

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 53 NUMBER 3

SPRING 2021

2022 AFFS CHAMPS & SCC PROGRAM



1ST WEST WYALONG NATIONAL
CHAMPIONSHIP PROGRAM

WHERE TO NEXT WITH E-36?

BOBBIN FAILURE

2021 HH WORLD POSTAL RESULTS

FLYING IN A COVID TIME



FRONT COVER:

With COVID restrictions, Albert Fathers finds plenty of vacant airspace to test his shOK F1A glider. Hopefully it won't be long before Albert finds some flyers to play with.

Free Flight Down Under

September 2021

Volume 53, Number 3

This edition of Free Flight Down Under is edited by Malcolm Campbell, 77 Freshwater Circuit, Forest Lake, Australia 4078. email: 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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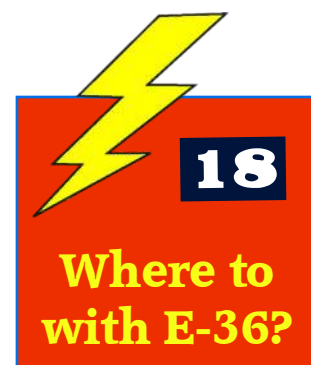


CONTRIBUTORS

Roy Summersby
Malcolm Campbell
Warren Leadbeatter
Terry Bond
Paul Rossiter
Rod McDonald



THANK YOU!



PRESIDENT'S REPORT

COVID-19, and in particular the Delta Variant, have dealt modelling a severe blow both here and overseas so there is little to report.

You will find the preliminary documents for the 2022 AFFS champs at Narrandera in this edition of FFDU and the entry forms are not far away. When you read them, you will notice that the Southern Cross Cup which is usually run at a similar time to the AFFS events, but at West Wyalong,

has been moved to Narrandera for the 2022 season. In turn, the non-F1 events we usually run at Narrandera as part of our championships will be moved to West Wyalong.

This has the effect of reducing the number of days spent at Narrandera, mainly to gain the benefit of the better amenities at West Wyalong and to keep to a minimum, the 50+ km trip out to the Narrandera field from the township. These early morning trips to get to the field ready to fly on time were considered dangerous at times because of kangaroos and were tiring when compared to the ease of accessing the West Wyalong field from the West Wyalong township.

We can't do any flying right now because of the on and off lock-downs, but we shouldn't complain as these somewhat harsh lock-downs have resulted in low numbers of COVID cases and deaths compared to many other countries.

If nothing else, there are models being built left, right and centre; so when we are all finally let loose again,

it will be interesting to see who turns up to the flying field and the models they produce.


Internationally, it appears to be not much different although I understand there were some competitions scheduled to be conducted in Europe, but I don't know if they went ahead or not.

Supporters of limited fly-offs will be interested to hear that the Electronic Devices in Competitions Working Group of the CIAM have approved the AI-Tee altimeter and the associated Android App to be used for F1 competitions under the Sporting Code Section 4: Aeromodelling. It will be interesting to see if altitude fly-offs proliferate following this decision.

Meanwhile, we are lucky to have the Narrandera field where, in most circumstances, we can run unlimited fly-offs.

We shall watch and wait!

Mike Pettigrew



We'll all be looking forward to gracing this wonderful field again next year and sincerely hope that some of our international friends will be able to join us. Malcolm

FROM THE EDITOR



Reading international flying reports, there are a lot of competitions up and running again, with a good number of entrants. But there have also been cancellations

and postponements. Organisers have strived to ensure COVID restrictions are in place.

In Oz, we have our State borders and they tend to blow shut occasionally, and sometimes unexpectedly, usually when a national event is scheduled! So we're missing out on a lot of our best competitions in 2021.

I think COVID has nearly got to me. No, I don't have it, I'm just getting fed up with the tenacity of it and how it is further intruding into our lives. For this who are doing it tough, my commiserations. It's probably the worst set of circumstances since the Great Depression. This mutating bug has the makings of a science fiction movie, only it's real. I hope it gets to feed on the demonstrators!

So the Nats have been postponed for a second time and we've had to cancel our accommodation bookings

again, and re-book for December - January. The popular winter event is now being run in the middle of summer.

Some of us have been lucky to fly in a few comps these last three months, but only in our own States. Others stay locked up waiting for it all to end.

Building models seems to be the only thing that we can safely do, and some have been prolific with their output. So who's been building? Check out Facebook pages - it's all there for your instant gratification. FFDU wants these stories too, but you have to wait months to read about it.

But think about it, our association needs a newsletter so we need your input too; technical articles much appreciated.

*See you all downwind
Malcolm Campbell*

Letters to the Editor and Corrections.



Page 29 June 21 FFDU: The woman in your photo you called Maureen Hinds is Barbara Hinds.

Page 26 June 21 FFDU: Mike Roberts says "No real big deal, however, Seattle is in Washington state (WA) not California." Ooops.

Page 23 June 21 FFDU: I gotta tell you, Malcolm, Nigel Tarvin is my neighbour, he's CANADIAN. Oh my goodness, he'd be so offended..... Best, John Buskell (CAN)

And Bondy said: "The last FFDU is a killer. Really enjoyed it. Great job. 007"

AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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Application forms for AFFS membership or FFDU subscription are available from the AFFS Treasurer, Gary Goodwin.



44th Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2022



Widgiewa Cup (World Cup Event)

Venue: Narrandera

Sunday 10th April F1A/F1B/F1C 5 x 1 hour rounds 0800-1300

AFFS Championships (World Cup Event)

Venue: Narrandera

Monday 11th April F1A/F1B/F1C 5 x 1 hour rounds 0800-1300

Tuesday 12th April Reserve Day F/O day for AFFS & Widgiewa 0700-1300

Evening AFFS AGM Narrandera Club 1900



NSWFFS Southern Cross Cup (World Cup Event)

Venue: Narrandera

Wednesday 13th April F1A/F1B/F1C 5 x 1 hour rounds 0800-1300

Thursday 14th April F/O morning for Southern Cross Cup 0700-0800

Moving Day to West Wyalong

West Wyalong competitions start

Venue: West Wyalong

Friday 15th April Good Friday Combined Vintage 3 flights no rounds 0800-1300

E36 3 flights no rounds 0800-1300

Saturday 16th April Combined F1G/F1H/F1J 5 x 1hour rounds 0800-1300

P30 3 flights no rounds 0800-1300

Sunday 17th April Easter Combined % 3 x flights no rounds 0800-1300

Combined HLG/CLG/TLG 0800-1300

Evening Presentation Dinner 1800

Venue: NSWFFS West Wyalong Farmhouse



GENERAL NOTES - NARRANDERA AND WEST WYALONG



- 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.
- 3A) Motorised retrieval, Narrandera flying site location (car or motorcycle) is not allowed. (pedal & electric bicycle retrieval is allowed) We are not permitted motorised retrieval on The Department of Defence Land.
- 3B) Motorised retrieval, West Wyalong flying site location is allowed (car , motorcycle , electric bicycle) pending any additional instructions from the land holder , the NSWFFS must be adhered to.
- 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) Flyoffs for F1A, F1B & F1C will be 10-minute duration.
- 7) 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)
- 8) 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.
- 9) 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).
- 10) 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.
- 11) 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).
- 12) 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.
- 13) Radio Dethermalization (RDT) is allowed in all events.
- 14) All Competitors must be in possession of a current MAAA/FAI Licence.
- 15) PLACEGETTERS models, lines, motors etc may be processed. There will be spot checks and check timekeeping on the field.

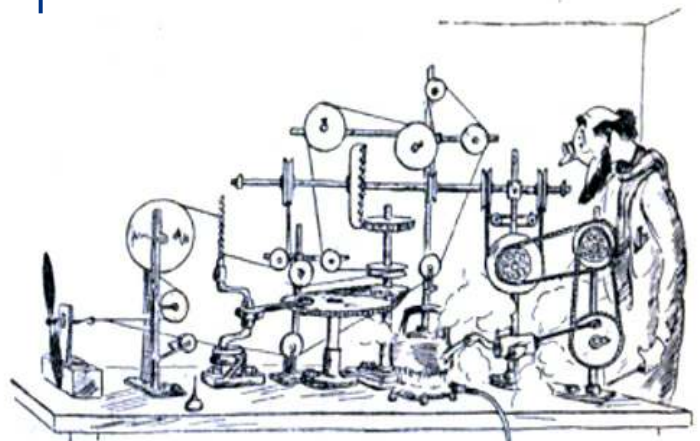


CLASSIC A1 EMAIL INTERNATIONAL POSTAL

Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until **31st December 2021** to complete your entries. The original six- month time window, which was

to have closed on 1st July, has been extended due to public health restrictions. Details from: stuardarmonf1a@yahoo.com

More details published on page 32 of the December 2020 BFFS Digest, email me: actrain@ozemail.com.au



Maris Dislers' workshop?



WHAT'S HAPPENED IN QUEENSLAND? June - August 2021

Report and photos by Malcolm Campbell and John Lewis



The BFFS have introduced testing days for Rubber, Power and Glider. Where possible, these days have preceded relevant events by a couple of weeks, removing the excuse people

use when they're models aren't trimmed for an event!

Sadly, as our club ages, health, enthusiasm, COVID concerns and models past their Use By Date have

reduced the number of true competitors, so testing days become fun fly days for those who so chose.

I've taken some photos of what took place in Queensland.

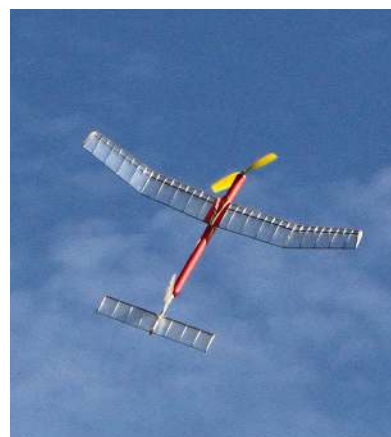


Photo sequence of Kathy launching her Cobra-powered Apache II

RUBBER TEST DAY 30th MAY 2021



Octogenarian Des lays into his F1B launch



John Lewis's new P30 looked good

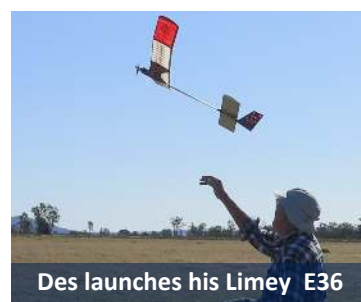


Malcolm's metre span Fike looked majestic in the air

CLUB FUN DAY and P20 COMP 20th JUNE 2021



Des discusses his park flyer with William Jones



Des launches his Limey E36

P20 RESULTS

| | |
|--------------|----|
| Dale Jones | 60 |
| Des Slattery | 42 |
| John Lewis | 5 |

POWER TEST DAY 11 July 2021

Kathy invites a small group of friends for morning tea. John Lewis looked surprised.



Len launches his tiptletted CLG



Mark Armour's rakish and unique F1G



William walks in with his Pearl E36



Malcolm launches his favourite Joulebox



Len launches his STING Mk II HLG

Hangar Rat State Champs 12 June 2021

| Larry Brownlow's winning Rat | | | | | | | | | | | |
|------------------------------|------|------|------|------|------|------|------|------|------|------|--------|
| Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Best 2 |
| Larry Brownlow | 2.13 | 1.34 | 2.04 | 2.28 | 2.16 | 2.22 | | | | | 4.50 |
| Ben Lewis | 0.41 | 1.51 | 2.13 | 2.18 | 2.17 | 2.04 | 2.12 | 2.14 | 1.46 | | 4.35 |
| John Lewis | 1.17 | 1.26 | 1.34 | 0.51 | 1.44 | 1.54 | 1.46 | 1.37 | 2.05 | 0.47 | 3.59 |
| Malcolm Campbell | 0.48 | 1.24 | 1.12 | 1.35 | 1.22 | 1.31 | 1.07 | 1.34 | 1.40 | 1.08 | 3.15 |
| Van R-Smith | 1.05 | 1.46 | 1.16 | 1.13 | 1.23 | 1.23 | | | | | 3.09 |

Western Australian Flying Report

Reports by Paul Rossiter and Rod McDonald



Winner in both events Paul Rossiter, presented by Rod McDonald



Paul's winning model

P30 and Coupe competition report 23 May 2021

Paul Rossiter

We managed to fly competitions for P30 and Coupe d'Hiver at Beverley on last Friday. These events were originally scheduled for Sunday May 16th but were postponed due to weather. Conditions were near ideal on Friday and so far as I know all flights landed in the field.

As is usual for rubber model competitions, both were won by Paul Rossiter although Phil Letchford ran a close second in both events' losing by only 3 seconds in Coupe and 11 seconds in P30. Four flew in P30 and 3 in Coupe.

P30 RESULTS

| | | | | Total |
|----------------|-----|-----|-----|-------|
| Paul Rossiter | 106 | 120 | 120 | 346 |
| Phil Letchford | 120 | 95 | 120 | 335 |
| Greg McClure | 73 | 85 | 104 | 262 |
| Rod McDonald | 101 | 72 | 68 | 241 |

COUPE RESULTS

| | | | | |
|----------------|----|-----|-----|-----|
| Paul Rossiter | 78 | 100 | 120 | 298 |
| Phil Letchford | 74 | 120 | 101 | 295 |
| Greg McClure | 86 | 58 | 91 | 235 |

Slow Open Power and Nostalgia competition report 6 June 2021

Rod McDonald

We had an unusually good turnout for these events on Sunday and Slow open Power at least was flown in ideal conditions with three minute maxes landing well within the field. Nostalgia wasn't so fortunate since the wind arrived almost as the last flights in Slop landed. In an effort contain flights within the field we reduced the max to two minutes

for this event, however in the end the wind won and everybody except Phil gave up after one flight.

Clear winner in both events was Phil Letchford who showed the benefit of having well trimmed models, something most of the rest of us couldn't match.

Slow Open Power Results

| | | | | Total |
|----------------|-----|-----|-----|-------|
| Phil Letchford | 170 | 180 | 180 | 530 |
| Noel Macmillan | 165 | 171 | 153 | 489 |
| Rod McDonald | 73 | 180 | 180 | 433 |
| Ian Dixon | 28 | 157 | 145 | 330 |
| Greg McClure | 50 | 72 | 85 | 207 |

Nostalgia Results:

| | | | | |
|----------------|-----|----|-----|-----|
| Phil Letchford | 107 | 60 | 120 | 287 |
| Greg McClure | 119 | | | 119 |
| Rod McDonald | 74 | | | 74 |



Winner in both events Phil Letchford

Photo from Slow Open Power and Nostalgia competition flown on 6 June 2021



West Aus power boys

| | |
|----------------|---|
| Ian Dixon | Dixielander |
| Noel MacMillan | Mini Weaver 110% with 1.5cc diesel |
| Greg McClure | Dream Weaver |
| Phil Letchford | OD Slow 520. It has Clarkson Trainer surfaces on a fuselage based on a Clarkson Slow 495 fuselage but with a slightly taller pylon and fin. OS20FP ABC turning an 8x4 APC on 10% nitro. |
| Rod McDonald | OD based on scaled up 1/2A Maverick OS20 FP powered |

2021 NFFS National Free Flight at Muncie USA



F1A: 1. Jim Parker 2. Brian Van Nest



Early morning fly-offs



| Activity & Date | Social Events | Stadium FF/RC indoor | CL Aerobatic McAllister | CL Speed AB Hardstand | CL Combat and Racing AB Field Grass | FF AB Field | SAMs AB Field | F5J, F5B AB Field |
|--------------------|---|--|--|--|---|---|--|----------------------|
| Tue 28 Dec 2021 | | | Demo Fun Fly/Try Day/Prac | Practice | Practice | Practice & fun fly every day - see CD each day | Practice | Practice |
| Wed 29 Dec 2021 | | | 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 | F5B |
| Thu 30 Dec 2021 | | | 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 | F5B |
| Fri 31 Dec 2021 | 7.00 PM Country Lamb Roast dinner, wine and Camp fire | Electric control line Aerobatics and HLG Practice. | 9am-4pm F2B Rd 3 AEROBATICS Adv & Exp | 11am-2pm F2C T/Race Heats 3&4 F2C Finals | 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 | TBA or practice |
| Sat 1 Jan 2022 | 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 | 2pm F2F T/Race 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 | TBA practice |
| Sun 2 Jan 2022 | | 10am-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 |
| Mon 3 Jan 2022 | | | 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 | F5J |
| Tue 4 Jan 2022 | | | F4B | Reserve Day | 8am - 5 pm VINTAGE COMBAT | F1H, F1G, OZ Diesel | 9am -10pm 38 Antique. Afternoon reserved for any cancelled event | |



1st West Wyalong National Championships

West Wyalong - 28 December 2021 to 4 January 2022

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 | |
|---------------|------------------------|
| | Gordon Burford |
| | Old Timer Texaco |
| | Old Timer 1/2A Texaco |
| | Nostalgia |
| | 38 Antique |
| | Sport Cabin Scramble |
| | 2cc Duration |
| | Standard Duration |
| | Duration |
| | Old Timer Glider |
| | F5J |
| | F5B |
| | Small RC Indoor flying |
| | |
| | |
| | |
| | |
| | |

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

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

| NEW CATEGORY | |
|--------------------------------------|--|
| NON COMPETITION Sport / Fun Fly | |
| Admin Fee \$50 Only - No Event fee ! | |

| FREE FLIGHT - INDOOR | |
|----------------------|----------------------------------|
| | Open Rubber Scale |
| | Peanut Scale |
| | Indoor HLG |
| | Indoor CLG |
| | Hangar Rat & Hangar Rat Scramble |

**PLEASE GET YOUR ENTRY IN EARLY
to help the organisers
There will be no late entry fee**

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 |

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

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 | | | | |

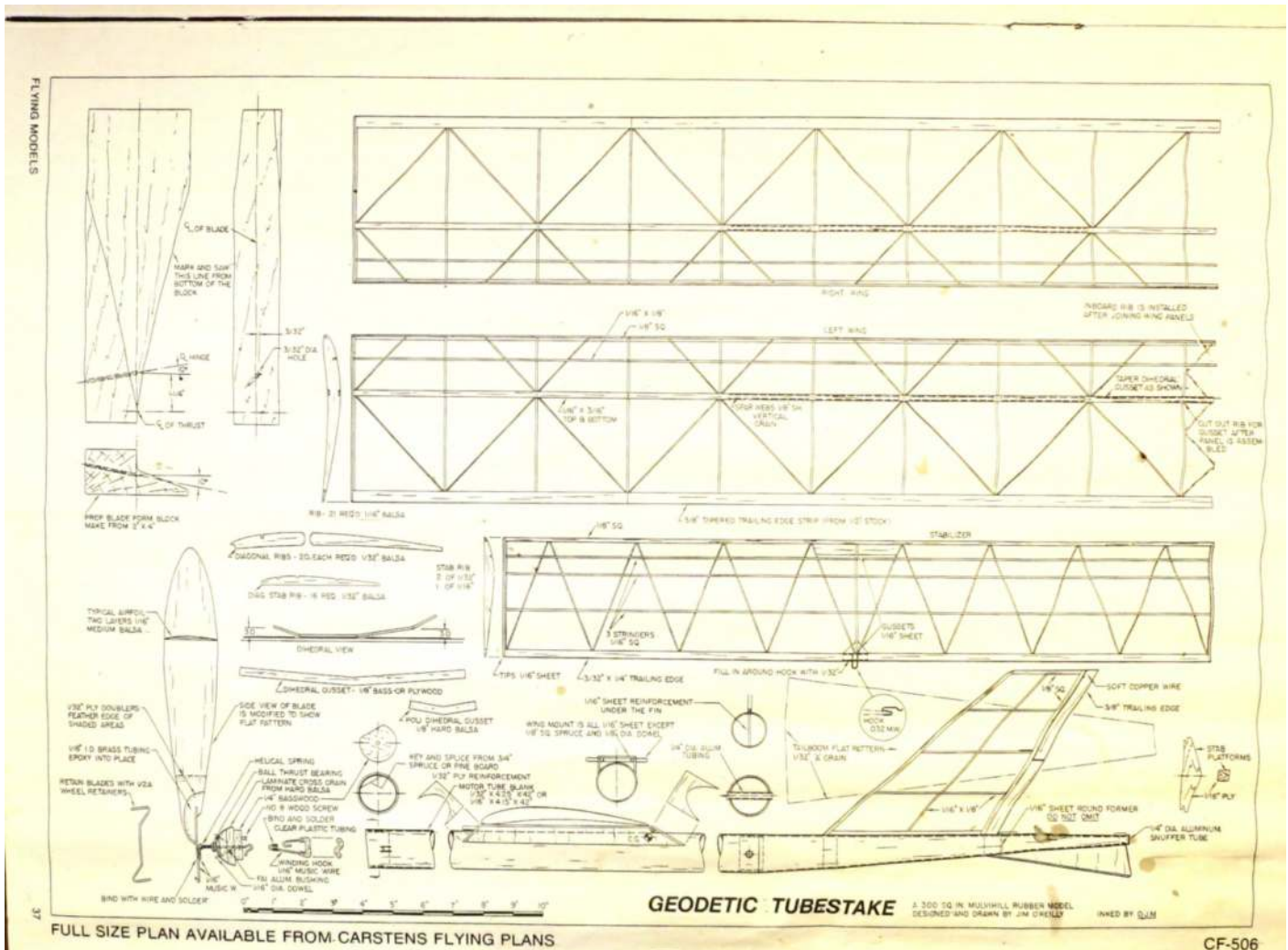
Camp COVID Construction



Air Crash Investigation.

Paul Rossiter.

Yesterday was the scheduled WAMAC Open Rubber State Championship and for this I had dragged my old Geodetic Tubestake out of storage. The plan I had was originally a 300 sq. in. Mulvihill rubber design by Jim O'Reilly that was published in 5-79 Flying Models, plan number CF506. However, that design incorporated a main motor tube rolled from 1/16" balsa 4.15" wide and 42" long. He also included the option to use 1/32" balsa but since I planned to use a double length F1B motor I figured that this might be a bit on the fragile side! In the end I scaled the design down by 90% so that I could use a single sheet of 1/6" x 4" x 36" for the tube. This reduced the wing area from the original 300 sq in to around 250 sq in, giving a reasonably compact open rubber model. I later learned that this was exactly the size of the CF390 Tubestake that Jim had published earlier in the 12-75 Flying Models! With the double length F1B rubber motor I planned to use a standard F1B prop.



Finished weights were:

| | |
|--------|------|
| Wing | 54g |
| Stab | 9g |
| Fus | 51g |
| Prop | 25g |
| Rubber | 60g |
| TOTAL | 199g |

This gives a desirable rubber contribution of around 1/3 to the total weight.

I flew this model a number of times with success at the AFFS Narrandera championships, with the best flight being over 14 minutes very late in the afternoon. This led to a bit of drama since it was pitch dark by the time I retrieved the model and the only way I could find the flight line was due to some foresight by Vin and Leigh Morgan who turned on their car headlights. Thanks to the Morgans!

Anyway, back to the WA State Championships. It had been around 10 years since I got the model out of storage and found that the wing covering had sustained a family of silverfish in a lifestyle of luxury so it needed a complete recover with some Esaki tissue. Fortunately, my wife Kathy was away at a sewing retreat so I could crank up the heating and dope the wings inside without any retribution. The stab and fin only required a few patches, while the fuselage and propeller looked OK.

The field we use for free flight during the winter is on a farm at Beverley, about 1hr 45min drive East from Perth. The forecast looked reasonable with around 3-4 m/s wind and slight possibility of a few showers. Well it rained nearly the whole way to Beverley, the rain replaced by fog for the last 30 km. Nevertheless, when I finally arrived at the field at around 9.00 it was cloudy but not raining or foggy and some participants had already put up some flights.

I still had some unused ¼" Tan 2 that I was using when I last flew the model at Narrandera and it looked OK so I assembled the model and loaded a 60gm 12 strand motor into the fuselage. With just a couple of hundred turns the test flight looked really good: just a climbing right hand pattern transitioning into a nice left glide. Not bad after around 10 years in storage and fresh wing covering.

Knowing that the model could easily max on less than full turns, and concerned about going out of the field in the increasing breeze, for the first official flight I gave it just 600 turns resulting in only 30 in-oz of torque. Remember that a double length F1B motor from the current Super Sport rubber should go to 800-900 turns and over 120 in-oz! This gave a good flight but the model went behind a nearby hill and was clocked off at 150 sec, but still within the field. So for the second official flight I increased the turns to 800, though the torque was still only 40 in-oz. This time it DT'd at good height at 3 min 20sec (silly putty timer!) for an easy max. But it again had landed out of sight behind the hill so I set off with the tracker receiver but never got a signal. After about half an hour I gave up the search and returned to the flight line to "walk the line", the binoculars fortunately still being locked on the last sighting. Aided by a hand bearing compass, this was successful with the model around a km out, but by then the showers descended. Back at a base and with the model dried and disassembled in the car, the weather cleared again so I put it together again for the last flight, knowing that a max wasn't even needed for a win.

I replaced the tracker battery and to be safe wound on 850 turns (still the same motor, don't you just love Open Rubber!) but the torque was still only around 45 in-oz. A good launch but the fuselage then exploded most spectacularly only a few meters into the flight, much to the amusement of the observers. When I finally managed to get the rubber into the blast tube and let the prop run off the turns, I picked up the pieces for later inspection.

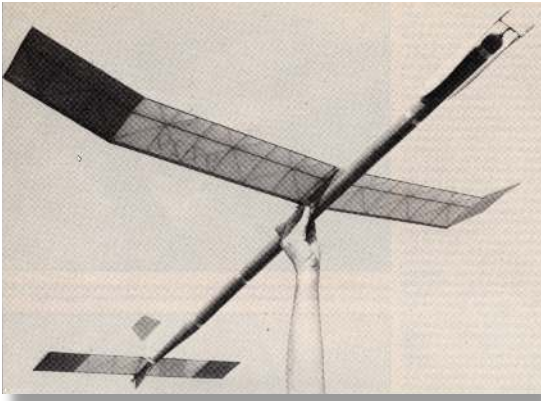
When I got home I stuck the bits together in the best Air Crash Investigation tradition, though the result was fairly obvious. After years of the motor tube soaking up some lube, together with some patched damage on the bottom due to landing on rocks etc., even the modest torque proved too much and it let go. Maybe a squeeze during the launch also contributed. Nevertheless, it got me thinking about the original design that suggested the option of a 1/32" balsa motor tube. Clearly those design guidelines could not have anticipated anything like 120 in-oz of torque, and I wonder if the 1/16" balsa that I used could have managed if I really pushed the winding to the limit like with F1B.



Inspecting the wreckage and being doubtful about just using another unreinforced balsa motor tube, I was tempted to simply splice a F1B motor tube into the centre of the remaining balsa nose and tail tubes. That would give better protection against landing damage and launching stresses, but it went against the minimum weight concept. So in the end I made up a new nose section with some 1.5mm balsa laminated with an 0.8mm balsa outer shell. While this did increase the weight of the fuselage to 65g with joiner and sleeve, it has increased the rigidity considerably and hopefully will last at least another 10 years!



Rebuilt nose on 250 sq. in. Geodetic Tubestake. It just needs the new green Esaki to fade a bit to match the old rear section!



These photos inspired Paul to build "Geodetic Tubestake". Here's the link:

https://store.flying-model.com/catalog/product_info.php?products_id=689

The Aero-Graphics Jumbo Scale Kit SE5a

Roy Summersby

Why am I building this model from a kit?

Well, it's all mad Jacko's (Peter Jackson) fault. He is crazy on all WW1 planes and in particular, the SE5a. I just happened to mention in passing that I had never built an SE5a. Soon after, he presents me with a kit knowing full well that I would build it, as I have done on two other occasions when he has given me kits.

The kit is 1" to the foot, making it a nice size of just 27", not what I would call jumbo, but certainly easy to cart around. It is designed for rubber and would be quite light if built to the

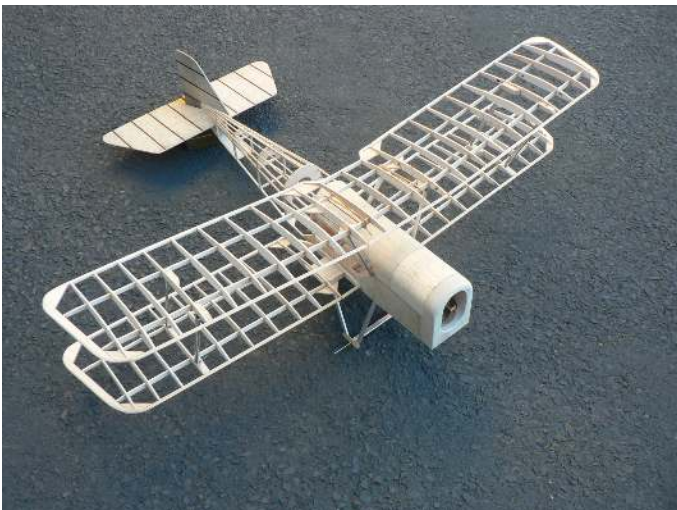
plan. I certainly didn't want another rubber scale model and decided to adapt it to power. The new SAMs 50 should do the job nicely and if it doesn't, I can upgrade it to a SAM 75.

Now what to change, first the stab and fin, these are shown as an open structure of 1/8 sq much too flimsy for power, they have to be straight and stay straight, so I have used the sheet system with carbon strips. Change number one.

I had the wings built and removed from the building board when I thought there's not enough ribs to hold the covering up. Another 20 ribs were made and fitted making them

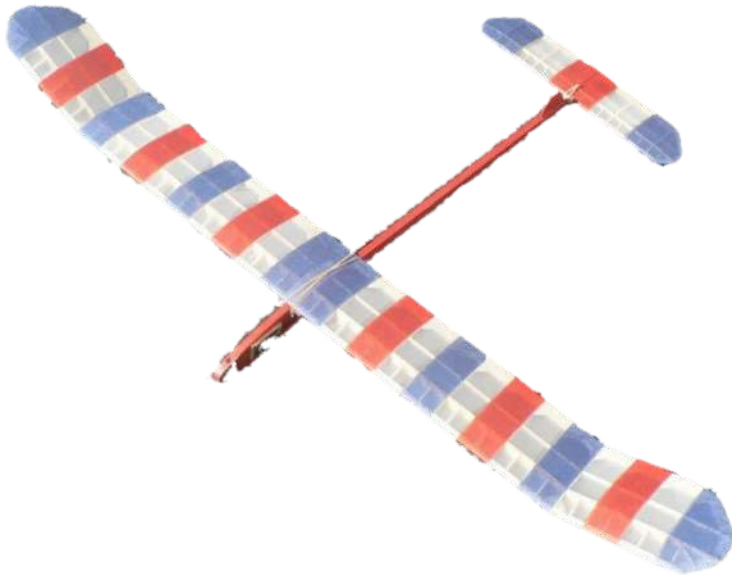
30 mm apart. This certainly makes it look a lot more scale. I also made a tongue and box system for the lower wings; they can't be glued to the fuse as my models don't always land on their wheels. Changes number two and three.

The fuse had to be changed to suit power, so a couple of spruce longerons and a ply crutch was fitted along with a more suitable nose block, and a top removable cowl for access to the engine. Change number four. Changes have also been made to the undercarriage, cabane system, wing struts and wheels. Changes five, six seven and eight.



That should be most of the changes except for the covering, I can't see me using the tissue supplied in the box, but I will use the decals.

It's been a most enjoyable build so far, especially when one is not allowed to go to West Wyalong or to Richmond on Fridays.



Roy even found time to whip up another Aiglet!

This must be number 4 because he's lost 3 already.

Use heavier wood Roy!

BONDY'S OPEN RUBBER BITS



AEROMODELLERS' WORK BENCHES



Kiwi Phil Smith has a tidy set-up. Phil used to fly F1C, so we'll let him show off his bench, devoid of anything free flight.



How many different models can you see here? Bondy's bench looks pretty busy to me. I hope he doesn't get the pieces mixed up.



Don't tangle with Ian Haigh's scramble model! It bites.

IS E36 STILL A BEGINNER'S EVENT?

ARAM SCHLOSBERG (USA) posted this in Facebook on 9 July 2021

Tapio's posting and discussion on his E36 performance with two different motors highlights E36's performance.

Nordic started eons ago with 100-meter lines and straight towing. But after the composite revolution and the electronic revolution top models now routinely exceed 100 meters and it's an expert event. No one considers F1A as a novice event.

E36 began as an electric copy of P30 with modest power and long motor runs. The out-runner motors with Lipo batteries have increased it's performance and made it into an expert event. With 5 second motor runs with 220X motors and a 500 mAh 2S Lipos models reach 100 meters while the max is only 2:00.

E36 is the most popular free flight event as the models are simple and the entry costs are low. Fliers who fly electric generally don't fly gas or rubber events. E36s can make many flights with field recharging and the limiting factor is the retrieval time.

Today most E36 flyers are experts (reaching 75+ meters in 5 seconds and deploying an RDT) with an occasional novice flier. But why fly an expert class with a boring 10 and 5 second motor runs with 2:00 maxes?

Instead, E36 could be reformatted as an expert event with:

- 5 regular flights with a 5 second motor run.
- Flyoff flights with a 4 second motor run.

Novice flyers will make at least 5 flights and the expert format is more interesting and challenging to fly. Although standard e-timers lack a 4 second motor run, an expert format will generate the appropriate demand.

LATE NEWS Muncie July 2021

Taron Malkhasyan posts 28 consecutive maxs in E36 at the US Nats, stopping for lunch because he was hungry! I believe he flew brother Sevak's CF design, the GTS E36.

Do we really need to change the Australian E-36 rules or the models used in this fast growing class?

The Super Pearl 222E, Apache II and Joulebox III are great, popular and evenly matched models

Two useful links: <https://www.modelaviation.com/super-pearl-222-e>

<https://www.cbmodeldesigns.com/>



E-36 is an ideal entry point for powered Free Flight competition. The models are simple to build, yet exciting to fly. A good E-36 can climb to 100-plus metres on a 10-second motor run then glide for several minutes without thermal help.

Use the K.I.S.S. Principal

E-36 models are also inexpensive. A competitive one can be constructed for approximately \$100 to \$125 plus motor and timer. E-36 models are also compact and quick to build using traditional balsa structure. If built and set up carefully, they are among the easiest to flight-trim of any FF model.

Stay with our excellent AUS rules - 3 or 5 x 10 sec flights + 5 sec FOs

BONDY'S F1B BOBBIN FAILURE



Above is a photo of a failed bobbin. I thought that I had seen and committed most blunders when preparing and flying my F1B models. This little incident was a bit more dangerous than I thought possible and this is how it went.

The night before I attached motors complete with bobbins to loading tubes then inserted them into plastic sleeves to keep them clean. This simple procedure allows quick motor loading and placing motors onto the winding stooage. On the morning I had already wound two motors and flown my model.

I placed a third loaded tube onto the stooage and pulled the motor to full stretch. Something in excess of 30 kilos. I would have been at 45 degrees to the horizontal and the bobbin pin pulled out of its thread, bent the hook, and released the bobbin. This procedure took only milliseconds with the bobbin and the winding tube hitting the rear of the car with a loud clunk. My suspension at 45 degrees did not take much longer.

My back and head hit the ground very heavily and at 110 kg this was not good news. I am not sure what happened but there was a significant black period of time. I stood up a bit shaken. And started to get what I de-

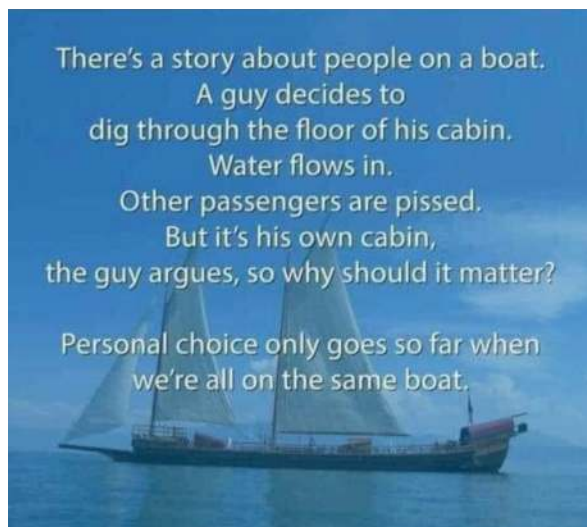
scribe as a headache. The rest of the day was not quite as enjoyable, and I was not quite there. I drove into the city that afternoon and experienced some vertigo but managed. The next day I had neck pain probably from just whacking the ground hard. Not a nice sensation.

The moral of the story; check your gear and be aware that this could be a problem. I have not had this problem before, so the book of mistakes, accidents and hidden pitfalls await.

Good luck and enjoy.

Terry Bond
F1B enthusiast

ED: *Albert Fathers experienced a similar oversight. In his case, blood, sewing and a hospital were involved. Terry's experience sounded very bad and it could have easily been a lot worse. You need to wear a tea cozy and a back brace Terry!*



A BACKWARD GLANCE

Narrandera 2008



The "Noughties" were halcyon years for free flight at Narrandera . There were plenty of interstate and international flyers to spice up the competition. 2008 was no exception. **Malcolm Campbell**



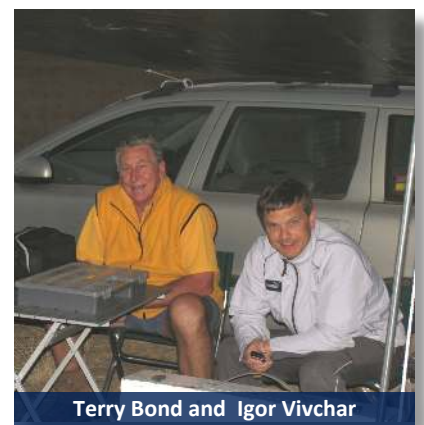
Competitors in the 2008 Rose Bowl competition



Henning Nyhegn and Tom Oxager



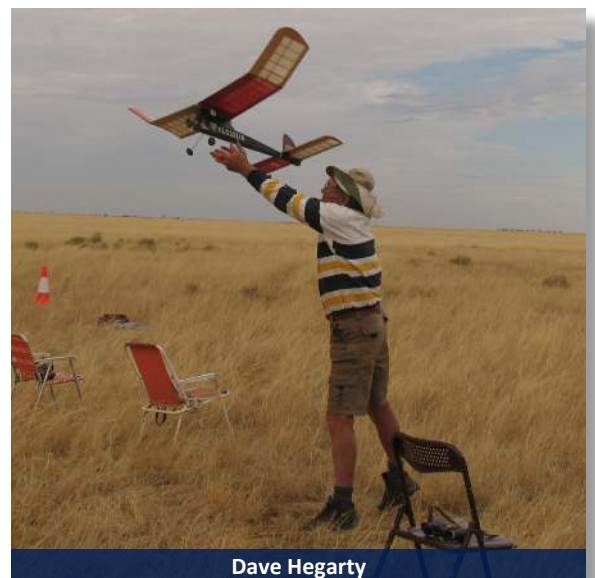
Nikolay Nicholov (RIP)



Terry Bond and Igor Vivchar



The 3 Amigos - Harry Sokol, Gary Odgers and the late Denis Parker



Dave Hegarty



Des up to his waist in tumbleweeds



Igor Vivchar



Richard Blackam



Gary Odgers



The Kiwis won this time

Reflections of a Boomer

by Uncle Joe

I've seen fire and I've seen rain,
 I've been through the desert on a horse with no name.
 I've gone to Kansas City, I sang in the sunshine,
 I've been on the road again, with Georgia on my mind.
 Like a rolling stone, I've given peace a chance.
 I've put a camel to bed and danced the last dance.
 Mr. Tambourine man played a song for me,
 I've whispered words of wisdom, let it be.
 I've fallen into a burning ring of fire and walked the line,
 To all the girls I've loved before, you were always on my mind.
 I've been everywhere, I've been so lonesome I could cry,
 I've driven my Chevy to the levee when the levee was dry.
 I've been to Itchy coo Park in a yellow submarine.
 I've made the scene in a time machine.
 I've done the Hokey Pokey and turned myself around.
 I've welcomed baby back to the poor side of town.
 I've followed the tracks of my tears down a long and winding road.
 I've kept on searching for a heart of gold.
 I've sought shelter from the storm, I've sat on the dock of the bay.
 I've rocked around the clock, on a sunshiny day.
 I've knocked on Heaven's door, while blowing in the wind.
 Joy to the world, those were the days my friend.
 Lay lady lay, in crimson and clover.
 It's been a hard day's night, the party's over.

Incredible



*And you
 thought it
 was going
 to be about
 a thermal.*

Simple times - pre carbon fibre

| ACCESSORIES. | |
|--|----------------|
| Covering Fabrics— | |
| "Cellareo" Silk Tissue Paper, 15 x 20in., 1/4d. sheet. | |
| "Cellareo" Jap. Silk, very light, 27in. wide | 2/3 yd. |
| Cellophane Sheets, 25 x 20 in. | 3d. each |
| "F.C." Balsa ribs, complete, ready to assemble, 6in., 1/4 doz.; 8in. for standard F.C. plane | 1/6 doz. |
| Washers— | |
| Capped copper, 1in. | 2d. doz. |
| Capped or flat "Cellareo", very light | 1d. " |
| Square metal collars | 2d. " |
| Pointed metal collars (to push into balsa) | 3d. " |
| Tubing— | |
| Celluloid (clear or black), 1/16in. | 2 ins. for 2d. |
| Brass, 1/16in. | 2 ins. for 1d. |
| Aluminium, 1/16in. | 2 ins. for 1d. |
| Sizes given in outside diameter. | |
| Cane Pith, 4ft. coils | 1d. each |
| Stainless Steel, in 12-inch straight lengths, No. 41 drill gauge, for propeller shafts | 2d. each |
| Propeller Shafts, light and strong | 1d. each |
| Bear and R. Hooks | 6d. doz. |
| Hammer Strips, 12in. lengths | 1d. each |
| Clear Celluloid, 6in. x 1in. sheets | 1d. each |
| Brass Strips, for templates, 6 x 1 x 1/16in. | 1d. each |
| Double Beared Winders, 1:1 | 2/- each |
| Sand Paper, No. 9, and 14, 1st grade, English | 1/4d. sheet |
| Linen Thread | 4d. reel |

FULL-SIZE BLUE PRINTS.

Standard and weight rule F.C. (both on one plan) — 2/6 each
 "Curtiss Thrush" flying scale model — 2/-
 1 Q.G. stick model — 1/6 "

Prices of innumerable blue prints, both for flying and solid scale models forwarded on application. Prices range from 1d. to 4/-.

THE AUSTRALIAN MODEL AEROPLANE MANUAL.

(By Norman J. Lyons.)

The Official Handbook of the Model Aeroplane Association of Australia, containing full instructions and plans of fourteen models, including the record-breakers, F.C., H.Q.G., and D.H. 53, how to form a squadron, rules at contests, etc. Price, 1/6, postage, 1d. extra.

IMPORTANT NOTICE.

When ordering, state whether the goods are to be sent by post or by rail. To the list price add sufficient to cover freight or postage. If there is a balance, it will be returned immediately.

Postage regulations limit the size of the parcel to 42 inches, including packing. Remember that the longer the parcel, the greater risk of breakage, so when ordering state the longest length required so that we may cut the timber, making the shortest possible parcel, thereby saving freight, packing, and the risk of breakage.

All timber must be protected with packing pieces, making the parcel a little heavier. Be allow for this when sending postage money.

BECOME A MEMBER OF THE GOLDENIA-GRANUMA MODEL AEROPLANE CLUB, AND SHARE IN THE FREE BENEFITS WHICH MEMBERS RECEIVE.

IT'S SO EASY—Just send in your name and address to Model Aircrafts, with one coupon from a packet of Goldenia Tea, or any of the Ingles Borneo lines—this will entitle you a membership.

Every member of the GOLDENIA - GRANUMA Model Aeroplane Club receives the following absolutely FREE—

- (1) A Membership Card with list showing exchange value of coupons.
- (2) A new, complete set of 24 model aeroplane plans every three months.
- (3) You will also be able to obtain ALL your model aeroplanes absolutely FREE OF MONEY COST.

BRING YOUR COUPONS TO THE GOLDENIA-GRANUMA MODEL AEROPLANE CLUB.

3rd Floor, No. 1 Bond Street, Sydney.

Price List.

Revised August, 1914.

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Designers and Manufacturers

of

MODEL AERO EQUIPMENT

3rd Floor, 1 BOND STREET
 (between Hunter and Bridge Streets)

SYDNEY.

SUBJECT TO ALTERATION WITHOUT NOTICE.

FLYING MODELS.

Without experience you cannot make your model fly satisfactorily. After buying a ready-made plane your next step will be to build one. Be remember, it is much more difficult to fly a model than to build it.

When you make or buy a model and it does not fly, persevere with it. Then if you cannot succeed, ask advice of another enthusiast, or write and tell us. We will put you on the right track.

Many enthusiasts are prone to blame the model, if a straightaway flight is not obtained immediately the model is assembled.

STICK MODELS.

| | |
|-------------------------------|-----|
| "Grasshopper" Under | 6d. |
| "Gnat" Flyer, 12in. wing span | 1/3 |
| "Gull," 14in. wing span | 1/6 |

FUSELAGE MODELS.

(Guaranteed to Fly).

| | |
|--|------|
| "Landy" Flyer, 12in. wing span | 3/6 |
| "Junior," 15in. wing span | 5/6 |
| "Golden Eagle," 24in. wing span | 7/6 |
| "Canary," 24in. wing span | 8/6 |
| "Kooka," 24in. wing span | 12/6 |
| "Wonder" Cuckoo plane, 24in. wing span | 15/6 |

OFFICIAL RECORD-BREAKING MACHINES.

| | Ready to Fly. | Rail. |
|---------------------------------------|---------------|-------|
| 1 Q.G. Stick Tractor, wing span 21in. | 8/6 | 2/- |
| 2 F.C. Fuselage, wing span, 24in. | 12/6 | 3/6 |
| D.H. 53 scale model, wing span 20in. | 25/6 | 5/6 |

The kit consists of ready carved propeller and raw materials, excluding dope and cement.

Plans and instructions for building are contained in the "Australian Model Aeroplane Manual." The Q.G., F.C., and D.H. 53 models have down for 15 mins., 21 mins., and 2 mins. respectively.

Questions for hints for building other models published in the "Manual" supplied on application.

CONSTRUCTION KITS.

Containing plan, dope, cement, ready carved propeller, and partly constructed parts such as ribs and fittings, etc.

| | | | |
|---------------|-----|----------------|------|
| "Baby R.O.G." | 1/4 | "Canary" | 8/- |
| "Goldenia" | 1/6 | "Kooka" | 7/6 |
| "Baby 3CH" | 5/- | "N. W. Cuckoo" | 10/6 |

"GREEN SEAL" BALSA PANELS.

The most economical way to build models is to buy balsa panels and cut off the sizes required. This method eliminates waste. Always keep a junk box handy, throwing in all your little scraps, as a use will be found for even the tiniest piece.

| Inches. | 24in. 18in. | Inches. | 24in. 18in. | Inches. | 24in. 18in. |
|-----------------|-------------|-----------------|-------------|-----------------------|-------------|
| 1 x 1/4 — 1d. | — | 2 x 1/4 — 4d. | 2d. | 3 x 1/4 — 6d. | 3d. |
| 1 x 1/2 — 1/2d. | 1d. | 2 x 1/2 — 5d. | 2 1/2d. | 3 x 1/2 — 10d. | 5d. |
| 1 x 3/4 — 2d. | 1d. | 2 x 3/4 — 5d. | 2 1/2d. | 3 x 3/4 — 11d. | 6d. |
| 1 x 1 — 2 1/2d. | 1 1/2d. | 2 x 1 — 7d. | 3 1/2d. | 3 x 1 — 1/- | 6d. |
| 1 x 1 1/4 — 3d. | 1 1/2d. | 2 x 1 1/4 — 7d. | 3 1/2d. | Balsa Veneer, 30in. | |
| 1 x 1 1/2 — 3d. | 1 1/2d. | 2 x 1 1/2 — 7d. | 3 1/2d. | long, 18in. wide, 7d. | |

HEAVE HO 2021 WORLD POSTAL

Len Surtees

In the beginning, Kevin Brown a school teacher and Hand Launch Glider enthusiast from the UK conceived a world-wide HLG newsletter named "Heave Ho". This was in the mid 1990's. It proved to be very popular and, not long after, Kevin started the first Heave Ho world postal glider contest. Kevin's aim was to promote the participation of a low-key, hand launch glider fun contest. So the format of rules allowed for multiple entries held over a one month period

and adopting 9 official flights with best 5 scores to count, similar to other countries. These rules allow a beginner to drop some poor launches. Since taking over running the HH contest I have kept this format but allowing the top guns to keep increasing their scores if they make 5 one minute maximum flights. I also introduced Tip Launch Glider category in 2005.

I'm already planning for next year's 2022 HH with some innovative events

and a different month of the year as Australia and New Zealanders were flying in some extremely cold conditions in July. Rules will also be made simpler and clearer regarding the number of flights that count but will remain 9 official flights with 5 best scores count.

Kevin Brown after several years editing and publishing HH returned to his other passion recording blues music and live concerts around the world.

Catapult Launch Glider (CLG)

- 1 Paul Squires NZ - 60, 60, 60, 60, 60 + 62 = 362
- 2 Kevin Barnes NZ - 58, 60, 60, 56, 60 = 294
- 3 Joshua Finn USA - 57, 56, 58, 58, 58 = 287
- 4 Ron Pilcher NZ - 57, 52, 57, 49, 48 = 263
- 5 David Akery NZ - 51, 54, 50, 50, 48 = 253
- 6 Karen Barnes NZ - 46, 46, 32, 60, 57 = 241
- 7 Alec Fuller NZ - 50, 36, 60, 39, 39 = 224
- 8 Graig King NZ - 35, 46, 45, 41, 40 = 207
- 9 Geoff Hungerford AUS - 50, 20, 25, 25, 57 = 177
- 10 Paul Allen AUS - 18, 29, 30, 33, 60 = 170
- 11 Hope Finn USA - 29, 31, 34, 28, 35 = 157
- 12 Lindsay Muffett AUS - 22, 31, 19, 30, 16 = 118
- 13 Caleb Finn USA jnr - 15, 17, 14, 14, 14 = 74
- 14 Rod Brown NZ did not post individual scores.

CONGRATULATIONS Paul Squires, you have won a STING MK2 18" CLG/HLG kit. Paul also had the best total of 9 flights 510 seconds. The NZ flyers dominated this category and I received some constructive comments that will make 2022 HH even better and more enjoyable.

Hand Launch Glider (HLG)

- 1 Michael Towell AUS - 55, 48, 41, 54, 45 = 243
- 2 Joshua Finn USA - 38, 39, 38, 36, 35 = 186
- 3 Geoff Hungerford AUS - 4, 11, 3, 3, 3 = 24

CONGRATULATIONS Michael Towell You have won a STING MK2 18" CLG/HLG kit. Michael sent me a photo of his early morning flights with glider landing on frost at a local park.

TIP LAUNCH GLIDER (TLG)

- 1 Don DeLoach USA - 60, 60, 43, 60, 60 = 283
- 2 Rod Brown NZ - did not post individual scores

CONGRATULATIONS Don DeLoach you have won a STING MK2 18" CLG/HLG kit.

A big thank you to all flyers that made the time and effort to make the 2021 HH a success.

Len Surtees www.stingmk2gliders.com



Michael Towell 1st HLG

Dave Ackery CLG

Kevin Barnes CLG

Karen Barnes CLG

JOKES PAGE

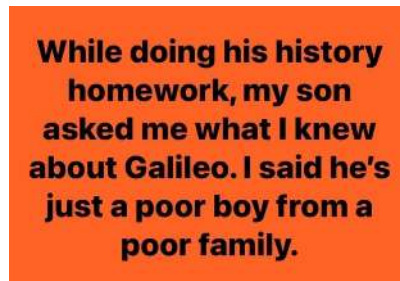
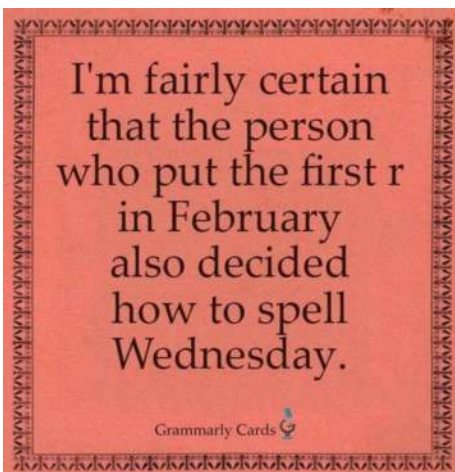
I still need more articles to fill out FFDU, so until I get those, here's a few too many jokes.



A guy walks into a lumberyard and asks for some two-by-fours. The clerk asks, "How long do you need them?" The guy answers, "A long time. We're gonna build a house."



The Trikini 2020





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 | | 11 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 (5 rounds, R1 240 secs) | Dalby |
| | 🏆 | Sun 16 th | 8-1pm | F1B State Champs (5 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 |
| | 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 |
| July | ✂ | Sat 26 th | 12-4pm | Bar-B-Que & AGM | John's place |
| | F | Sun 11 th | 8-1pm | Club power model fun & testing day including E36 | Coominya |
| August | 🏆 | Sun 25 th | 8-1pm | Scale, HLG & CLG State Champs (Now AUG date TBA) | Coominya |
| | CP | Sun 15 th | 8-1pm | Mini Power & QDP (3 flights each) | Coominya |
| | 🏆 | Sun 22 nd | 8-1pm | E36 State Champs (5 flights) | Coominya |
| September | | Sun 29 th | 8-1pm | Reserve day | Coominya |
| | 🏆 | Sun 12 th | 8-1pm | Open Rubber & P30 State Champs (3 flights each) | Coominya |
| | IND | Sat 18 th | 3-6pm | Indoor - P18 | BSHS |
| | | Sun 19 th | 8-1pm | Reserve Day | Coominya |
| October | F | Sun 26 th | 8-1pm | Club Day trimming, Sports models & limited RC | Coominya |
| | IND | Sat 2 nd | 3-6pm | Indoor - Peanut Scale | BSHS |
| | 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 |
| November | | Sun 24 th | 7-1pm | Reserve Day | Coominya |
| | F | Sun 7 th | 7-1pm | Club glider model fun & testing day incl CLG & RC Gliders | Coominya |
| December | | Sun 14 th | 7-1pm | Reserve Day | Coominya |
| | | Sat 11 th | 12-4pm | Xmas party & prize presentation | TBA |
| | | 28 Dec - 4 Jan | | 1st West Wyalong National Championships | West Wyalong |

🏆 Outdoor State Champs **IND** Indoor State Champs **CP** Club points apply **F** 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 4 as at 6 August 2021

CONTACTS:



John Lewis 07 3848 4280



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 th . F1A, C & O/R. 18 th F1B & O/P 19 th 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 rd , Sun 4 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 | 1st 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 |

Dec 28 - Jan 4 1st West Wyalong National Champs

W Wyalong

Nats' committee

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

FREE FLIGHT
DOWN UNDER

DEADLINES
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