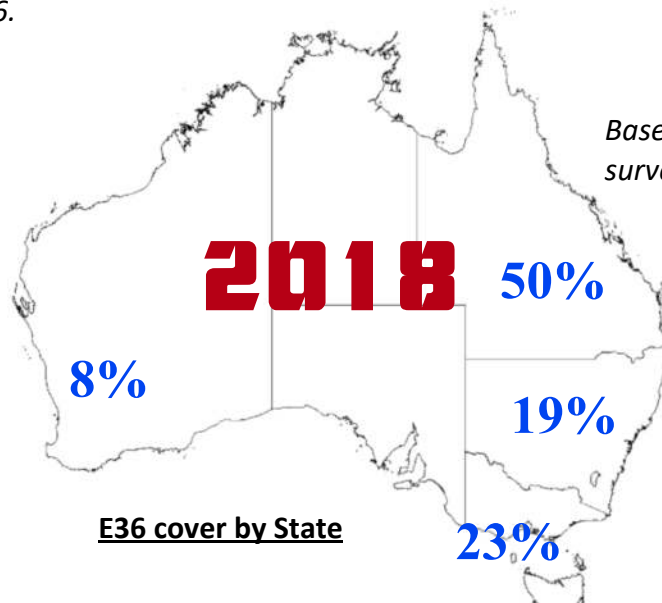
Have you built a successful ducted fan jet? If so, tell us about it!

E-36



Australia's fastest growing free flight class

The September 2018 edition of FFDU highlighted the free flight phenomenon of E-36. Australia has embraced the class and world-wide the E-36 has become the "Must Have" model in your model box. Although Roy Summersby openly says "They have no soul", I have to admit they are engaging, and most people seem to be getting their fair share of fun from these honest little aeroplanes. Do you want "Bang For Your Buck"? Go no further than an E-36.



So what's hot?

In 2018

What's the most popular kit?... Pearl 202.....	44%
How many scratch build.....	46%
Preferred wing covering..... Polyspan.....	19%
..... Jap over Mylar	12%
..... Clear Mylar.....	12%
Preferred stab covering..... Clear Mylar.....	35%
..... Silver Mylar.....	12%
Preferred motor..... Cobra.....	54%
..... 1806N.....	19%
Preferred propeller..... 7.5 x 4 folder.....	35%
..... 6 x 6 fixed.....	12%
Preferred ESC..... 12 amp.....	39%
..... 10 amp.....	23%
..... Over 12 amp.....	8%
Preferred battery..... Turnigy 300mah.....	58%
Preferred timer..... Starlink.....	35%
..... Dtox E type.....	19%
..... Texas Timer.....	12%
RDT capable..... Yes.....	50%
..... No.....	19%
Are you building more..... Yes.....	50%

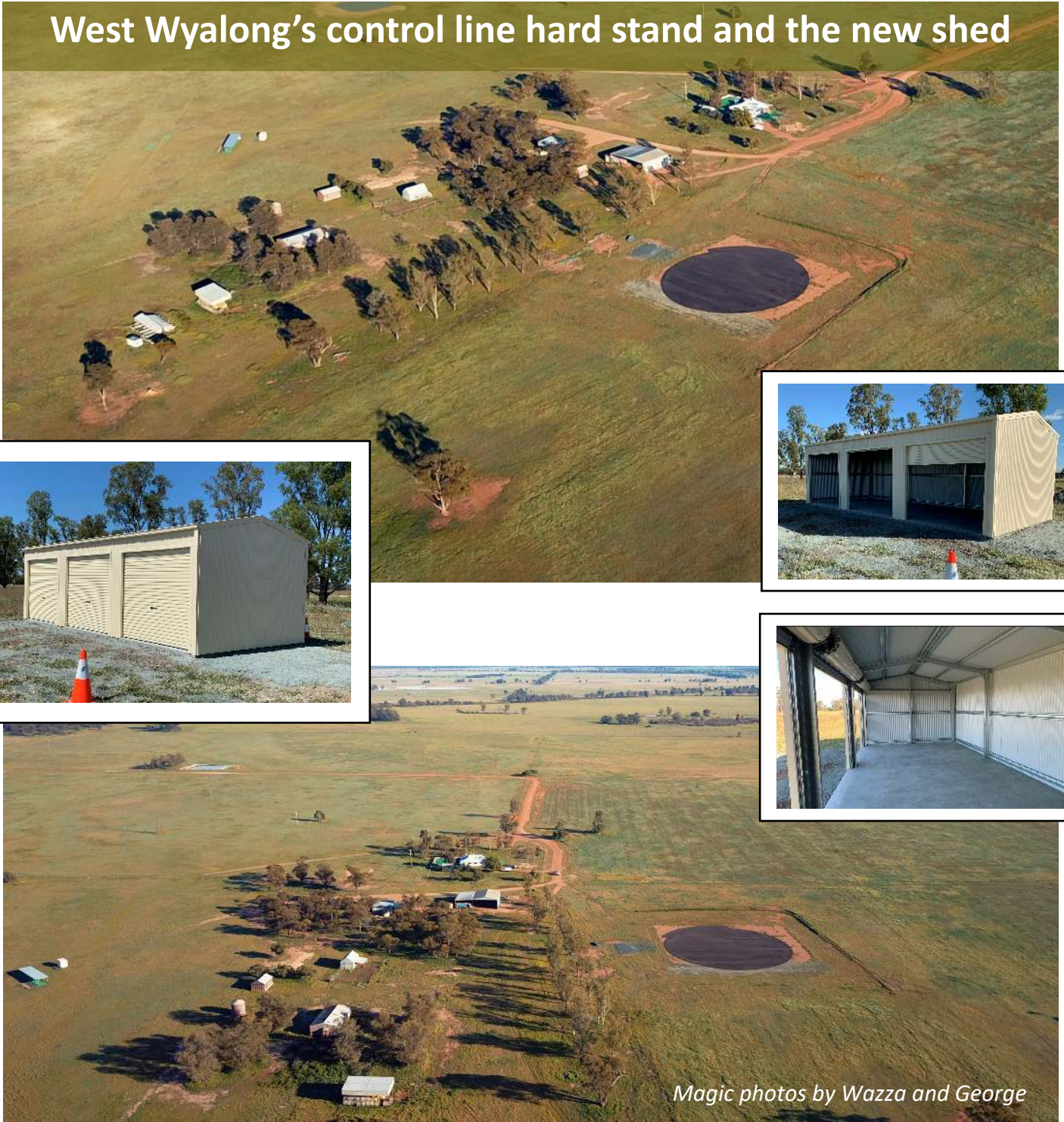
In 2020

..... Pearl 202.....	36%	Own designs.....	18%
..... Scratch.....	56%	Kit.....	44%
..... Polyspan.....	13%		
..... Jap over Mylar.....	18%	Jap alone.....	10%
..... Clear Mylar.....	18%	Oracover.....	7%
..... Mylar.....	36%	Oracover.....	8%
..... Jap/Mylar.....	15%		
..... Cobra.....	62%	Red Max.....	5%
..... 1806N.....	21%		
..... Folder.....	15%	Fixed.....	15%
..... 7.5 x 4 Folder.....	38%	6 x 6 Fixed.....	8%
..... 12 amp.....	59%		
..... 10 amp.....	13%		
..... Over 12 amp.....	10%		
..... Turnigy 45-90.....	38%	Turnigy 35-70	21%
..... Starlink.....	36%		
..... Dtox E type.....	36%		
..... Texas Timer.....	8%		
..... Yes.....	44%		
..... No.....	44%		
..... Yes.....	31%		

Based on our member surveys. 2020 responses include 2018 responses



West Wyalong's control line hard stand and the new shed



Magic photos by Wazza and George

What has the Mad Scientist been up to?



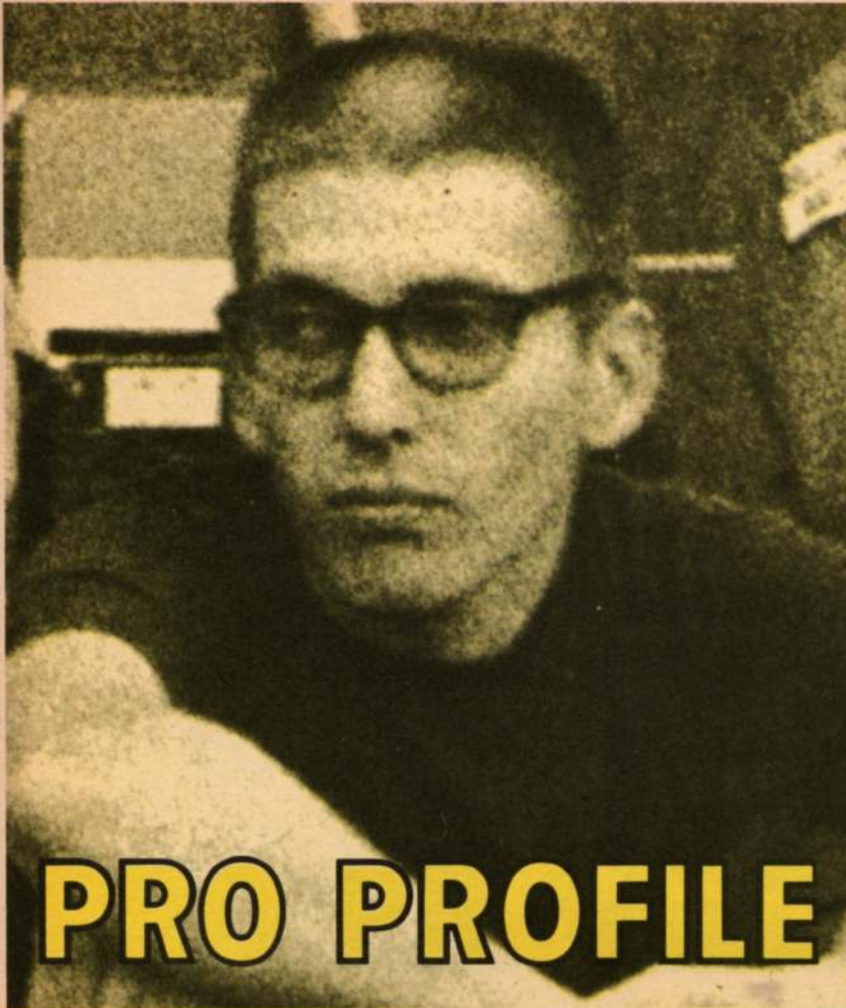
About the only contribution I have is a shameless plug for the RDT unit and Bluetooth adaptor for P-type timer. I'm in the process of updating the website right now so both items should be visible in a day or so.

Developments? I hear you ask ... there's always developments at DTox Laboratories :) New timer, type L, absolute minimal, controls two servos, RDT input, can be used as a servo sequencer as well. 28 x 12mm, user supplies servos. Also, Dtox SAAM, stand alone altitude monitor, for the SAMs flyers, warning when aircraft exceeds selected altitude.

Building? last Covid build was a WitchDoctor X, original SIG kit. Used all the horrible wood in the kit, MP jet 061, 295gm. About to start a Playboy Senior .020 version, kit from FAI model supplies.

Harry..

Lee Hines had a stellar career in F1A, F1H and balsa gliders, as designer and flyer. During his free flight career, he was world class in slot car racing and development in the late 60s. Roy Summersby sent me this article from "Model Car & Science".



LEE HINES—MEMBER CHECKPOINT TEAM

Just how do you become a top pro driver? For Lee Hines it started with model airplanes when he was a young boy living in Nebraska in the late 40's. Now that's about as far from being a slot car driver as you can get, but this is all a part of what makes Lee one of the most skilled pros on the California scene today.

Lee's first passion was free-flight model airplanes. He flew free-flights from 1950 until 1958 and by that time he had moved to Southern California and continued his flying experience. In 1958, Lee's interests turned to Indoor Hand Launched gliders and his success in this field has been phenomenal. In 1965, Lee flew a glider of his own design to a new world endurance record and had the plans published in one of the leading model airplane magazines. Since then Lee has limited his flying to major con-

tests, and just last year at the National Model Airplane Championships, Lee won his class in indoor hand launched glider competition with a plane of his own design. That's just half of it, 2nd thru 6th place were *exact copies* of Lee's 'craft! Also, in the outdoor class, Lee took 4th overall, while the fellow who took 1st was flying a plane which was built from Lee's plans!

Perhaps his success in model airplanes gave Lee the idea to try slot car racing; but whatever it was, success followed Lee into the slot car field. He started racing in 1963. He remembers his first winning car as a scratch chassis B.R.M. powered by a Pittman 196-B. Now enter John Cukras and Pete Zimmerman, as Lee recounts the event, he had the same B.R.M., and had not lost one race with the car for months until Pete and John showed up one night

for a weekly race and blew Lee's doors off with some funny Japanese motor. Well, Lee was pretty put out because he didn't deslot once and still lost by three laps!

Since then, the three have been good friends and are still racing each other regularly, with Lee running for Checkpoint Team and John running independently with Pete as his personal "Traco" motor builder.

Lee began racing for Checkpoint late in 1966, and has been a credit to the team ever since. Much of his success can be said in one word, "Efficiency." He carries a book with him and after each race writes down every fact about the race, such as, place, track size and condition, lap times, motor used, chassis type and description, plus who won and how. Lee is now on his third notebook and can probably tell you anything about any track in the Los Angeles area in the past three years.

At the final *Car Model* race of the 1967 season, Lee celebrated the second anniversary of his Formula I Chassis by placing it in the main event! Some people didn't believe it at first but it's true, and that's just one example of his workmanship. Lee winds his own motors, and also sells them to customers on order. These motors, called "LEE JET" are fantastic. At the Classic Speedway *Car Model* race when most of the hot thumbs were running 7-29 gears, Lee was running 9-25, and he made the main event. I've heard his motors, but I don't believe them. When everyone else is getting amp-sucked, Lee will rocket by you like he had his own battery.

Lee considers his best race of the year the final *Car Model* race at Rolling Hills Raceway in Torrance, where he took third on the bad lanes, letting only Doug Henline and John Cukras get by him.

As for his choice of competitors, Lee said that under even circumstances, John Cukras and Terry Schmid are the toughest to beat.

At 29 years old, Lee can look back on a very successful competitive career and also look forward to even greater success.

April 1968 / 53

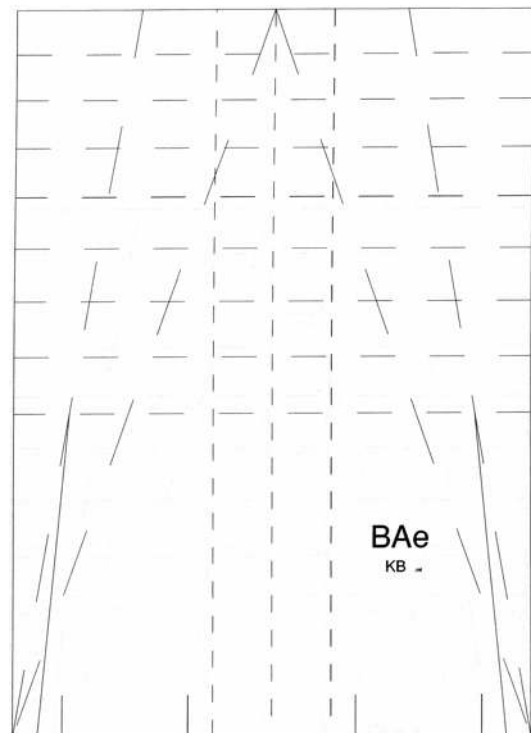
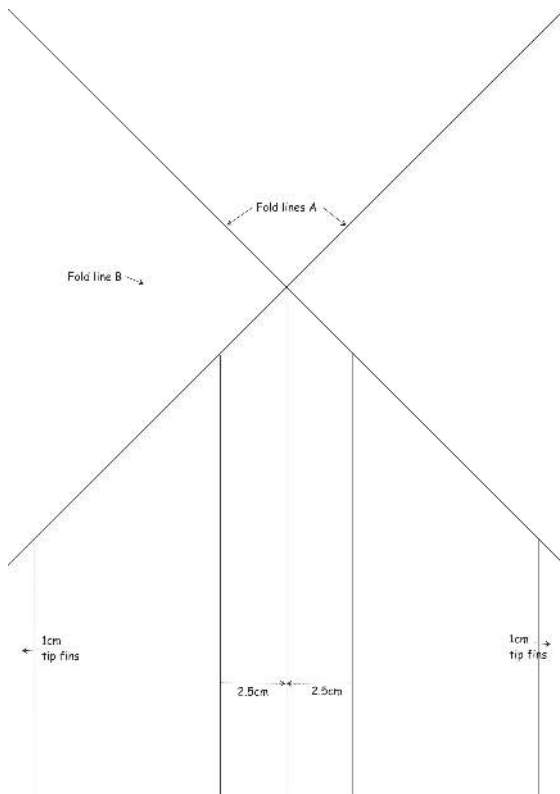


RETURN OF AN OLD TOSSER Part 2

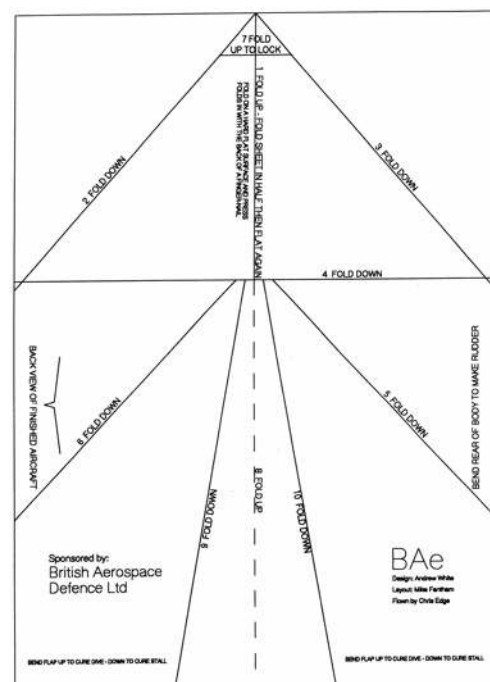
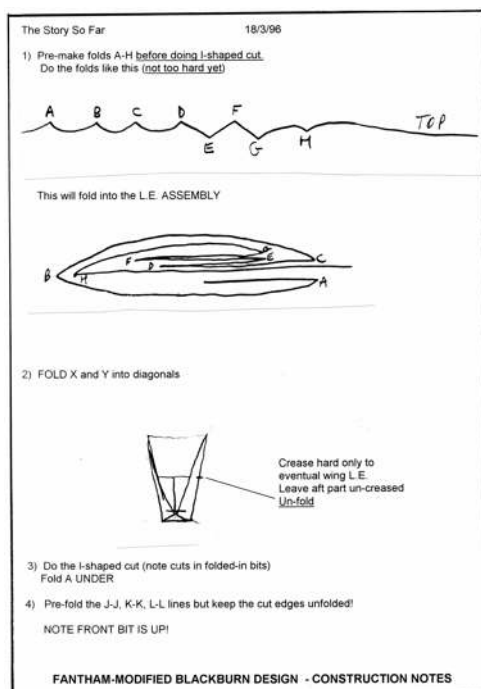
Story by Chris Edge and Mike Fantham



Part 2 should only be read by paper plane tragics, and only after they've taken their medication.

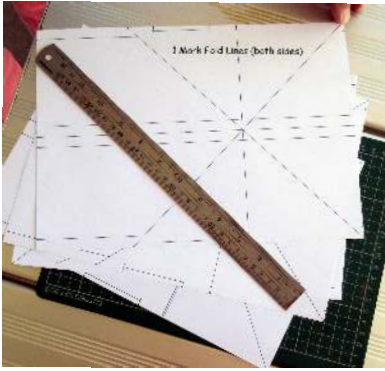


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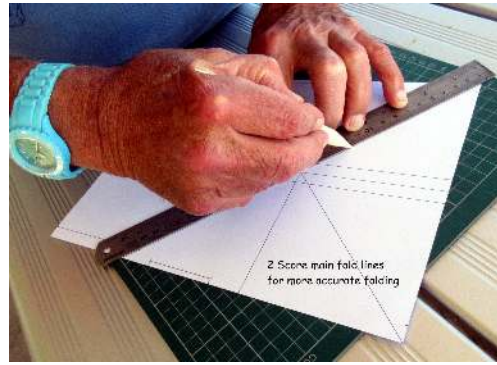


36

Where you're going, you don't need instructions - GOOD LUCK!



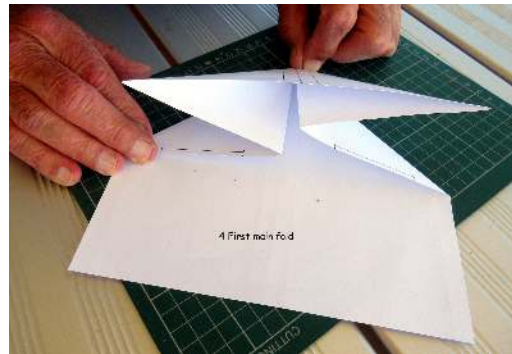
Step 1 Mark up



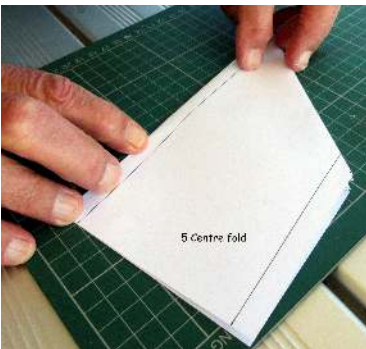
Step 2 Score main fold lines



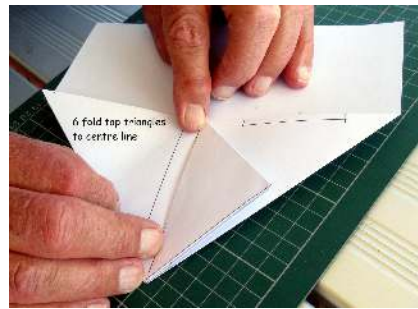
Step 3 Fold and reopen diagonals



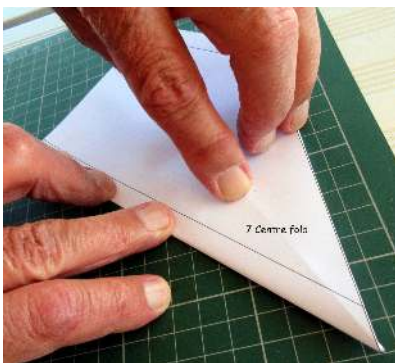
Step 4 First main fold



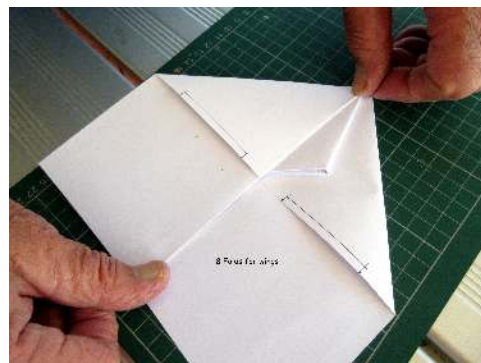
Step 5 Centre fold



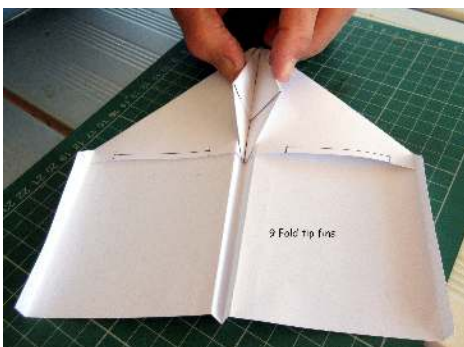
Step 6 Fold to centre line



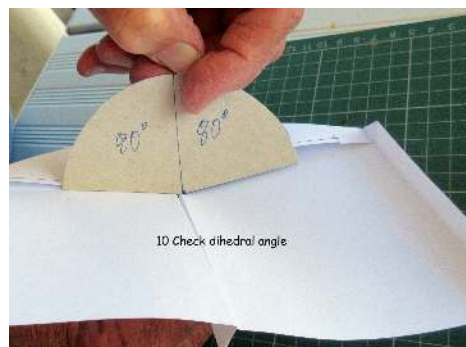
Step 7 Centre fold



Step 8 Fold for wings



Step 9 Fold tip fins



Step 10 Check dihedral angle



MY LIFE IN FINLAND

by Adrian Bryant

After the world 1950 model aircraft championships were finished, I stood alone on the airfield at Jami Jarvi, Finland. All the other competitors had left; Russia was only 5 miles away across the water. I had achieved my life's ambition; I had flown, albeit as proxy for Art Lonergan (another Australian model aircraft flyer), in the Wakefield Championship – a competition for model aircraft flying that can trace its roots back to England 1911 – life had no further challenges, I was at a loose end!

The contest organiser came and asked when I was going to leave and

where was I going. We yarned a while, and he asked what I did in Australia. I told him I was a cabinet maker. He owned a Fairy Nipper in need of some repairs and, if I repaired his aircraft, he would pay me to stay at Jami Jarvi and learn to fly, so I did. Who took the biggest risk?

Leo, a Swiss pilot, was there earning a living by towing sailplanes high in the air and releasing them. During mid-summer, the Finnish hold their annual air show, and we decided we would help them. We made a large, light-weight, plywood box, filled it and put it on an old 4-wheel trolley. We covered the 'cart' and box with signs – 'Australia or Bust'.

We got hold of an old Jersey cow complete with saddle and reins to pull the cart. I weaved my way slowly through the curious crowd until I

reached the airstrip, where Leo was waiting in his Piper Cub. I gave the cow to a startled onlooker, hoping he'd know what to do with it. I grabbed the box off the cart, ran down and fixed it to the rear of the aircraft, then hopped in with Leo. As the plane picked up speed, the box burst open and the prop wash sent hay flying all over the airfield.

Leo did a few wobbles, cut the engine and did a forced emergency landing behind the hanger. After lunch, I came back covered with bandages and my arm in a sling. I was taken up to the program announcer. He asked me what the hay was for. I said 'to feed the cow'. But you didn't take the cow, he replied. 'We couldn't', I said, 'her passport hasn't arrived'.



A few laughs for you

Before my surgery, the anesthesiologist offered to knock me out with gas or a boat paddle... It was an ether/oar situation.

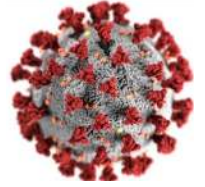
My wife said when I pass she would go the extra mile to give me the burial I deserve...



Did some financial planning and it looks like I can retire at 62 and live comfortably for eleven minutes.



JOKES PAGE



There's still not much to laugh about these last nine months, so I thought I'd create a bigger COVID Corner

The World Health Organization has announced that dogs cannot contract Covid-19. Dogs previously held in quarantine can now be released. To be clear, WHO let the dogs out.

Now is not the right time to surround yourself with positive people.

I'll tell you a coronavirus joke now, but you'll have to wait two weeks to see if you got it.

Finland has just closed their borders.

No one will be crossing the finish line.

A couple new to the neighbourhood hosted a high-society dinner party so they could get to know the local jet set. As the guests were sipping champagne, the maid quietly informed the hostess that the cat had climbed on to the kitchen table and eaten a large part of the middle section of the salmon that was to form the centre piece of the first course.

The hostess decided to fill the eaten portion with some tinned salmon and hope that, with a heavy salad dressing, nobody would notice. But as the guests tucked into the fish,

the maid called the hostess into the kitchen and announced, "Madam, the cat is dead."

Seized with panic, the hostess and her husband told their guests what had happened and advised everyone to go to the hospital immediately and have their stomachs pumped. Returning home from the hospital two hours later at the end of what had turned out to be a disastrous evening; the hostess poured herself a stiff drink and asked the maid where she had put the cat.

The maid said, "It's still out on the road where the car ran over it".

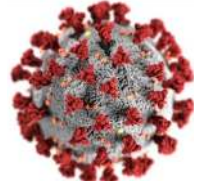
So many people these days are too judgemental.

I can tell just by looking at them.





JOKES Pg. 2



You know how to stop these don't you? Send me some articles.



It took
"Click it or Ticket"
to get people to
wear a seatbelt.
I wonder if
"Mask it or Casket"
might work?

GLASS OF WINE
EACH NIGHT FOR ITS
HEALTH BENEFITS.
THE OTHER GLASSES
ARE FOR MY
WITTY COMEBACKS
AND FLAWLESS
DANCE MOVES

So in retrospect, in 2015,
not a single person got
the answer right to "Where
do you see yourself 5
years from now?"



I asked my wife if
I was the only one
she'd been with.

She said yes, all
the others had been
nines and tens...

Laughing at your own mistakes
lengthens your life.
Laughing at your wife's mistakes
shortens it.

AFTER MONDAY AND TUESDAY
EVEN THE CALENDAR SAYS
W.T.F.

SCIENTISTS SAY THE
UNIVERSE IS MADE UP
OF PROTONS, NEUTRONS,
AND ELECTRONS.
THEY FORGOT TO
MENTION MORONS.

The biggest lie I tell
myself is
"I don't need
to write that down,
I'll remember it."



MY WIFE SAYS
I ONLY HAVE 2 FAULTS.
I DON'T LISTEN AND
SOMETHING ELSE...



BRISBANE FREE FLIGHT SOCIETY 2021 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 24 th	7-10am	Trimming day	Coominya
	✂	Sat 30 th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 14 th	7-10am	Trimming Day	Coominya
	CP	Sun 28 th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 6 th	3-6pm	Indoor - Delta Dart	BSHS
	🏆CP	Sun 14 th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 28 th	7-2pm	Dale's Fun Day including P20	Coominya
April		9 th - 15 th		AFFS Champs	Narrandera
		17 th - 19 th		SCC (F1A, B and C)	West Wyalong
	F	Sun 11 th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 17 th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 24 th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 25 th	8-12pm	F1J State Champs (5 flights)	Dalby
May	🏆	Sun 2 nd	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 8 th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 15 th	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 16 th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 30 th	8-12pm	Club rubber model fun & testing day incl Frog models	Coominya
June		5 th - 7 th		NSW State Champs (F1A, B and C)	West Wyalong
	🏆	Sat 5 th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 6 th	8-1pm	Reserve F1B / F1J	Dalby
	IND	Sat 12 th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sun 20 th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	✂	Sat 26 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 3 rd	3-6pm	Indoor - P18	BSHS
		7 th - 14 th		1st West Wyalong National Championships	West Wyalong
	🏆	Sun 11 th	8-1pm	Scale, HLG & CLG State Champs	Coominya
	F	Sun 25 th	8-1pm	Club power model fun & testing day including E36	Coominya
August	IND	Sat 7 th	3-6pm	Indoor - Peanut Scale	BSHS
	CP	Sun 15 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 22 nd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 29 th	8-1pm	Reserve day	Coominya
September		4 th - 5 th		Team Selection Trials (F1A, B and C)	Dalby
	🏆	Sun 12 th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
		Sun 19 th	8-1pm	Reserve Day	Coominya
	F	Sun 26 th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 3 rd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 17 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 24 th	7-1pm	Reserve Day	Coominya
November	F	Sun 7 th	7-1pm	Club glider model fun & testing day incl CLG & RC Gliders	Coominya
		Sun 14 th	7-1pm	Reserve Day	Coominya
December		Sat 11 th	12-4pm	Xmas party & prize presentation	TBA

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



* NSWFFS Contest & Fixture Calendar 2021 *



Date	Event	Venue	Time	C/D
Dec 28 Jan 2	New Years Eve BBQ & Fun Fly No Comps. Just Fun Flying	W. Wyalong	Flying anytime. Stay on the field. If you want to go contact Roy to book in.	
Jan 10	New Year Recovery Day. ½ hr walking Scramble & Scale Rally	Richmond	7.00am – 1.00pm	Aaron Booth
Jan 15	General Meeting	Dundas Sport	7:30pm	
Jan 17	Combined %	Richmond		Roy Summersby
Feb 7	Combined F1 G, H, J, P30 + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
Feb 21	State Champs P30 + Comb Vintage	Richmond	7.00 – 1.00pm	Gary Pope
Mar 7	State Champs Scramble + Combined % Control Line flying, BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Michael Towel
Mar 19	General Meeting	Dundas Sport	7.30 pm	
Apr 9-15	AFFS Champs	Narrandera	See FFDU	
Apr 17-19	Southern Cross Cup 17 th . F1A, C & O/R. 18 th F1B & O/P 19 th reserve	W Wyalong	8.00am-1.00pm	Dave Thomas
May 2	E36 + Combined Vintage	Richmond		Aaron Booth
May 15-16	Veteran's Gathering	Muswellbrook		
May 21	General Meeting	Dundas Sport	7.30pm	
June 5-7	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 20	Bowen comp + Scale Practice + E36	Richmond	7.00am-1.00pm	Roy Summersby
July 3-4-5	Scale Rally Weekend. Scale comp Sat 4 th , Sun 5 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond Saturday BYO Food	7.00am till dark Trans Tasman	Phil Warren
July 7-14	1 st West Wyalong National Champs	W Wyalong		Nat's Committee
July 16	General Meeting	Dundas Sport	7.30 pm	
July 25	State Champs F1G,H,J (Combined)	Richmond	7.00am- 1.00pm	Bruce Hao
Aug 15	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	R. Summersby
Aug 27-29	Cowra Oily Hand Weekend	Cowra		
Sep 12	½ Hour Walking Scramble + Fun Fly B-B-Q Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 17	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 26	Combined % 5 flights	Richmond	7.00am - 1.00pm	Peter Scott
Oct 3	Combined % Multiple Entries	Hinton or Richmond	7:00am – 1:00pm	Gary Goodwin
Oct 22-24	Wings Over West Wyalong. All Disciplines RC, CL, FF, + Fun Fly Bowden Comp ROG (details to come) ½ Hour Scramble (walking)	W. Wyalong AB Field	7.00am till dark	Plenty of Room for ALL
Nov 14	Scale Rally + Fun Fly	Richmond	7:00am – 1:00pm	Peter Jackson
Nov 19	General meeting	Dundas Sport	7.30 pm	
Nov 26	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 5	½ Hour Scramble + Combined Vintage, plus SAMS & Fun Fly.	Richmond BBQ Xmas	7.00am – 1.00pm Lunch BYO Food	Aaron Booth

Notes: All Scrambles start at 8.00am