

# FREE FLIGHT

## DOWN UNDER

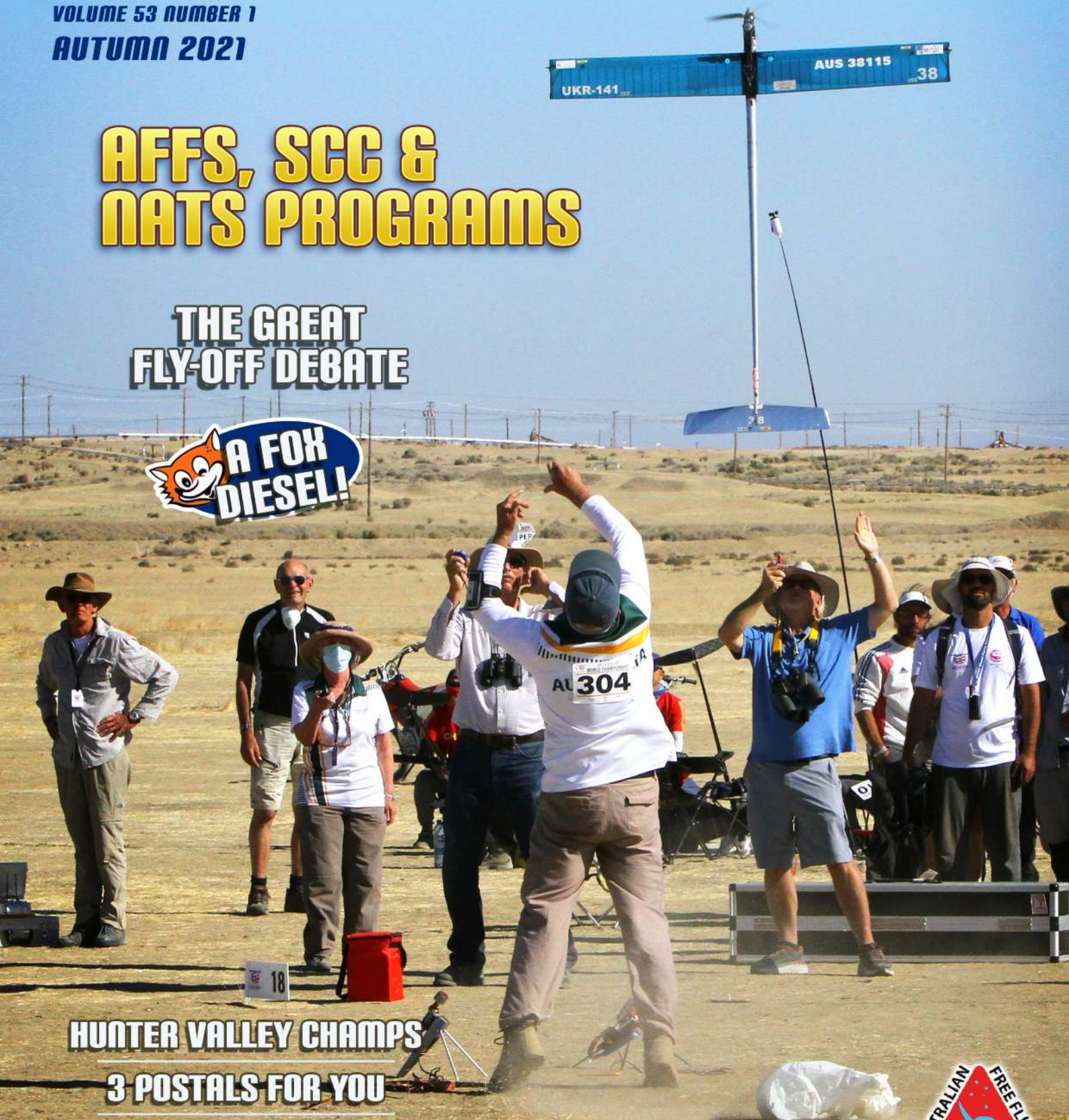
NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 53 NUMBER 1

AUTUMN 2021

## AFFS, SCC & NATS PROGRAMS

THE GREAT  
FLY-OFF DEBATE



HUNTER VALLEY CHAMPS  
3 POSTALS FOR YOU  
A BACKWARDS GLANCE





**FRONT COVER:** It seems so long ago now. Gary Pope launches his F1C at the 2019 World Championships held at Lost Hills California. Gary top scored for Australia in one of the last big events pre-COVID.

# Free Flight Down Under

## March 2021

Volume 53, Number 1

This edition of Free Flight Down Under is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078. email: [actrain@ozemail.com.au](mailto:actrain@ozemail.com.au)

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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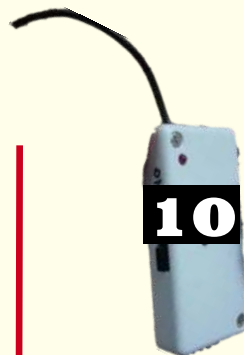
Malcolm Campbell

Mike Pettigrew

Len Surtees

Samuel Kirby

**THANK YOU!**



### The FO Debate



### HVC Champs



### 3 Postals for you



### Laser Cutting



### COVID Construction



### Fox Rocket D



### A backward glance



### Stop Blushing

## PRESIDENT'S REPORT



## FROM THE INTERIM PRESIDENT

As members will know from the memo circulated a few weeks ago, we have appointed some interim committee members to keep things running following the retirement of our President – Paul Rossiter, Vice President – Graham Maynard and our Secretary – Phil Mitchell. We have not been able to conduct an AGM to replace them and let them get on with their lives since advice of their retirement, but with some luck, it will all come together at Narrandera in April.

For those not on the AFFS membership mailing list, the interim committee is listed below.

Of those listed, the President, Vice President and Secretary have been appointed on an interim basis and will be nominated for election at the forthcoming AGM planned to be held in April 2021.

Alternative nominations are of course welcome.

We take this opportunity to offer sincere thanks to the retiring committee members for their years of hard work, and a special thanks to Phil Mitchell for even more years of dedicated service to our sport in his long standing role as Secretary of the AFFS.

COVID restrictions allowing, we will be conducting the AFFS Championships at Narrandera over the period April 11 to 15 inclusive, with the AGM planned for the evening of 13 April. You will have already received entry forms and the like for these Championships.

On the World Championship front, there now seems little chance of the 2021 World Championships for F1 A, B and C going ahead. These are planned to be held at Moncontour in France commencing on 14 August 2021 and ending on 21 August, 2021. The organisers have committed to making a final decision on the fate of the event no later than 15 May, 2021.

On the off-chance that a miracle happens and the event is conducted, we will be selecting a team using the forthcoming AFFS Championships together with the Southern Cross Cup, which will be held at West Wyalong immediately following the completion of the AFFS Championships.

Team trials will also be conducted in 2022 in the normal manner in the belief that the 2023 world Championships for F1A, B and C go ahead as planned.

The 2020 F1D World Championships, which were postponed to 2021, are still scheduled to be conducted in Romania commencing on 6 December and closing on 9 December 2021. The Australian F1D fraternity have indicated little interest in travelling to Romania because of the COVID situation in Europe. The organisers of this event will decide no later than 1 September, 2021 whether or not to continue this championship.

Our next "gathering" is at Narrandera in April for the AFFS Championships, and, of course, the AGM. We look forward to seeing as many of you there as possible.

*Mike Pettigrew.*

# AustralianFreeFlightSocietyInc

*A Special Interest Group of the Model Aircraft Association of Australia*

## INTERIM COMMITTEE MEMBERS AFFS INC

## PRESIDENT

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[mike2.pettigrew@gmail.com](mailto:mike2.pettigrew@gmail.com)



PUBLIC OFFICER  
TBA

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

## FROM THE EDITOR



As we start into 2021 with the COVID vaccine being administered, I have great hopes that we will be able to

complete our Australian 2021 flying programs although I have no desire to travel overseas anytime soon and I doubt major international events will be run until later in the year.

The calendar for flying in Queensland looks good this year and the BFFS even have had their Indoor calendar approved by the school that rents them the gymnasium that they use.

The last AFFS Champs seems ages ago, and it is - we didn't have any national events flown last year. And without a formal committee, Mike Pettigrew, Shayne McDonald and Shannon Tolmie have stepped up to keep the AFFS engine running. Albert Fathers and I remain on the team and this unit will be formalised

at the AGM to be held at Narrandera in April.

Now this edition of FFDU is different. I thank my regulars for diligently forwarding articles of interest but I re-iterate that doing this job isn't easy. So I've taken a different tack for March. I didn't actively solicit articles and the result is a slimmer FFDU. And it may stay that way, it's up to you.

As another interesting topic, I've published the profile of a new member of the free flight fraternity in this edition with the hope this may galvanise a few others into action to produce profiles for use in later FFDUs. Be quick, otherwise I may publish mine next!

*See you all downwind  
Malcolm Campbell*

## International Postal for classic A1 gliders 1 January 2021 - 1st July 2021

The 'Birmingham MAC Classic A1 research group' has organised an 'email international' contest for the Classic A1 glider class, in which competitors can fly on a date of their choice between January 1<sup>st</sup> and July 1<sup>st</sup> 2021, submitting results by email.



## Three Postals



**The Return of the  
INTERNATIONAL "HEAVE HO"  
POSTAL COMPETITION to be  
held in July 2021.**

Past winners are Mick Page England, Len Surtees Australia, Jim Buxton USA, Keith Fisher Australia, Lee Hines USA.

Full details in mid year FFDU and other worldly FF newsletters. STING MK2 Kits will be sponsored to top 3 places by Len Surtees plus the winner has their name engraved on back of the HEAVE HO Trophy.

## CLOUD TRAMP POSTAL 2021

Plenty of time to build and trim a Cloud Tramp.  
Gary Hinze, San Jose, CA, USA



<http://www.endlesslift.com/the-26th-charles-hampson-grant-memorial-international-mass-launch-of-cloud-tramps-2021/>



I really like this fuzzy photo, it's like a painting.  
Ramiro Gonzalez (ARG) loads up his F1A to launch





# 43<sup>rd</sup> Australian Free Flight Society Championships and Widgiewa Cup

Narrandera 2021



**STOP PRESS: Our events this year will NOT be World Cup events\***

Sunday April 11	<b>Widgiewa Cup</b> (World Cup Event)		
	F1A, F1B & F1C	5 x 1 hour rounds	0800-1300
Monday April 12	Flyoffs from <b>Widgiewa Cup</b>		
	F1A, F1B, F1C	10 Minute Fly-off	0700-0800
	P30, E36, Combined %	3 flights no rounds	0800-1300
Tuesday April 13	P30	Fly-off	0700-0800
	F1G, F1H, F1J (Combined)	5 x 1 hour rounds <sup>4</sup>	0800-1300
	Evening A.F.F.S AGM	Narrandera Club	1900
Wednesday April 14	E36 flyoff from Monday		0700-0800
	<b>AFFS Champs</b> (World Cup Event)		
	F1A, F1B, F1C	5 X 1 hour rounds	0800-1300
Thursday April 15	Flyoffs from <b>AFFS Champs</b>		
	F1A, F1B, F1C	10 Minute Fly-off	0700-0800
	Combined Vintage	3 flights no rounds <sup>8</sup>	0800-1200
	Combined HLG/CLG/TLG		0800-1200
	Reserve weather day		
	Evening: Presentation Dinner		1800
	Venue: TBA - (Covid rules may alter the presentation format)		
Friday April 16	Relocation day to West Wyalong		

**\* We are advised that the CIAM have suspended World Cup events until at least May 10 therefore the AFFS Championships can no longer be listed as World Cup events.**

## General Notes:

1. Smoking on the field is not allowed. If you smoke in a car the doors must be closed.
2. Daily compulsory event briefings will be held before commencement of competition flying.
3. Motorised retrieval (car or motorcycle) is not allowed. (pedal & electric bicycle retrieval is allowed) We are not permitted motorised retrieval on The Department of Defence Land.
4. **F1G/H/J is combined (one class only to be flown)** First round will be "High Time" NOTE (6 min max first round only. NB: Time above 2 min max will only be used to resolve ties)
5. F1A, F1B & F1C First round max will be 4 minutes. (Weather permitting)
6. FAI events will be flown from a flight line in 5 x 1-hour rounds, please assist by volunteering to time keep other competitors (**AFFS does not provide dedicated timekeepers**)

*Please turn the page*



**Narrandera 2021 - bring it on, it's been so long**



## 43<sup>rd</sup> Australian Free Flight Society Championships and Widgiewa Cup Narrandera 2021



7. Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
8. Old style F1J/Class 1 Power models – restricted to plain bearing motors of less than 1cc and no moving surfaces except DT will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½A Vikings).
9. COMBINED VINTAGE, first flight will be “High Time” & must be launched before 0830 (6 min max first round only, NB time above 3 min max will only be used to resolve ties) Entry in more than 1 class allowed however only 1 (best) score to count for AFFS Champion. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre-1956) as per MAAA rules 2009.
10. COMBINED % is 3 flights no rounds. Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights (i.e. no discards) Two attempts are permitted for each flight (a 20 second attempt rule applies).
11. HLG/CLG/DLG are combined into one event. Only 1 set of scores allowed per competitor, all flights from the box marked by 4 cones.
12. Radio Dethermalization (RDT) is allowed in all events.
13. All Competitors must be in possession of a current MAAA/FAI Licence.
14. PLACEGETTERS models, lines, motors etc., may be processed. There will be spot checks and check timekeeping on the field.



**Narrandera 2021 - early morning flights, woohoo**



# Southern Cross Cup

**West Wyalong**  
**17 to 19 April 2021**



**World Cup Open International for F1A, F1B, F1C**  
**Also Open Power, Open Rubber, Combined Mini**

**STOP PRESS: Our events this year will NOT be World Cup events\***

## Program

Friday, April 16, 2021	Arrival, practice		
Saturday, April 17, 2021	F1A, F1C	5 x 1-hour rounds	0800-1300
	Open Rubber	3 flights	0800-1300
Sunday, April 18, 2021	Flyoffs		0730
	F1B,	5 x 1-hour rounds	0800-1300
	Open Power	3 flights	0800-1300
	Combined Vintage	3 flights	0800-1300
Monday, April 19, 2021	Flyoffs		0730
	Combined Mini (includes P30, E36)	3 flights	0800-1300

The Program is subject to variation due to wind, weather etc.  
 Next-morning flyoffs are unlimited. DT flyoffs may be used in case of strong wind.  
 The motor run for E36s participating in the flyoff will be decided on the field by the CD.  
 Between 5 and 10 seconds.

**\* We are advised that the CIAM have suspended World Cup events until at least May 10  
 therefore the Southern Cross Cup can no longer be listed as a World Cup event.**





Activity & Date	Social Events	Stadium FF/RC indoor	CL Aerobatic McAllister	CL Speed AB Hardstand	CL Combat and Racing Perseverance	FF AB Field	SAMs AB Field	EOT AB Field	F5J, F5B AB Field
Wed 7 July			Demo Fun Fly/try day/Prac	Practice	Practice	Practice & fun fly every day - see CD each day	Practice	Practice	
Thur 8 July			9am-4pm F2B Rd 1 AEROBATICS Adv and Exp	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat	10am-5pm F2d	F4A 7 am - 10 am OPEN RUBBER 8 am - 12	Practice	Practice	
Fri 9 July			9am-4pm F2B Rd 2 AEROBATICS Adv & Exp	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm 1/2A Combat	P30, F1J, Vintage Rubber Vintage Glider	9am-1pm 2cc Duration 1pm-5pm Standard Duration	EOT events Timings per organiser	
Sat 10 July	7.00 PM Country Lamb Roast dinner, wine and Camp fire		9am-4pm F2B Rd 3 AEROBATICS Adv & Exp	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am Slow Combat 2.5 Vintage A T/R	8am-2pm F1B, Open Power Fly off 4.30 pm 6.00-7.00pm Night Scramble 7.00 PM Country BBQ	9.30am-10am Sport/Cabin SCRAMBLE 1pm-5pm Vintage Glider	EOT Events timings per organiser	F5J Practice in conjunction with EOT
Sun 11 July	6pm-9pm swap meet at indoor stadium	9am-2pm Practice fun fly Peanut / Open scale static. 2pm-6pm Peanut/ Open scale comp	9am-4pm F2B Rd 4 AEROBATICS Adv & Exp	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B Team racing	8am - 2 pm F1A, F1C Flyoffs 4.30	9am-1pm 1/2A Texaco 1pm - 5 pm Duration	Reserve	F5J
Mon 12 July		10pm-3pm Practice fun fly. 3pm-9pm HLG & CLG, Hangar Rat & Hangar Rat Scramble	Classic Stunt	9am-11am Round 1&2 F2A SPEED GOODYEAR.	TBA	8am-9am Day Scramble 9 am - 12.30 pm Combined HLG, CLG & DLG 9am - 2 pm E36	9am-1pm Gordon Burford 1pm-5pm Texaco		F5J
Tue 13 July			Vintage Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm 1960's Coupe Vintage power	1pm-5pm Nostalgia		F5B
Wed 14 July			F4B	Reserve Day	8am - 5 pm VINTAGE COMBAT	F1H, F1G, OZ Diesel	9am -10pm 38 Antique. Afternoon reserved for any cancelled event		F5B





## 1st West Wyalong National Championships

West Wyalong - 7 July to 14 July 2021

### Pilot Entry

Surname
Street Address
Home Phone

First Name
Town/City
Mobile Phone

FAI Number
Post Code
Email Address

### Team Member Entry

Event
-------

Team Member Name
------------------

Team Member FAI Number
------------------------

RADIO CONTROL	
<input type="checkbox"/>	Gordon Burford
<input type="checkbox"/>	Old Timer Texaco
<input type="checkbox"/>	Old Timer 1/2A Texaco
<input type="checkbox"/>	Nostalgia
<input type="checkbox"/>	38 Antique
<input type="checkbox"/>	Sport Cabin Scramble
<input type="checkbox"/>	2cc Duration
<input type="checkbox"/>	Standard Duration
<input type="checkbox"/>	Duration
<input type="checkbox"/>	Old Timer Glider
<input type="checkbox"/>	Electric Old Timer - 1/2 A
<input type="checkbox"/>	Electric Old Timer - Texaco
<input type="checkbox"/>	Electric Old Timer - Height Limited
<input type="checkbox"/>	Electric Old Timer - Vintage Glider
<input type="checkbox"/>	Electric Old Timer - Duration
<input type="checkbox"/>	F5J
<input type="checkbox"/>	F5B
<input type="checkbox"/>	Small RC Indoor flying

CONTROL LINE	
<input type="checkbox"/>	F2A Speed
<input type="checkbox"/>	Combined Speed & Jet
<input type="checkbox"/>	F2B Aerobatics Exp.
<input type="checkbox"/>	F2B Aerobatics Adv.
<input type="checkbox"/>	F2D Combat
<input type="checkbox"/>	Open Combat
<input type="checkbox"/>	Vintage Combat
<input type="checkbox"/>	Slow Combat
<input type="checkbox"/>	1/2 A Combat
<input type="checkbox"/>	F2C Team Race T
<input type="checkbox"/>	F2F Team Race T
<input type="checkbox"/>	Goodyear T
<input type="checkbox"/>	27/10 Goodyear T
<input type="checkbox"/>	Open Rat Race T
<input type="checkbox"/>	2.5cc Rat Race T
<input type="checkbox"/>	JNR.2.5cc Rat Race T
<input type="checkbox"/>	Vintage A T/Race T
<input type="checkbox"/>	Classic B Team Race T
<input type="checkbox"/>	Classic FAI T/Race T
<input type="checkbox"/>	F4B Scale
<input type="checkbox"/>	Vintage Stunt
<input type="checkbox"/>	Classic Stunt

FREE FLIGHT - Outdoor	
<input type="checkbox"/>	F1A Glider
<input type="checkbox"/>	F1B Wakefield
<input type="checkbox"/>	F1C Power
<input type="checkbox"/>	F1G Coupe
<input type="checkbox"/>	F1H Glider
<input type="checkbox"/>	F1J 1/2A Power
<input type="checkbox"/>	Open Power
<input type="checkbox"/>	Open Rubber
<input type="checkbox"/>	E 36
<input type="checkbox"/>	Day Scramble
<input type="checkbox"/>	Night Scramble
<input type="checkbox"/>	Combined HLG, CLG, DLG
<input type="checkbox"/>	P 30 Rubber
<input type="checkbox"/>	Vintage Rubber
<input type="checkbox"/>	Vintage Power
<input type="checkbox"/>	Vintage Glider
<input type="checkbox"/>	1960's Coupe
<input type="checkbox"/>	OZ Diesel
<input type="checkbox"/>	F4A Scale

NEW CATEGORY	
NON COMPETITION Sport / Fun Fly	
<input type="checkbox"/>	Admin Fee \$50 Only - No Event fee !

FREE FLIGHT - INDOOR	
<input type="checkbox"/>	Open Rubber Scale
<input type="checkbox"/>	Peanut Scale
<input type="checkbox"/>	Indoor HLG
<input type="checkbox"/>	Indoor CLG
<input type="checkbox"/>	Hangar Rat & Hangar Rat Scramble

**Note :** Entry to any event means you will be a Friend of WW till 30/6/2022. This entitles you to use A.B. Field when arranged in advance with NSWFFS Exec

**STATEMENT OF AGREEMENT:-** I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 1st West Wyalong Nationals if I am asked to

Signed-----  
PILOT/TEAM ENTRY FORM

### GET YOUR ENTRY IN EARLY

Closing Date for Entries is 25 May 2021 - we will accept a **LATE FEE of \$50** for any late entries

Registrar Email Address - natsregistrar@hotmail.com

### EFT Details -

A/C Name - NSWFFS Inc 1st WW Nationals

BSB - 062 336

A/C # - 1040 9062

Ref - FAI Number + first three letters of your surname

### Cheque Details

Cheque Payee - "NSWFFS Inc 1st WW Nationals"

Postal address for Entries and/or Cheques is ;

Roy Summersby, 132 The Esplanade, Umina, NSW 2257

### Payment Method (indicate via tick or cross in box)

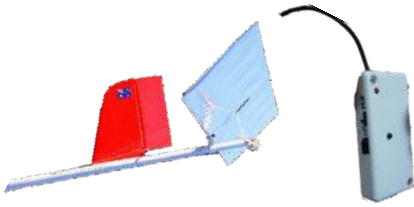
<input type="checkbox"/>	Electronic Funds Transfer or
<input type="checkbox"/>	Cheque

### Fee Calculator

Events	Qty	\$ Each	Total	Max Fee
Admin - ALL Entrants	1	\$50	\$50	\$50
Late Fee		\$50		\$50
Senior Events		\$15		\$50
Junior Events		\$2		\$10
Team Member		\$5		\$20
Fun Fly only		\$0	\$0	\$0
Metal Badges		\$5		
Decals		\$3		
Lamb Roast Dinner		\$20		
TOTAL				

# The Fly-off Debate Yet Another Discussion

by Mike Pettigrew



We haven't had a go at the fly-off debate for a little while now, particularly as we have been out of action because of COVID-19, so I thought we should stir the pot again to try to get the conversation started once more. Much of this has been said before, but if repetition is what it takes to start people talking again, so be it.

Why a fly-off debate? Well, like it or not, the reduced availability of flying fields with distant boundaries and no trees, makes it clear we have a problem with full-length fly-offs, and as we all agree, the situation has been exacerbated over the years by the increased performance of our models resulting in them often travelling well over 2 kilometres in a fly-off.

The problem is, in Australia, except for the Narrandera field, we just don't have the necessary clear space and also, as the flight distances increase, it becomes more and more difficult to see and accurately time our models.

I believe we need to move forward with this discussion once more, and I'm hoping we can talk about it again as I believe we should try something rather than do nothing.

The approach I'm throwing into the ring for discussion here is based on leaving models as they are rather than attempting to reduce their performance, and instead; adopting a fly-off process that keeps models within sight of timekeepers and within the boundaries of the fields we use, while still providing an acceptable outcome.

I'm suggesting we look again at the use of D.T, or highest altitude, fly-offs.

Maybe we can kick the idea around a bit until we have something worth trying as an experiment in those events where we're allowed to alter the rules and give it a go. If it evolves into a fly-off system we consider to be OK, it may possibly turn into a

template worth putting forward as a proposed rule change.

I don't intend to get too involved in the arguments about limiting performance as that's already been beaten to a pulp by all and sundry over the last few years, although I would just like to remind you of one thing: Any model in reasonable lift, even if it has been nobbled to reduce performance will potentially travel a significant distance in a full duration fly-off. On that basis, and as a broad generalisation, I'd say that reducing model performance has no real benefit other than to maybe reduce the number of models in a fly-off and to partly reduce the distance covered in a fly-off.

I say "partly" because if we are pragmatic about it, we would argue that reducing model performance won't fix the field size problem because you can only achieve a limited benefit from reduced performance initiatives. Why? Well, if we reduce the performance to the point where our models struggle to achieve a max, nobody will want to fly them.

I pause here to identify myself as a 'C' flyer with minimal knowledge of how to fly a B and even less about the art of extracting the best from a modern circle-tow, kamikaze launch A model. Please forgive me therefore, if I overlook a valid part of the debate specific to A and/or B.

Here's some thoughts around the topic of reduced duration fly-offs:

Our usual A, B & C contests, and all our other free flight duration contests, are about ultimate model performance being achieved within a fixed set of rules. That performance is, of course, to be achieved by a combination of the model performance and the skill of person flying it.

When we reach a situation in a contest where more than one

model/flyer combination has achieved the set task of a set number of rounds with pre-determined maximum flight times, we need to find a winner by using a tie-breaker. The present arrangement is to add additional rounds of increasing duration until we have a winner. We all know that, because it's a fly-off and we all think it is the correct way to resolve a tie in a contest because it's fair and we've always done it.

But is it always fair? I suggest that it may not be as fair as many believe.

Why you ask? Several factors make it so, and let me give you some random examples:

1. Field conditions when flying extended duration fly-offs can alter the result:

For example: Two models launched at similar times can go in slightly different directions. One is readily visible for the entire time it is flying, the other can fly behind a tree and be temporarily out of sight and even though we know it must still be flying, the model gets clocked-off because of the 10 second OOS rule and doesn't win despite it subsequently being seen again still flying and finally achieving a longer flight time than the model that won. Very few of our flying fields are entirely treeless and I know that we have all experienced examples of what I've described above.

2. Field conditions again: While we attempt to conduct fly-offs in "dead air" to make it a true test of performance, there is very rarely "dead air" available because there's always lift around in one form or another. Consequently, the outcome of the fly-off is often manipulated by sheer luck: All models fly in a circle, but they also wander at random, with the



result that some pick-up a bit of good air part-way through their flight and some don't. Which one wins? Answer: The one that had the longest flight based to some degree on model performance mixed-in with it happening to pick up better quality random lift than the other models in the fly-off. Is this a true test of relative aircraft performance? No, not always!

3. Extended fly-offs have also become a test of timekeeper eyesight and a test of optical quality of the binoculars being used. Models a long way away are often lost in the binoculars and generally found again, but some aren't.

As I've said before, Murphy's law number 4/180 says: *In a dawn fly-off, the models will always fly towards the sunrise.* This makes the task of timing them very difficult indeed. A model lost by timekeepers and not found again (yes, let's be honest - we all know it's happened) is likely to be clocked-off before or after it lands based on the timekeeper's best efforts to guesstimate where it is and when it will touch down. Other versions of this problem include issues such as undulations of the flying field hiding the actual moment that one of the models touches the ground, while not hiding another, and this also could change the result.

We could go on with more and more examples of timekeeper difficulties making it too hard for them to do their job in a fly-off, but you get my drift, I hope. (sorry for the pun)

The point here is: Our existing fly-off system is often flawed and often produces an incorrect result, yet we accept it, because that's what it is, and we've always done it that way.

My question is: Would a reduced duration version of a fly-off be any more flawed than what I've just described? Maybe, but not greatly, is my answer.

In an ideal, dead air scenario, the model that gets the most height at launch and/or has the lowest rate of sink on the glide during the flight, is the winner of a fly-off.

This is the fundamental basis of altitude fly-offs where, as we know; in the D.T. fly-off version, the contest director nominates a flight time being a specified time after launch at which the model must be D.T'd and the winner is the model that achieves the longest flight time from launch to reaching the ground again. This procedure is based on the assumption that the models will all descend at the same rate under D.T and therefore the longest flight time to ground must have been recorded by the highest model at the end of the prescribed flight time, and/or that also had some lift assistance to an extent not received by the others.

To make it fair, it becomes essential to select a flight time that's long enough to pay respect to the climb height achieved as well as taking into account some measure of glide performance, and also; to allow the opportunity for someone to fly into lift. These are the ingredients of a full fly-off we are trying to retain in a reduced duration fly-off.

A prescribed flight time of at least 2, and more likely 3, minutes should be selected if conditions permit.

You will immediately argue that not all models descend at the same rate under D.T so it's not a true test of height at the point of initiating the D.T. While that's no doubt correct, do we think the difference is enough to alter the result and even if it did, would that be any more of a flawed process than a full duration fly-off? Possibly not.

I'd suggest however, that 'C' models all come down at reasonably similar rates, but I'm not sure about 'A' and 'B' models.

You will also argue that a D.T. fly-off takes away your opportunity to pick up good air later in your fly-off flight and that's also correct but; selecting a 2 or 3 minute interval from 'launch' to D.T'd time still gives you an

opportunity to pick-up some good air. The timing of when your model flies into good air, if it does at all, is a lottery in either version. On that basis, is this version any worse than a full duration fly-off when it comes to picking up some lift? Apart from a reduced window of opportunity to pick-up some lift, I'd say probably not, because as I said; in either version, finding a bit of good air is still very much a matter of luck.

One way we can eliminate the issue around variable rates of descent under D.T, is to interrogate the electronic timer in each model to find out the recorded height of the model at the moment of D.T and this would be used to determine the fly-off winner based on the presumption that the highest model would win. We've already discussed the flaws in the "highest model is the winner" approach, so that's the same as the D.T fly-off. Using the timer is, in my view, more complicated approach than just having a D.T fly-off because:

Firstly, does everybody have a timer that records and can regurgitate this information? Maybe not.

Secondly, are we sure that the timer can't be manipulated to give a different answer to what just happened during the flight?

And then, there's the problem of tagging the timer to make sure you are interrogating the timer that made the flight and, you could argue that maybe there's a problem of making sure of proper timer calibration in its height measurement. Yes, I know, people have worked out some sort of weird rain dance with the model before the flight in which you raise and lower it in the presence of the CD to create a fingerprint to confirm identification, but it's all a bit complicated and time consuming in the event of large numbers in a fly-off.

I feel that this timer style fly-off has the potential to introduce more problems than it solves even though in the purely technical sense, it is the best approach to a reduced duration fly-off.

If we sum-up: What I've tried to do here is make a point that even the full duration fly-off process, that we all know and love at present, is potentially flawed because of external influences and I've tried to say therefore, that maybe the reduced duration fly-off isn't much more

flawed (if at all) and perhaps it's worth a try.

Both fly-off systems can be a bit of a lottery based on luck, so if we're going to gamble on the result, we might as well do it with a much shorter retrieve by using a reduced duration fly-off. I

think it's worth trying something and we'll never really know if we like it until we try it out.

Over to you.....

**Mike Pettigrew**



## 2021 Hunter Valley Championships

**27 - 28 February 2021**

report and photos by Len Surtees

The HVC combined CLG and HLG was run by Geoff Hungerford ( who opted out of competing) to be the CD, and he did an excellent job. Due to the resurgence of interest in catapult glider and hand launch glider they will be run as separate glider events next year

The event was held from 7 am to 9 am on Sunday morning and despite the early start with cool conditions and cloudy skies there was a 20 minute bubble of buoyant air from 7:15 am. Michael Towel had been trimming his gliders to perfection early and was ready to put up his six CLG flights while the bubble existed. For the rest of us still mucking around trying to trim our gliders, we flew in different air and struggled to break 30 seconds. It was great to meet up again with Shannon Tolmie after 15 years and his son Lachlan who also flew CLG.

The man to beat was all round FF expert Michael Towel. I liked Michael's wing tip winglets so much that I will be including them in my new glider kits STING MK2 ( with Michael's permission.) Kits will be available in July for the National Model Championship at West Wyalong from Len Surtees.

### RESULTS:

#### Catapult Glider

1. Michael Towel..... 158 sec
2. Len Surtees.....98 sec
3. Roy Summersby.....83 sec
4. Jnr Lachlan Tolmie.....26 sec

#### Hand Launch Glider

1. Len Surtees.....98 sec
  2. Shannon Tolmie.....71 sec
  3. Lindsay Muffett.....29 sec
- Lindsay flew a vintage glider  
No entries received for Tip Launch Gliders

**ED:** *This is the only time that only one competition report has appeared in the March edition of FFDU!*



**Winners are grinners**  
Michael Towel shows his winning style



Shannon Tolmie and his son Lachlan with their vintage gliders



Lindsay Muffett with his vintage glider



The group of early bird glider enthusiasts



# Camp COVID Construction



## Part 2

The fuselage was covered in model span tissue, and the flying surfaces in 38 micron laminating film. This I hope, is giving me the best of both worlds, getting all the bendy bits around the fuse and reasonably puncture proof on the wing and stab. A few instruments on the dashboard, one of those super lightweight "glue it together and paint it yourself" pilots and it was ready for the canopy. I cut thin strips of silver vinyl and stuck them on the inside to show the frame work, this worked well. Now for the paint.

The laminating covering had a very thin coat of plastic primer before the

colors were applied. I picked out a color scheme from the Hurricane book which was a little different from the normal; it is from No 1 Squadron RAF 1942. Water-based paint was used and sprayed on by John Pennells; he just loves painting and is set up ready to go at any time.

The wheels don't retract but they can be unplugged for flight. I gave the plastic kit wheels a miss and used a pair of aluminum wheels that I must have had for 30 years or more, they are the right size, look the part and are very light.

In the kit you get a very nice nose block, this weighs next to nothing. This is a big problem if you intend to

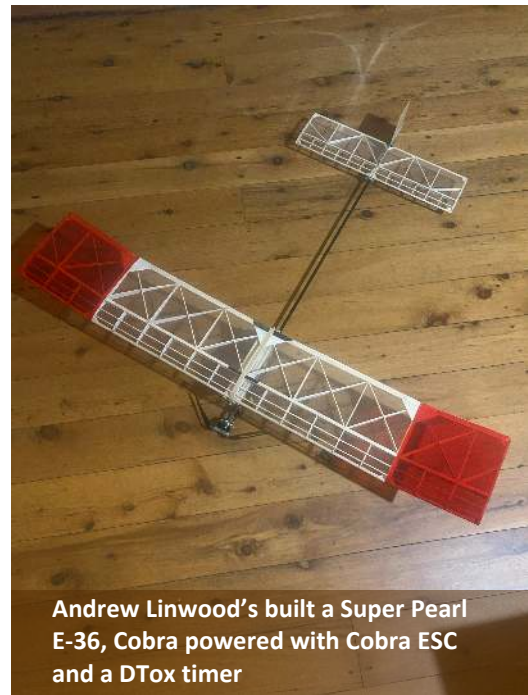
fly the model. The instructions in the kit say, add plasticine to get the CG in the correct spot. The amount of plasticine required would be huge. My answer to this problem was to make a nose block out of western red cedar timber (easy to shape) drill holes in the rear and pour in lead. If it is front heavy one can drill out the lead to get the balance right. Model weight is 116 g with rubber as per kit. Fitted with the wooden nose block to get the CG right, will add another 30 g.

I will try it, but maybe the nose will be cut off in the future and a small IC engine fitted.





Roy's building a Texan for a 2.5 in Vintage Power



Andrew Linwood's built a Super Pearl E-36, Cobra powered with Cobra ESC and a DTox timer



Where the magic happens

David Shackleford's overly tidy model bench. What does yours look like? Send me your details and photo for the June edition of FFDU.



## SAM .35, .50, .75

### The modern Mills engines

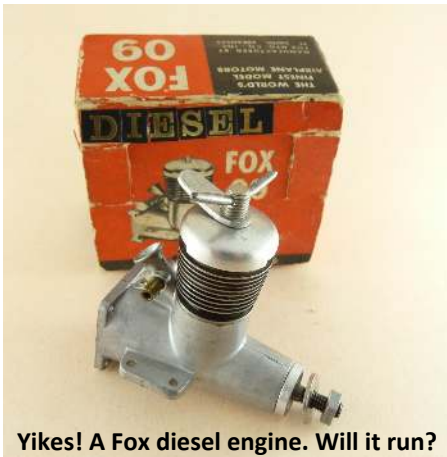
Over the last few months, the NSW boys have been buying these delightful little engines from England while they are still available. Built by RedFin Retro Engines as a special Anniversary engine celebrating SAM 35. To my knowledge we have brought in at least twenty engines of different sizes, maybe there are a few more that I don't know off. I have seen the .75 and the .35 running and they are just super.



They all have screw on tanks and twin ball races. The .75 will be the scramble motor of choice from now on, while the smaller engines will no doubt be powering small scale models. The cooling fins are a slightly different shape on the three engines and you can have any color you like as long as its blue.

*Roy Summersby*





**Yikes! A Fox diesel engine. Will it run?**

## FOX Rocket 09 Diesel

**FOX**  
MANUFACTURING CO



by Maris Dislers

What has a Fox Rocket 09 got to do with Free Flight, I hear you ask? Not a lot, but in these times when flying is not always possible,

creativity is sometimes needed to sustain interest. Which was roused when Tahn Stowe sent me a little FOX 09 box, with additional "DIESEL" sticker on the top LH corner. Sure enough, the engine inside had a ridgy-didge compression screw/lock poking out of the head. I was intrigued. Not least by the side-port induction feature – well out of date when released in 1959.

Dusty, missing all that fingers alone could winkle off it and seized solid. Looked to be unrun. Interesting bit was the diesel head. Clearly an after-market job and quite inventive. Based on Bob Davis' idea of a flexible sealing disc under the head, and a loose-fitting contra piston, this one takes things one step further. Compression screw is a cut down ¼ inch countersink screw inserted from below. Cross drilled for the tommy bar and with lock lever added. The face of the screw bears against a brass shim disc. Head had been drilled with ½" bit to clear the screw head and allow some travel, then remainder tapped for the screw thread. Could have been done with a pedestal drill – no lathe needed. Clever in a bush mechanic sort of way.

Was this cockamamie idea sheer tomfoolery by one person alone? Seemingly not, as two other Fox 09s came to light after I put the question on the RC Groups diesel

engines thread. One with the later Fox 10 head (spanner flats on top, not underside) and Phillips head screw – came from the USA. The other with home-made head, internal detail not known. Suggesting the idea had been around and worked.

I fitted a suitable needle valve assembly and robbed my Fox 10 of prop driver, nut. Borrowed my home-made head button with Nelson plug and clamp ring from Cox Medallion 15. Screws right in. Running in as a glowplug engine went well enough. The tendency to start backwards (despite the usual tricks) might explain why these engines don't have a fan club. Power output matches original low \$4.95 price tag, but noise level annoyingly high.

Swapping to diesel mode, the original 15 thou brass shim disc was a bit short on one edge – marginal sealing. I cut a fresh disc from aluminium take-away tray. Nice and soft. Started quite easily and had it popping nicely with gentle tune. Until the disc blew out into the central hex cavity. I subsequently filled that with J-B Weld. Replacement disc cut from aluminium drink can held up well. Running setting has the disc almost flat, as there's enough gap between piston crown at TDC and head mounting flange. Might also work with those Cox diesel conversion heads instead of those troublesome Teflon discs.



**Diesel conversion head with brass shim sealing disc**



**J-B Weld fills central cavity, prevents disc blow-out. It really is just a countersink screw.**

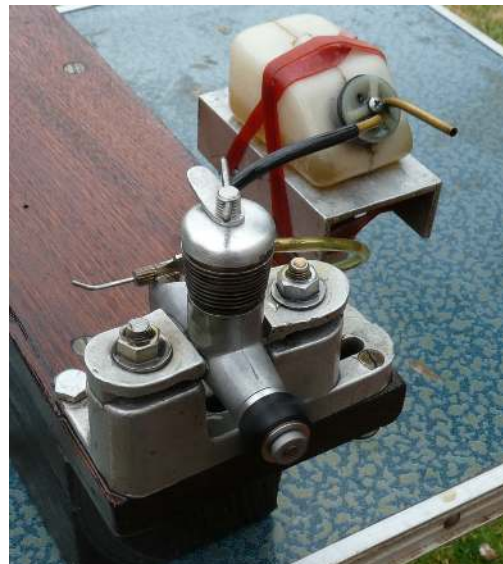
As with all steel-piston-steel-cylinder engines, truly good fit for diesel operation is much harder to get than cast iron-steel, iron-iron, ABC or AAC alternatives. As Peter Chinn found out when testing a pair of K Falcon diesels in 1950. And just about everyone who converted a Cox engine to diesel. This one showed every sign of being too tight, but would tolerate easy compression setting and rich mixture well enough. Power output is therefore well down on likely

potential. 8,000 RPM with APC 8x4 and 9,000 with Master 8x3 about as much as it would hold. Enough to fly a model intended for something like an ED Bee. And with no central gas passage, the crankshaft might just be strong enough for light-duty diesel operation if the crankweb holds up.

Finally, a word about fuel. This one didn't like my regular sport diesel fuel mix of equal parts ether, kero and castor oil, plus .8% ignition improver. Better with the same formula, but using Aeroshell 100 (straight SAE 50 mineral oil). Seems that in this instance, the mineral oil's thinner film was better suited to the piston fit when running. Works well with some of my other sport diesels too. Easier cleaning and doesn't gum up during storage.



Maris Dislers



Simple diesel conversion works fine, but this Fox 09 was happier as a glowplug engine.

## Building on water



As a kid I was always fascinated with models. I was brought up in a boating family so, obviously, most of my models were either sailing or power boats.

I do remember as, maybe 6 yr old, being shown some model aircraft and

attending a flying day with a great family friend, Roy Summersby, and marvelling at his creations. Now this was 50 years ago.

I'm guessing that Roy was the inspiration behind my older brother Rob building aircraft but I was too young to notice.

By the time Roy built our family home some

4 years later, my brothers, Rob, John and I were already building gliders and control line combat aircraft and flying off the hill that was the front of my parents acreage.

I learned from Rob, who to my mind was the best model builder in the

world, through the eyes of a 10 year old. From the selection of balsa and the type of grain to be used for different parts of the wings, spars and fuselage, all would come with the back up of wisdom "This is what Roy showed me" or "Roy said"

Fast forward 50 years and my wife and I are now living in Darwin. We've been living on our yacht for nearly 16 years, sailing mostly around Asia. I still build model yachts onboard, though space is tight and would usually fill and fair the hulls on a coconut-lined tropical beach so as not to "stink" the boat out.

Though I seldom returned to Australia I would always try to visit Roy and Di and on my last trip back before sailing home to Australia from Malaysia, Roy showed me his latest builds of smaller scale, rubber powered gliders.

Reckon I could build them on my boat I thought. So on returning last year I got myself a few kits and a cork board and I, as a surprise to Roy or even to pay homage, have built the first of the kits, details as follows.

The Fokker Eindexker from Dumas went together really well. I built it mostly on my lap, on the settee berth, on a cork board. Mostly all the parts





fitted together well and the materials supplied in the kit were of very good quality and very generous in quantity.



Darwin wash-out!

I was lucky enough to find a can of dope and dope thinners at a local toy store, though sadly it has now closed down. Even though the smell of dope brought back fond memories of 40 odd years past since my last plane build, my wife was not as full of joy as I was to be papering the Fokker on board in relatively confined spaces. So once I had papered the plane, I was fortunate enough to be able to use a friend's place to shrink and dope the tissue.

Unfortunately Darwin can be very hot and sticky and the dope dries out very quickly. This lead to some minor hiccups but generally I am pretty happy with the finished project.

I now have another Eindexer on the corkboard and another kit from Dumas, a Lysander, soon to be started.

Cheers

*Mike in Darwin*



## Dope Blushing

*Stuart Sherlock's article printed in ACLN reprinted here with permission*

Some few months back I noted that Danny M had an experience with acetate dope blushing. Subsequently I have had the most absurd events of dope blushing, something I had never seen before at this level.

The tissue had thick white streaks due to the blushing, quite unacceptable. Normally a quick overpaint with ace-tone would fix this, but not this time. I literally spend months trying to get rid of streaks. I even spilt some dope on the brickwork of my pergola, which then looked for all the world as though I had painted the bricks white!

Some folks suggested that atmospheric humidity was the cause.

As it happens, I own a whirling arm psychrometer, which has two thermometers, one a dry bulb, the other with a wet fabric sock pulled over the mercury section. Whirling these around cools the wet bulb by evaporation, making a lower reading than the dry bulb. The difference in the readings is proportional to the relative humidity.

I trust this method much more than the so-called electronic humidity measuring devices. At the time of painting on the nitrate dope, the highest value was 56% and the lowest 40%. The blushing at the lower value was just as bad as ever.

I tried thinning with acetone and Diggers lacquer thinner. All to no avail. I found that there was only one manufacturer in Oz supplying dope, so could not switch to another brand of dope. In short, nothing worked. This sort of thing seems to haunt me in other areas, to the point where I have learnt the right word: "INTRANSIGENT"

The way to handle intransigent problems is to give in. 65 years of using dope simply meant nothing.

But that left an observation which was also made 65 years ago. The

Americans use Butyrate dope. I believe it comes in different colours and may even be fuel proof. So I called up my pet aircraft engineer Paul Drayton, who had used this type of dope in restoration work.

To cut the story short, I went down to Jandakot GA airfield, where there is a Pilots Shop. They carry butyrate dope in tautening and non-tautening forms, and indeed in colour. Also butyrate dope thinner. And even nitrate dope direct from the manufacturer in USA.

Turned out the butyrate came in gallon tins, at slightly over \$100 pg.

Normally with this expense I would normally think hard for a month or two, but with the Federal Govt. handing out freebies, and to overcome my frustrations, I immediately handed over the cash, came home and tested the tautening dope and the thinner.

Immediate success, no blushing, and the butyrate thinner even cleared up the blushing on my nitrate doped wings.

*Cheers Supercool*



We have all seen or had a laser cut kit, but have you wondered how it gets from a concept or drawing to the finished product? Lasers have been around for a while now and the applications have not slowed since their creation and or gifting by aliens at Roswell in 1947 depending on what you read.

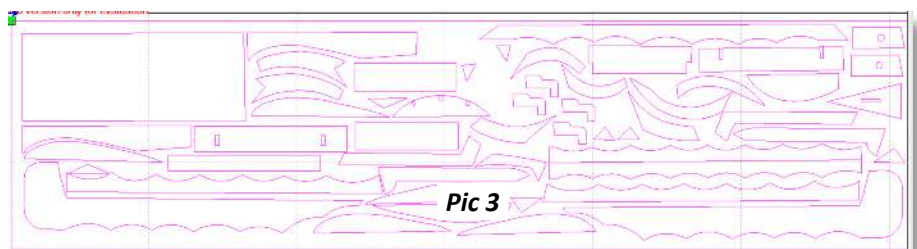
This isn't Google and it's not the bible according to Aaron, the intent is however to provide an overview of the concepts and processes involved in this technology and present it in a layman's style. The type of laser I'll be discussing is a CO<sub>2</sub> laser which is a Class IV laser that operates in a narrow electromagnetic wave length way above what can be seen by the eye and is intense enough to cut materials like wood, rubber, plastic and engrave or etch materials like glass, ceramic or fibreglass. From this list you can see it's the perfect choice for the majority of materials used in our hobby.

Laser cutting machines work on a Cartesian coordinate system which is something everyone will remember from doing geometry at school. This system relies on every point being calculated mathematically and translated to a grid and related to a

additional software to process the drawing as upper market programs include this function standard. The picture below shows the ribs, tail and pylon parts drawn up for Terry Bond's new Gaucho. **Pic 2**

Once transferred to the laser cutting software, the items can be arranged within a box that are the dimensions of the piece of balsa to be used and machine parameters are added. These include how fast the laser head will travel in millimetres per minute and what laser power level you desire to cut at. **Pic 3**

reference point like the diagram at the foot of column one. **Pic 1**



This is where CAD drawings assist with the item being designed.

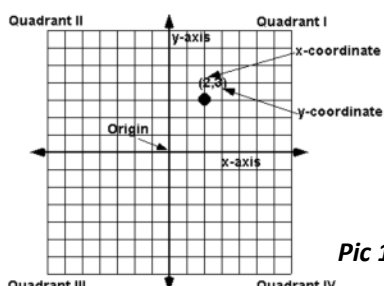
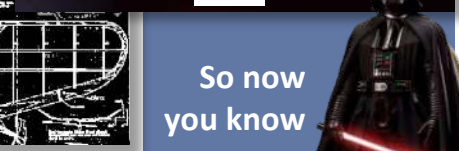
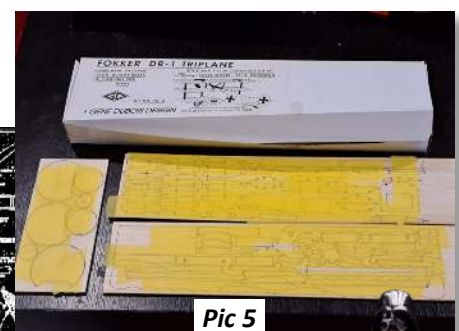
CAD (Computer Aided Drafting) programs draw lines and arcs in vectors on a grid and store these drawings on a file type like DXF or DWG. Why is this important when you have a BMP or PDF or any other type of picture file? The answer is picture files are made up of pixels and when you zoom in enough you will decrease quality and accuracy where the vector file will always be correct regardless of scale as it's mathematically calculated and this will keep those circles in shape and crisp.

Once the items are drawn in the CAD program they can be saved and used in the machine software to be cut out. Not all machines require

The Machine used is a 50 watt CO<sub>2</sub> laser cutter with a 500 mm x 300 mm cutting table. **Pic 4**



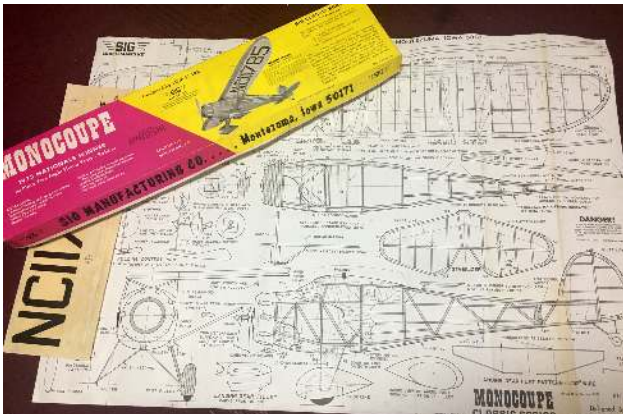
And the final picture is the finished product. It's taped together with low-tack Frog tape to keep all the parts together till assembly. **Pic 5**





# The Monocoupe

## Designed by Tom Stark



This kit travelled with me on a previous adventure when I thought I might need a distraction during March to July of 2020. At the time I did not pay too much attention to the balsa in the kit or its various components. It was described as a die cut kit with contest rubber with a high flight performance. These kits were also described as 'crusher kits' because the balsa in the kit often came crushed rather than die

cut creating furry edges rather than a clean cut.

This model won 1<sup>st</sup> in free flight scale at the USA nationals in 1973. It was probably built in '71-2 and kitted shortly after the win at the 1973 nationals, so by the time I got the kit it was close to 50 years old. I rather like building from a plan, selecting my own balsa cutting and gluing but his was a bit different. I am used to scratch building and building a laser cut kit but not this! I would suggest that kit production has developed a great deal these days and die cut is not as common.

I am now at the stage where I have lost a bit of interest. What I should have really done was to quietly re-

package the kit into the box and chuck it in the bin! I also thought of burning it. I am still open to suggestions on its fate.

I have since donated all of my 'crusher kits' to the NSWFFS for sale. I hope they make a squillion!

Best Regards from a frustrated builder.

*Terry Bond aka 007  
presently shaken and stirred (up)*



## MOFFETT FIELD, Mountain View California

I took note of the article written by Len Surtees when he made a trip to the U.S. to fly indoor hand launch gliders at various locations.

He mentioned Hangar One at Moffett Field here in Mountain View, California and I thought you might enjoy a few photos I had taken of it before and after the exterior skin was removed.

It is currently "owned" by Google and they are responsible for re-skinning it, but we do not know when. Very doubtful that we will be allowed back in after that takes place.

*Fred Terzian USA*



**May 2011**



**May 2012**



# Profiling free flight



**Name:** Samuel Kirby

**Born:** 1988 Auckland, New Zealand

**Occupation:** Artist. Workshop hand at industrial design firm, SoWatt, in Marrickville NSW.

**NSWFFS member flying at Richmond, NSW.**

I grew up in Devonport, located on the southern tip of Auckland's north shore. I was inspired by local military history, aircraft, and flight from an

early age. The suburb is home to an RNZN base and seemed to be directly under an RNZAF flight path as Hercules, Harvards, and Skyhawks made regular appearances overhead.

The volcanic mountains characteristic to the area feature extensive fortifications dating back to the Russian scare of the late 1800s, which were later expanded during WW2. These sites provide ideal slope soaring conditions and it was local RC glider pilots flying here that first sparked my interest in model aviation.

My childhood passion was supported by my family. I had the opportunity to have lessons in full-scale gliders and single

engine aircraft. My first encounter with building and flying model aircraft was facilitated by an initiative created by the North Shore model aero club (NZ).

It gave four boys, including myself, the opportunity to build and learn to fly a .40 size 4 channel trainer. This was a fantastic introduction and I soon purchased my first model: a Protech Alpha 180, a three channel electric sailplane. I pursued RC gliding

exclusively: thermal flights from towlines, electric high start, and slope soaring.

In the last few years, after a hiatus from aeromodelling, the free flight side of the sport has captured my attention. I am focused on building simple rubber power and glider designs as a first step towards appreciating the complexities of free flight.

I'm currently flying the Veron Fledgling and an Easybuilt Wakefield. On the workbench is a P-30 designed by Terry Bond and a Seraph A2 towline glider by DC Butler. My most ambitious build to date has been the Diels Engineering Nakajima B5N2 Kate. I modelled it after an aircraft that flew from IJN carrier Shokaku at Pearl Harbour on Dec 7th 1941.

I am very happy with the result and the new building techniques I picked up along the way. Looking forward to 2021 I hope to grapple with folding props, towline gliders, and reading thermals.

See you at the flying field!

*Samuel Kirby*



So who's next? Over the years I've suggested others may like to read your aeromodelling story from the very beginning. We all would have a story to tell and some may even have photos from the early days. To date, only Roy Summersby has responded. Roy is my star contributor and never lets me down, having article/s in every edition of FFDU. So I'll ask again – it would be wonderful if I could get a few more responding to this request. We have a diversity of skilful and colourful modellers and your stories would be very entertaining. Once you start you might enjoy the experience, and we would also enjoy learning how you made it through the early years to the current day.

## BUYING OPPORTUNITY

For those interested in a **real open power motor**, Henry Nelson is doing another run of his **Combat 36** engines. Get your name on the list.

Speak to me. Roy Summersby [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)





# A BACKWARD GLANCE

## Narrandera 2006

I have a large collection of free flight photos I've taken since 2006 and it is my intention to include one year in each of the coming FFDUs. I hope you like the idea?

*Malcolm Campbell*



Three famous three S's - Somers, Summersby and Slattery  
So much experience between the ears of these three.



Two of the nicest gentlemen in free flight  
Brian Van Nest (USA) and Henning Nyhegn (DEN)



Queensland powerhouse of F1B flyers



The wonderful Seifert family of Malta. Tristan, Philipp, Daniel, Wibke and Michael are always welcome in Aus.



Strongman Nikolay Nicholov considers  
slamming an unsuspecting Col Collyer



The endearing Den Sparker launches his Dauntless  
under the admiring gaze of Graham Maynard,  
John Lewis and Col Collyer





Dimunitive Philipp (the eldest Seifert) launches his F1B



Three buddies, Des Slattery, Denis Parker and Col Somers



Kiwi Alan McDonald touches base with Adrian Bryant



Always welcome, the Kiwi free flight team. Back row: Alan McDonald, Craig King, Antony Koerbin and Liselotte and Gottfried Bachmann (SUI). Dave Ackery front left.



Victoria's national treasure, sadly no longer with us

The photo on the right was taken at the Junior World Champs at Slovenia in 2012 and shows George Batiuk, Brian Pacelli and Michael and Tristan Seifert.

Michael tells me his three boys were all German individual Junior Champion. All boys were Junior Team World Champion once, with Daniel and Tristan twice. Michael has forgotten how often they were Junior Team second and third on World Champs and European Champs – very often he says. Tristan was second in the individual Junior World Champs in Slovenia in F1B. Daniel, the youngest is F1C German Senior Champion.

How time flies!





# Big brother looks at UK free flight

Paul Rossiter says he was amused by the section on BMFA/article 16 that requires each and every any instance of flying above 400' **or** going out of visual range must be formally reported to the CAA: a 5 page form to be filled out and submitted to the EU!!

Also any aircraft of less than 250 g that might operate above 400' requires that the flier be registered as an Operator and pass an on-line test.

Also conditions for fliers visiting from overseas are mentioned. Worth downloading the article 16 link (see below).

Could be of interest to AFFS members? **PAUL ROSSITER**

Those interested could download  
<https://rcc.bmfa.uk/article-16>  
 (CAA Article 16 Authorisation)

## RIP Elly Fathers

The Committee and members of the Australian Free Flight Society extend their deepest condolences to Albert Fathers on the loss of his wife. Elly Fathers passed away in early February after a very long illness. Albert can now plan for a happier future and I'm sure he will be back into his aeromodelling very soon.

## VALE Nikolay Nikolov

Sadly I had it confirmed today that Nikolay Nikolov passed away last month from COVID-19 complications. Nikolay had also withdrawn earlier from F1A competition due to heart issues.

Nikolay was a keen and colourful F1A flyer in the years he lived in Australia from where he returned to his native Bulgaria over 10 years ago.

Malcolm Campbell 4 March 2021

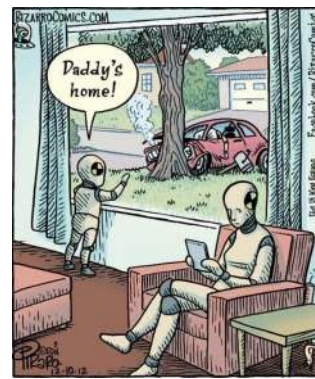
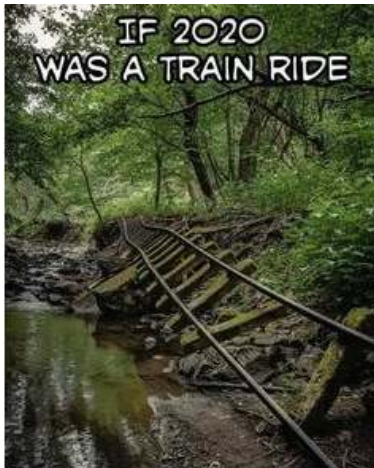


Nikolay with his two young boy at Omarama New Zealand in 2010



# JOKES PAGE

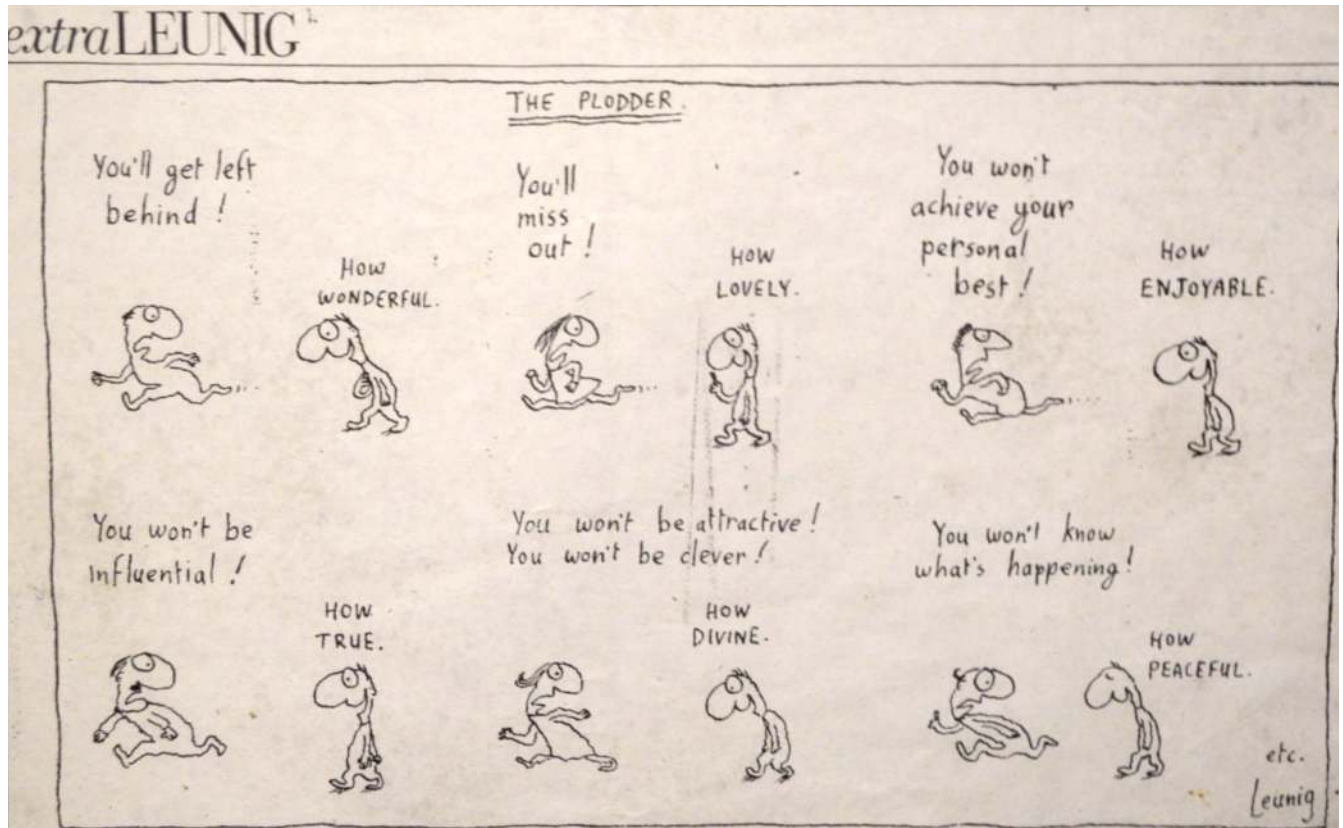
**I still need more articles to fill out FFDU, so here's a few too many jokes in the meantime.**



When you see another Free Flight enthusiast at the local park







GOCH scrolls found in Victorian archives during lock down. Named after the discoverers, GO and CH.



Den Sparker starts eliminating models he prefers not to bring home



Someone should tell Paul Squires the prop is too big

## More memories from Narrandera 2006



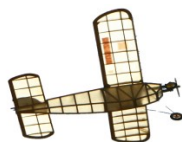
Three Queenslanders made it to Narrandera many times in this car



I can remember the back seat very well but we all shared the three seats



Border security was tight even then



## BRISBANE FREE FLIGHT SOCIETY 2021 Flying Calendar



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



Outdoor State Champs



Indoor State Champs



Club points apply



Fun Fly



Club meetings

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

## 2021 FREE FLIGHT CALENDAR

Ver 2 as at 31 January 2021

### CONTACTS:



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Malcolm Campbell 07 3278 7164





## \* 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 11-15	AFFS Champs	Narrandera	See FFDU	
Apr 17-19	Southern Cross Cup 17 <sup>th</sup> . F1A, C & O/R. 18 <sup>th</sup> F1B & O/P 19 <sup>th</sup> Combined Mini	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 2-3-4	Scale Rally Weekend. Scale comp Sat 3 <sup>rd</sup> , Sun 4 <sup>th</sup> 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 <sup>st</sup> 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**



## **We really need articles for each edition of Free Flight Down Under**



### **SUGGESTED TOPICS FOR COMING EDITIONS:**

1. Show us your workbench
2. What is your favourite motor, with photo
3. Send in your aeromodelling profile, with photos
4. Recent builds or repairs
5. Competition reports
6. Handy Hints
7. New products, useful supply outlets
8. What's good about free flight, and what's not
9. Anything about electricity in free flight
10. Wanted and For Sale items



**It would be wonderful to expand our list of regular contributors**

### **CUT-OFF DATES**

- Last day of February for the March edition
- Last day of May for the June edition
- Last day of August for the September edition
- Last day of November for the December edition



**And don't forget, Roy can get motors for you, at a price.**