

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 53 NUMBER 4

SUMMER 2021

**BIG EVENTS
COMING SOON**

2022 AFFS CHAMPIONSHIP

2022 SOUTHERN CROSS CUP

1ST WEST WYALONG NATIONALS



**BUMPER
CONSTRUCTION CORNER**

**MIKE TAKES A
LOOK INTO OUR PAST**

**TWO DECADES OF
AUS RESULTS
AT THE WORLD CHAMPS**

**STATE FLYING
REPORTS**



FRONT COVER:

Third generation free flighter Annika Lewis flying her very competitive E36 in the Queensland E36 State Championships. She flew against her father and grandfather. Her father won, grandfather came 3rd and Annika placed 4th.

Free Flight Down Under December 2021

Volume 53, Number 4

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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THANK YOU!

**2022 AFFS
CHAMPS
and SCC
Narrandera
& WW**

5

2022 Team Trials

12

WW 1st NATIONALS



Starts 28
December

14

Construction Corner



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2022 Calendars



PRESIDENT'S REPORT



FROM THE PRESIDENT

Most of our readers would be well aware that there is much discussion going on at present about altitude fly-offs. Apart from rules and associated details being discussed by the CIAM F1 sub-committee, there is also a lot of debate generally around issues such as should we use this type of fly-off or not and are altitude fly-offs a fair means of resolving tied scores. This last one really means: Is it in the spirit of the type of competition we fly?

Well, I guess for the purist, the answer is no, it's not in the spirit of the competition we fly because we fly a duration based contest where the longest fly-off flight within the requirements of the rules of the event is the winner.

The problem is, however, increased model performance coupled with reduced availability of suitable flying sites, means we may just need to become more pragmatic about it.

Circumstances in which a lack of reasonably calm air, as well as a smaller flying field than is really necessary to have an unlimited fly-off (6, 8, 10 minutes etc.) may well dictate that an unlimited fly-off becomes a lottery to the point where it becomes no fairer as a means of resolving a contest than a short format fly-off.

This move presently being developed in our sport to resolve a tied score situation by conducting a limited type of tie-breaker, is certainly not new, nor is a limited format tie breaker unique to free flight model competitions. Take soccer for example. Under the rules of that sport the situation can arise where

in qualifying matches it is necessary to conduct a tie-breaker to get a result rather than a draw and to do this they, amongst other things, have a penalty shoot-out where they take it in turns to have a shot at goal. Is this a true reflection of the way the game is played? No, not really, but it works and is accepted by all involved as the best means available to them to resolve a tie.

Why are free flight contests any different?

Take some versions of ITF tennis matches where to overcome the possibility of never-ending tennis matches when playing advantage sets, they introduced the tie-breaker. It has some element of being of the same intent as the earlier stages of the match, but then a later addition of the sudden death point at deuce often used in doubles events, throws all of that on the window because a huge element of luck is added to the mix with no comeback or advantage element at all.

Is an Altimeter Fly-off any different?

The answer is no, a reduced format fly-off in free flight competitions is no less fair than a sudden death point or a penalty shoot-out, so maybe we need to start getting used to the idea because I believe it is inevitable.

The only problem for Australia is that we don't have any of the only EDIC certified altimeters required to comply with the proposed rules, and we don't look like getting any soon owing to component shortages and a growing list of back-orders. This takes us back to using a DT fly-off, which is not as good but it's something to consider while we wait for all the stars to align, and we can start to get our hands on a supply EDIC certified altimeters.

The reality of limited format fly-off's is upon us and we should now think about embracing the inevitable.

As a closing point of interest, there is a move afoot to require the RDT function of F1C model timers/electronic equipment to be operational from the time that the model is ready to refuel and that it must be functional whether the timer has been started correctly or not.

I consider the reasoning behind it to be well-founded as it is based on trying to resolve a clear and present safety issue

on our flying fields. There is no doubt that F1C engine overrun crashes can be very dangerous, and I'm sure we have all seen F1C's come down with engine screaming until they hit the ground at high speed resulting in complete destruction and one thing's for sure – you wouldn't want to be hit by one!

My view is that we must do something, but I don't think having an RDT function is a pragmatic answer, nor is it a complete one.

To DT an F1C under power, you must first shut the engine off and at the same time pop the DT, but in the case of a folder model, you must also release the wings. The problem we have is, not all folders can withstand having the wings released when the model is travelling at around 140 km/hour, so if the wings come off, as most of us have seen happen now and then, the model is just as much a missile as it was before he flyer deployed the DT.

So, the problems here are twofold:

- a) The SIDUS timer can't easily be modified to make it compliant and in any version of configuration, the flyer still has to start it – even to put it in ready to DT mode.
- b) We can't guarantee that the wings won't come off when we DT a folder model at high speed.

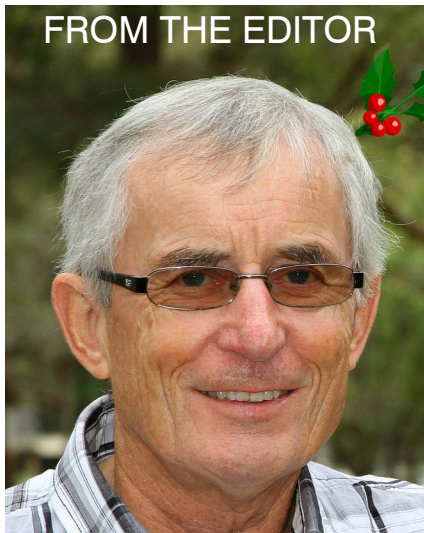
If we consider that an estimated 90% of engine overrun F1C crashes are caused by the failure of the flyer to start the timer, logic tell us we should be looking at ways to overcome that problem first, and if we succeed at that, we may no longer have anywhere near the number of dangerous crashes and as a consequence, further action in relation to improve safety may not be necessary.

The point being that it is probably easier to write rules around making sure the timer is started than it is to work-out how to get all the SIDUS timers on the planet modified and how to keep wings on folder F1C's when they DT under power.

It is an interesting and essential conversation and it's happening right now in the CIAM F1 sub-committee. You will no doubt see and hear more on this subject as the discussions continue.

Mike Pettigrew

FROM THE EDITOR



Hello fellow Free Flighters. I start by saying a BIG THANK YOU to Mike Pettigrew who gave me an early Christmas present. Articles for the next 3 editions of FFDU - through

until June 2022 - that's never happened before for me!

So that takes a load off my mind but I'm sure you all have something to say in our national newsletter. No matter how small it may be, please send it in. Until then you may just have to put up with my fillers.

This edition sees me change over to a bigger faster PC and Affinity Photo. This program replaces Photoshop for me and is proving a challenge. I will not be switching off my old PC. Affinity also has a new DTP program called, imaginatively, Publisher. Ironically, it does not read the old Serif PagePlus files - so I'm staying with PagePlus legacy product until the dust settles.

As for flying, with any luck the borders will open and stay open from mid December and we'll get some competition reports from each State again. Queensland has been lucky

enough to get in quite a bit of flying over the year and we commiserate with those States who haven't.

Ask me about flying up here in new year; I have grave fears that our complacency with vaccination may become the tail wagging the dog, but I hope I'm wrong.

Our new committee has keenly addressed the preparation for the next AFFS Champs, the first one that will be conducted over two fields. The Narrandera field will host three F1A, B and C events and West Wyalong will be the venue for the Mini events.

And so we say good riddance to 2021. I wish you all a Happy, Safe and Healthy Christmas and may the New Year of 2022 bring us all joy, stability and freedom.

See you all downwind
Malcolm Campbell



Letters to the Editor



It's like an early Xmas! BFFS yesterday, FFDU today, just a dream! I am so sorry to see how it is difficult for you to make these two magazines in keeping real interest for everybody. You know, this is too the story of my life! During the past, I wrote so many articles, took so many pictures, for all the French magazines, then for "Vol Libre" when André Schandel became, more or less, the only one to publish interesting FF in Europe. And, one day, I turned old and tired. So did André.

For me, now, most of the heart of FF is on the other side of the planet. Please, don't get tired. I am not God, but I bless you.

Frederic Nikitenko (FRANCE)



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 10 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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AFFS Championships (World Cup Event)

Venue: Narrandera

Monday 11 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Tuesday 12 th 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 13 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Thursday 14 th April	F/O morning for Southern Cross Cup		0700-0800
	Moving Day to West Wyalong		



West Wyalong competitions start

Venue: West Wyalong

Friday 15 th April Good Friday	Combined Vintage	3 flights no rounds	0800-1300
	E36	3 flights no rounds	0800-1300

Saturday 16 th April	Combined F1G/F1H/F1J	5 x 1 hour rounds	0800-1300
	P30	3 flights no rounds	0800-1300

Sunday 17 th April Easter	Combined %	3 x flights no rounds	0800-1300
	Combined HLG/CLG/TLG		0800-1300

Evening Presentation Dinner	1800
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Venue: NSWFFS West Wyalong Farmhouse



44th Annual Australian Free Flight Society Championships
World Cup – Open International for F1A, F1B, F1C
 Narrandera NSW 11 to 12 April 2022



ENTRY FORM

NAME: AUS No..... FAI ID.....

ADDRESS: AGE (If junior)

PHONE EMAIL.....

(FAI ID Number is required for entry in World Cup Events only)

EVENTS ENTERED:

	EVENT	TICK
1	F1A WORLD CUP EVENT	
2	F1B WORLD CUP EVENT	
3	F1C WORLD CUP EVENT	
4	P30, E36, COMBINED %	
5	COMBINED F1G, F1H, F1J	
6	COMBINED VINTAGE	
7	COMBINED HLG/CLG/DLG	

Events 4 - 7 at West Wyalong 15 - 17 April 2022

FEE CALCULATOR (There are no fees for Juniors)

AFFS WORLD CUP EVENT (Any or all)	\$40	
AFFS EVENTS ONLY (Any number)	\$30	
AFFS WORLD CUP EVENTS AND ALL OTHER AFFS EVENTS	\$60	
PRESENTATION DINNER	TBA	---
ADMIN FEE FOR NON-AFFS MEMBER (Any or all events)	\$10	
TOTAL FEE	\$	

PLEASE SUBMIT ENTRIES BY 15 MARCH 2021

Completed entry forms with payment (Cheques payable to Australian Free Flight Society) should be posted to: Gary Goodwin

7 Hilltop Rd
 Wamberal NSW 2260

Or by bank transfer with completed entry forms emailed to: **newlook3@gmail.com**

Bank transfer details: Name: Australian Free Flight Society

BSB: 033 174

A/C 331732

Payment reference required giving **Name** and **Amount Paid**.

Overseas entrants may pay on arrival but please email entry form as above to confirm entry.



44th Annual Australian Free Flight Society Championships
 Widgiewa Cup 2022 – Open International
 Narrandera NSW 10 to 11 April 2022



ENTRY FORM

NAME: AUS No..... FAI ID.....

ADDRESS: AGE (If junior)

.....

PHONE EMAIL.....

(FAI ID Number is required for entry in World Cup Events only)

EVENTS ENTERED:

EVENT		TICK
1	F1A WORLD CUP EVENT	
2	F1B WORLD CUP EVENT	
3	F1C WORLD CUP EVENT	
TOTAL ENTRY FEE (Any or All)		\$40

PLEASE SUBMIT ENTRIES BY 15 MARCH 2021

Completed entry forms with payment (Cheques payable to Australian Free Flight Society) should be posted to:

Gary Goodwin,
 7 Hilltop Rd
 Wamberal NSW 2260

Or by bank transfer with completed entry forms emailed to: newlook3@gmail.com

Bank transfer details: Name: Australian Free Flight Society

BSB: 033 174

A/C 331732

Payment reference required giving **Name** and **Amount Paid**

Overseas entrants may pay on arrival but please email entry form as above to confirm entry.



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 1/2A 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.

EXPRESSION OF INTEREST

The AFFS is seeking expressions of interest for suitable candidates to work in the role of Contest Director at the AFFS championships to be held at Narrandera in April 2022.

The suitable candidate should:

- be across all aspects FAI free flight competitions.
- be across all of the current FAI rules.
- be very familiar with the current generation of FF models, allowing accurate processing if needed.

In exchange for your time the AFFS is willing to subsidise travel and accommodation.

Please register your expression of interest for consideration with the AFFS Secretary, Shannon Tolmie, by email. smtolmie@hotmail.com

AFFS CHAMPIONSHIPS AND WIDGIEWA CUP - 2022**INSTRUCTIONS TO COMPETITORS AND HELPERS**

1. This is a working cattle property and while the owner has made provisions to move stock from the immediate area, you may encounter stray animals and are advised to keep well clear.
2. You may also encounter wild animals including kangaroos and emus. You may even encounter a snake or two, so please keep clear of them also.
3. The site is uneven underfoot and you should take care to avoid tripping in a hoof imprint or other hazards including obstructions such as saltbush and other above-ground growth.
4. Smoking is not allowed outdoors and likewise, there can be no naked flame or open fires. Firefighting equipment will be located at the CD shelter.
5. Do not park your vehicle in areas where there is long, dry grass present.
6. If we have heavy rain overnight or during the day, please wait at the road entrance for access instructions before proceeding onto the site. There is a risk of being bogged.
7. Camping on site is not allowed.
8. Motorised retrieval of models is banned as one of the conditions of being granted access to this flying field. Models may be retrieved on foot or by bicycle (manual or electric) but motor bikes, cars and quad bikes are not allowed. This ban also assists to prevent dust obscuring models low to the ground late in their flight.
9. Please park cars well clear from the flight line and in a position that will not obscure the view of timekeepers if the models drift well away. The car parking area is set by the Contest Director so please follow instructions.
10. Be prepared to move your vehicle at the Contest Director's request if in his opinion your vehicle is likely to inhibit timekeeper's view of the models because of changing wind direction. Such requests are not negotiable.
11. A first aid kit, including a snake bite kit, is available at the Contest Director's table in the event that you injure yourself.
12. As general safety rules:
 - a. Do not fly if conditions are dangerous, particularly if lightning is about.
 - b. Competition flights must be flown from the designated flight line. Practice flights, if allowed by the CD, shall be flown well away from other competitors and away from the vehicle park.
 - c. Comply with FAI and MAAA regulations.
 - d. When retrieving, always carry a radio or a telephone if reception is available.
 - e. If you are leaving the field to retrieve a fly-away, please advise the Contest Director and provide your phone number and/or radio channel number.
 - f. Keep well hydrated in hot conditions. Water is available at the CD shelter if you forgot to bring your own.
 - g. Do not enter any dam alone.
 - h. Take care when crossing fences – use styles where provided.

END.



AUSTRALIAN FREE FLIGHT SOCIETY Inc

FREE FLIGHT DOWN UNDER SUBSCRIPTION OR AFFS MEMBERSHIP
IN AUSTRALIA

Name:

Address:

Phone/Mobile: **Email:**

Date: / /

Renewals: Go to **Payment** section.

New Members: Complete option A or B.

If you only wish to receive Free Flight Down Under, complete Option A.

If you wish to join the AFFS and receive FFDU in your membership, complete Option B.

NOTE: FFDU is distributed electronically. A posted paper copy of FFDU costs an additional **\$25** pa.

Please ✓

Option A I wish to receive the electronic version of "Free Flight Down Under" ☐

I wish to receive the printed version of "Free Flight Down Under" ☐

Now go to the Payment section.

Option B I wish to become a member of the AFFS. ☐

You will receive an electronic version of FFDU as part of your membership.

I wish to become a member of the AFFS & receive a printed version of FFDU ☐

I hereby apply to become a member of the AFFS. Upon acceptance of my application

I agree to be bound by the rules of the association for the time being in force. I declare that I am a financial member of a club recognised by the MAAA.

My MAAA registration number is **AUS**

Signed: **Date:** / /

Payment: Annual Subscription OR annual Membership Fee: **\$10.00** (1 January to 31 December) plus \$25 if you elect to also receive a printed version of FFDU.

Send the completed form to:

Gary Goodwin
7 Hilltop Rd
Wamberal NSW 2260

Payment by enclosed cheque made out to Australian Free Flight Society inc (not Free Flight Down Under) or by electronic transfer to:

Name: Australian Free Flight Society inc.

BSB: 033 174

Account No. 331732

Payment Ref: Insert your name



southern cross cup

13 - 14 april 2022



WORLD CUP - OPEN INTERNATIONAL FOR FIA, FIB AND FIC

INFORMATION

Entry Fees Registration Fee \$10.00
World Cup events (F1A, F1B, F1C) pay \$30 once to enter any or all F1 classes
There are no entry fees for Juniors

Send entries to: Roy Summersby, 132 The Esplanade, Umina Beach, NSW 2257 AUSTRALIA
Please submit entries by 15th March 2022

Bank transfer details: New South Wales Free Flight Society Inc
BSB: 062 293 Account: 0090 1281
Cheques or money orders payable to NFFS Inc, in \$A.
Overseas entrants may pay on the field.

We need timekeepers for each pole. Please indicate if you can assist with timekeeping.

Enquiries: roydi132@optusnet.com.au

Name: AUS No: FAI ID:


Address:

.....

.....

Tel: E-mail:

Mobile No:

EVENT	TICK	AMOUNT
F1A (Any class or all \$30)	_____	
F1B	_____	
F1C	_____	
Registration	_____	\$10
TOTAL FEE:		\$40

Australian Free Flight Team Trials System

1. Places on Australian International Free Flight Teams are determined by a multi-trial selection system.
Eligible events are: Australian Nationals, Australian State Championships, The AFFS Championships, Australian Open Internationals and the Special Trials events permitted for Queensland and Western Australia. In addition, one score (only) from an overseas Open International may be counted.
2. The Trials period runs from 1 December of the year two years prior to the international event to November 30 of the year before the international event (effectively the calendar year preceding the international event moved forward one month to avoid splitting competitions which may be held over the New Year period).
3. Participants may fly in any number of competitions. Team place rankings are determined by the sum of a competitors best three results. In order to separate candidates with equal scores the results of one or more additional events may be taken into account as necessary.
4. Scoring assumes competitions comprise five flights in rounds with a maximum time for the first round of 4 minutes and for the subsequent four rounds 3 minutes. Even if the maximum for any of the last four rounds is extended, only 3 minutes will be counted for Trials scores. The maximum score possible for an event is therefore 960 seconds. If a competition comprises more than 5 flights (e.g. is a 7-round competition) the time taken for team selection purposes will be the time for the first 5 rounds. If a competition comprises fewer than five flights or the maximum time in any rounds is reduced from the standard times the reduced times will be used for trials scores. If the maximum for the first flight is set at less than 4 minutes (e.g. due to weather conditions) only the reduced time will count for the trials score.
5. If the scheduled time for a specific competition has to be changed due to weather or other causes it is acceptable for the competition to be flown within the next few days. Notice is only required to be given to those participants actually present.
If a competition is interrupted and cannot be resumed within a few days it may be rescheduled to a later date within the trials period. In this case rounds currently flown will stand and the competition will resume from the point at which it was stopped. I.e. if three rounds have been flown the contest will resume with round four. For such rescheduled competitions notice of 28 days or more is acceptable. Participants will be notified by the Contest Director provided they have provided contact details.
If a competition is interrupted after one or more rounds have been flown and cannot be rescheduled the score for trials purposes will be the score for the rounds flown.
6. Trials events must be accessible to flyers in all States. If, for example a State has closed borders with another State at the scheduled time of a trials event that event will not be included in the Trials scores of any competitor. The date of the event may be moved (see 5. changing dates of Trials events).
7. MOP 024 applies. See <https://www.maaa.asn.au/mops>



AFFS Membership due 1 January 2022. See page 10



Schedule of Team Trials 2021/22

For Team Places in the 2023 Free Flight World Championships To be held in France For F1A, F1B and F1C

F1A, F1B, and F1C Free Flight Team Selection is held in a multi-trials format. The trial period runs from 1st December 2021 thru to 30th November 2022. Eligible events are the 1st West Wyalong National Championships, The Widgiewa Cup, The Australian Free Flight Society Championships, The Southern Cross Cup, State Championships, and a Special Trial Event in Queensland.

Date 2021-2022	Event Name	Classes	Location	Contact	Contact Email
28 th Dec 2021- 4 th Jan 2022	1 st West Wyalong National Championships	F1B (Fri 31 st) F1A & F1C (Sat 1 st)	West Wyalong	Roy Summersby	roydi132@optusnet.com.au
10 th thru 12 th April 2022	Widgiewa Cup, W/C event (AFFS Champs run event)	F1A , F1B , F1C (Sun 10 th)	Narrandera	Shayne McDonald	shayne7@live.com.au
10 th thru 12 th April 2022	AFFS Champs (Australian Free Flight Society), W/C event	F1A , F1B , F1C (Mon 11 th)	Narrandera	Shayne McDonald	shayne7@live.com.au
13 th April 2022	NSWFFS, Southern Cross Cup, W/C event	F1A , F1B , F1C	Narrandera	Roy Summersby	roydi132@optusnet.com.au
14 th & 15 th May 2022	BFFS (Qld) State Champs	F1A & F1C (Sat 14 th) F1B (Sun 15 th)	Dalby	Malcolm Campbell	actrain@ozemail.com
4 th thru 6 th June 2022	NSW State Champs	F1A , F1B , F1C	West Wyalong	Roy Summersby	roydi132@optusnet.com.au
4 th thru 6 th June 2022	VIC State Champs	F1A , F1B , F1C	West Wyalong	Vin Morgan	vinmorgan2@gmail.com
7 th August 2022	WA State Champs Combined FAI	F1A , F1B , F1C	Beverley	Paul Rossiter	kathymay@ozemail.com.au
3 rd & 4 th September 2022	BFFS (Qld) Team Trials	F1A & F1C (Sat 3 rd) F1B (Sun 4 th)	Dalby	Malcolm Campbell	actrain@ozemail.com.au

Notes

*Contestants may include the results of one FAI listed overseas open contest in their scores to establish their position in the order of merit for a team place.

*If there is a need to separate contestants tied for team places, additional scores (forth best, fifth best and so on) will be used to establish final order of merit. Even if more than three scores are used, only one overseas score is allowed.

*The dates for extended events eg Nationals, AFFS Championships and State Championships are given as a block to allow minor changes to the program if adverse weather conditions occur.



1st West Wyalong National Championships

West Wyalong - 28 December 2021 to 4 January 2022

PROGRAM



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	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

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

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

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				

FF WORLD CHAMPS 1999 - 2019

I hope your eyesight is good for this report. It looks at the Aussie success in Free Flight World Championships over two decades.

TWO DECADES OF FREE FLIGHT WORLD CHAMPIONSHIPS

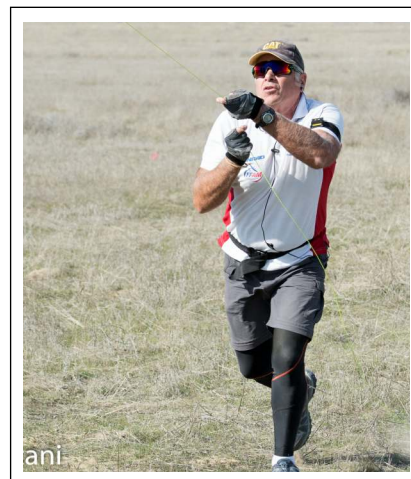
Year	Location	# of Entries	Aus Placings	Place	Team Place	# of Teams
1999	ISRAEL	79	F1A Peter Summersby	45	26	31
			Phil Mitchell	72		
		74	F1B Richard Blackam	28	22	37
			Terry Bond	46		
		41	F1C Roy Summersby	34	15	18
2001	USA	79	F1A Phil Mitchell	32	24	29
			Vera Lacey	63		
		73	F1B Richard Blackam	3	5	25
			Terry Bond	8		
			Don Blackam	44		
		45	F1C David Thomas	30	7	20
			Jon Fletcher	34		
			Roy Summersby	36		
2003	HUNGARY	108	F1A Phil Mitchell	4	22	37
			Nikolay Nikolov	73		
			Vin Morgan	95		
		96	F1B Don Blackam	15	22	35
			Richard Blackam	44		
			Terry Bond	90		
		62	F1C Roy Summersby	51	24	24
2005	ARGENTINA	75	F1A Martin Williams	17	10	29
			Phil Mitchell	25		
			Vin Morgan	58		
		71	F1B Richard Blackam	8	5	27
			Leigh Morgan	27		
			Terry Bond	30		
		43	F1C William East	14	10	17
			Roy Summersby	36		
			Jon Fletcher	37		
2007	UKRAINE	105	F1A Vin Morgan	17	12	36
			Phil Mitchell	72		
			Tahn Stowe	98		
		99	F1B William Jones	25	12	36
			Terry Bond	37		
			Leigh Morgan	62		
		70	F1C Colin Crowley	14	13	29
			Roy Summersby	26		
			William East	63		
2009	CROATIA	107	F1A Vin Morgan	45	18	38
			Neil Murray	52		
			Phil Mitchell	75		
		110	F1B Terry Bond	69	28	39
			William Jones	81		
			Paul Rossiter	98		
		77	F1C Roy Summersby	31	13	30
			Paul Crowley	33		
			William East	59		
2011	ARGENTINA	75	F1A Vin Morgan	20	5	31
			Phil Mitchell	28		
			Tahn Stowe	42		
		68	F1B Paul Rossiter	9	8	28
			Terry Bond	31		
			Gary Pope	39		
		37	F1C Terry Bond	24	8	16
			William East	30		
			Roy Summersby	32		
2013	FRANCE	115	F1A Phil Mitchell	43	27	39
			Malcolm Campbell	89		
			Vin Morgan	101		
		102	F1B Terry Bond	21	19	37
			Bryan Oliver	41		
			Richard Blackam	91		
		71	F1C Roy Summersby	1	11	27
			Terry Bond	38		
			Gary Pope	58		
2015	MONGOLIA	76	F1A Phil Mitchell	10	15	32
			Malcolm Campbell	28		
			Albert Fathers	74		
		76	F1B Craig Hemsworth	21	21	29
			Vin Morgan	47		
			F1C Roy Summersby	r W/C	10	18
			Terry Bond	8		
			Neil Pollock	41		
			Gary Pope	42		
2017	HUNGARY	113	F1A Malcolm Campbell	12	4	39
			Albert Fathers	32		
			Matt Hannaford	63		
		110	F1B Terry Bond	56	21	40
			Craig Hemsworth	68		
			Vin Morgan	89		
		79	F1C Terry Bond	22	21	30
			Roy Summersby	61		
			Gary Pope	79		
2019	USA	103	F1A Phil Mitchell	38	27	38
			Albert Fathers	71		
			Malcolm Campbell	100		
		96	F1B Richard Blackam	34	20	34
			Craig Hemsworth	76		
			Gary Goodwin	79		
		57	F1C Gary Pope	25	5	23
			Roy Summersby	29		
			Shayne McDonald	32		

Largest entry	F1A	115	2013 FRANCE
	F1B	110	2017 HUNGARY
	F1C	79	2017 HUNGARY
Highest AUS team place			
Highest AUS place			
4	F1A	Phil Mitchell	2003 HUNGARY
3	F1B	Richard Blackam	2001 USA
1	F1C	Roy Summersby	2013 FRANCE



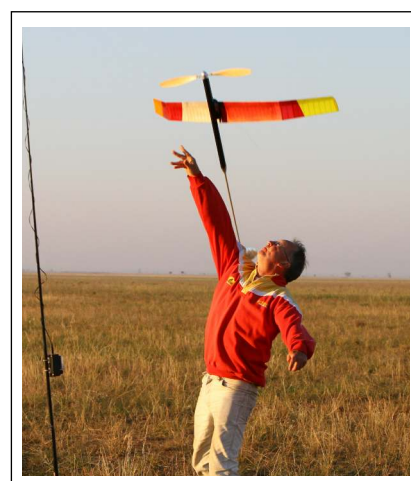
PHIL MITCHELL

4th in F1A, HUNGARY 2003



RICHARD BLACKAM

3rd in F1B, USA 2001



ROY SUMMERSBY

World Champion F1C
FRANCE 2013





WHAT'S GOING ON IN QUEENSLAND?

August - October 2021

Report and photos by Malcolm Campbell



Scale, BFFS Mini Power & QDP 2021

15 August 2021



Malcolm's ageing Cub flew well

Des Slattery provided the laughs in **SCALE** with a full tank and lots of revs. It tested the judges' eyes but early aerobatics helped with his Flight score to challenge Malcolm's Piper Cub. The Cub flew well, as expected, and pulled ahead of Des with the Static score. Kathy enjoyed her rubber powered Fike and her flights were majestic, scoring the best in the Flight points, but the Cub placed first overall



Kathy's Fike was a handful

BFFS MINI POWER was also a 3 horse race, with Peter Nash expected to challenge John Lewis. But all three had motor troubles with Peter sorting out best on the day for a comfortable win. Des didn't recover at all, and comprehensively dismantled his Texas Zephyr in the process.

QDP (OZD) also only had 3 flying, with Malcolm's Dixielander recording



Des's Avro 560 entertained us

the better flights. John's model had more potential but not on the day and Des's two Stompers simply didn't behave.



Octogenarian Des flew all 3 events



John Lewis's Purple Haze



Peter Nash won Mini Power



Malcolm's Dixielander won QDP (2 maxes)

SCALE	Aircraft	Static	Flying	Total
Malcolm Campbell	Piper Cub J3	758.5	599	1357.5
Kathy Burford	Fike E	692	637	1329
Des Slattery	Avro 506	677	584.5	1261.5

BFFS Mini Power	Flight 1	Flight 2	Flight 3	TOTAL
Peter Nash	86	113	120	319
John Lewis	120	43	44	207
Des Slattery	120	24	39	183

QDP	Flight 1	Flight 2	Flight 3	TOTAL
Malcolm Campbell	120	41	120	281
John Lewis	70	93	116	279
Des Slattery	20	65	0	85

E36 State Champs 25 August 2021

E36 has proven to be our most favoured event, with a number of different designs being tested. Perfect weather greeted the 9 competitors, each flying a different style of model.

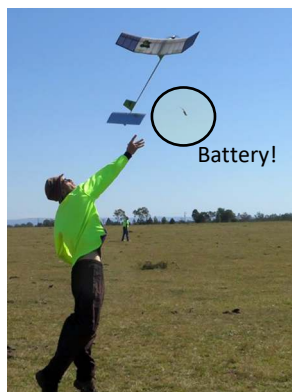
Peter Nash looked promising in testing but the wheels fell off.

Kathy Burford recorded a first flight max but the rest of the day was not so good. There were 25 maxes recorded during the day but, in the end only two were in the fly-off, Ben Lewis and Malcolm. The Lewis Team had 3 generations flying - could this be an Australian record?

Ben jettisoned the battery in his first 5 sec FO attempt and maxed with his second attempt. Malcolm's model was attacked by magpies and skimmed in with a max. The 2nd FO decided it when Ben got good air and two magpies ensured Malcolm didn't, punching holes through 2 flying surfaces on both wings.



Annika Lewis - Cobra, OD



Ben Lewis - Cobra, OD



Malcolm Campbell - Cob Jbox



John Lewis - Cobra, OD

E36 RESULTS

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fly off 1	Fly off 2	Total
Ben Lewis	120	120	120	120	120	120	120	840
Malcolm Campbell	120	120	120	120	120	120	88	808
John Lewis	120	90	120	120	120			570
Annika Lewis	94	120	116	120	104			554
Des Slattery	120	98	117	90	113			538
Peter Nash	72	95	83	120	120			490
Kathy Burford	120	82	120	58	78			458
Ron Munden	89	76	120	55	-			340
Albert Fathers	Crashed before the event started							



It's not easy to walk on this

Open Rubber State Champs 12 September 2021

I guess you've now noticed the new handicap in our field? Ploughed ready for seed grass for cattle - it doesn't look good for us. Anyway, the weather was perfect but the wind was unfavourable. A 2 min flight was declared but the timer in Des's model didn't hear it, so he had a 20 minute flight, landing over the road over 2 km away. John also had a lucky escape with a max landing just inside the paddock but close to a tree he remembers well. Malcolm's first flight climbed steadily and max only to DT into

the top of a tree. Len Surtees' Indoor pole saved the day. His second flight threaded its way through the same trees, struggling with a worn out motor but his final flight struck good air giving him a max to win, and a 3km round trip to retrieve his model, and a broken wing and stab to rebuild. No one else flew; heat and time of day suggested we'd call it a day. P30 was also to be flown but the two tricky retrievals had chewed up fair bit of the morning.

OPEN RUBBER RESULTS:

Name	Flight 1	Flight 2	Flight 3	Total	Flight of the day tie-breaker
Malcolm Campbell	120	107	120	347	
Des Slattery	120			120	✓
John Lewis	120			120	

We also managed the **HLG/CLG/TLG State Champs** on 19th September with Len Surtees taking the top step in both events. Runner ups in CLG were Kathy Burford and Malcolm Campbell,

and Malcolm lead John Lewis into 2nd place in TLG by 9 secs.

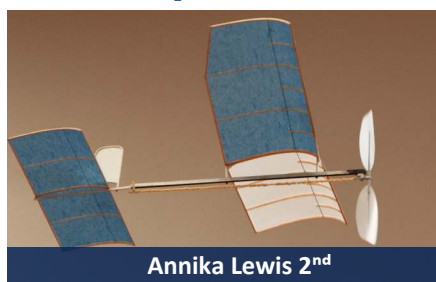
A1 and 100 g Coupe club events were flown in ideal Coupe weather and very difficult weather for towline

gliders. Kathy Burford won from John and Malcolm in A1 and John won Coupe from a surprised Ron Munden and Des Slattery. The ploughed field and constantly changing light winds made it difficult for the A1 flyers.

INDOOR P18 STATE CHAMPS - 18th September



John Lewis 1st



Annika Lewis 2nd



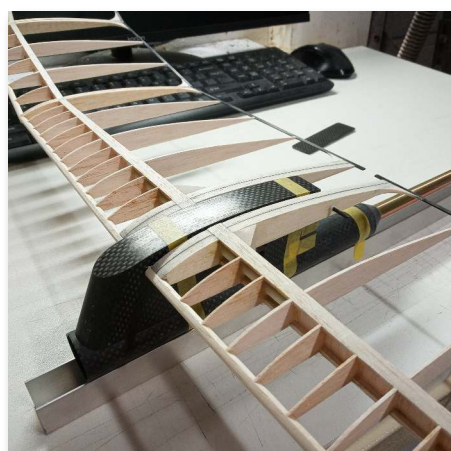
Ben Lewis 3rd

It was a Lewis Trifecta when three generations of the Lewis family took the top places in the P18 State

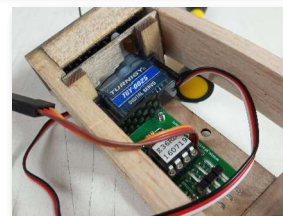
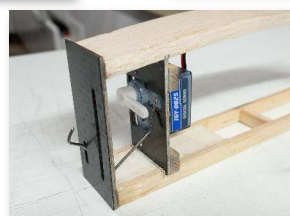
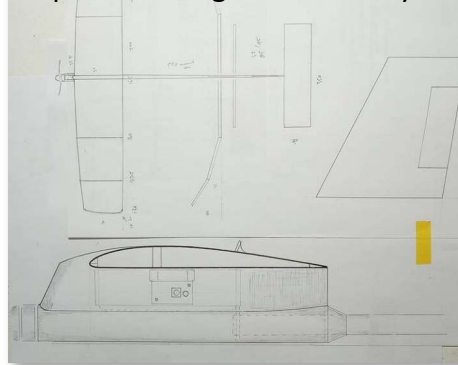
Champs. Larry Brownlow was expected to be the one to beat but he was right off form on the day. He,

Malcolm Campbell and Ron Munden filled the minor places on what was a well supported event.

Name	Fl 1	Fl 2	Fl 3	Fl 4	Fl 5	Fl 6	Total Best 2
John Lewis	146	194	209	167	137	221	430
Annika Lewis	171	129	175	187			362
Ben Lewis	149	165	186	122	166		351
Ron Munden	105	88	123	88	140		263
Malcolm Campbell	103	107	73	92	112		219
Larry Brownlow	55	60					115



Ben Lewis is building a very capable looking E36 for next year





Western Australian Flying Report



Combined FAI Free Flight

Thursday 12th August, WA Beverly field



Six intrepid free flighters made the journey to Beverley on Thursday for what turned out to be an exhibition rather than a competition. The weather was ideal and three minute maxes landed within easy walking distance, easy that is if the model didn't land in the nearby canola or you minded getting your feet wet. The only person that these considerations affected was Paul Rossiter who reeled of a succession of five maxes with his F1B (Wakefield) in what can only be described as a masterly exhibition. Everybody else showed the effects of long absence from the FAI classes and there were really no other scores worth reporting. Col Crowley showed some impressive climbs with his F1C but was unfortunate to damage his model on landing on both of his test flights.

Of the rest of us, Phil Letchford, Greg McLure, Noel MacMillan and me the less said the better.

Rod McDonald



More WA comps? In Paul Rossiter's own words :

"We folded up the FF tent a while ago so no new results to report. FF will probably stay in hibernation until April next year."



Trans Tasman Quickie Quiz



How many can you name in this old photo? Put on your thinking caps and send you answers to: actrain@ozemail.com.au



Maris Dislers seeks your help



I'm currently trying to nut out the Model Dockyard engines - Whirlwind, Vanguard Pup and Cub as part of my research of non-Burford Aussie engines. With help from Anthony Williams and Goran Milosavljevic.

Following on from David Owen's "The Whirlwind Story", Aeromodelling Digest 1997, I've added a few more serial numbers and my little list of 32 entries does lead to some speculative conclusions. For example, I now believe that numbers were applied in order of manufacture, whichever type

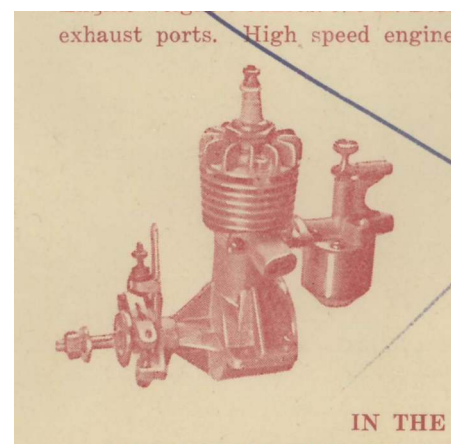
of engine. Rather than the supposed 1500 or so Whirlwinds, the numbering sequence includes the others, making them all somewhat rarer than might be supposed if each one had its own series of numbering.

I've attached a photo of an unnumbered Model B Whirlwind, which David slotted in after the first version, mainly due to the crankcase design. This one is not numbered, but we now know of Bs numbered 939 and 1133. Which dovetail into the post-war period when the Cub engines were made. And sharing the unusual carburettor casting with raised rear section for the spring-and-ball bearing needle ratchet (the one in photo has that removed by the home-constructor).

Are there any Bs with low serial numbers out there?

More serial numbers would surely help firm up those theories. Which is where your readers might be able to help by adding to the list. And while

we're at it, the attached image taken from the Model Dockyard 1950 catalogue (in the section for their Cub engine) shows a similar, but different cross-flow, single exhaust engine that we believe is the Gnome and was sold by rivals Central Aircraft in Melbourne. I'd very much like to find out more about that one.

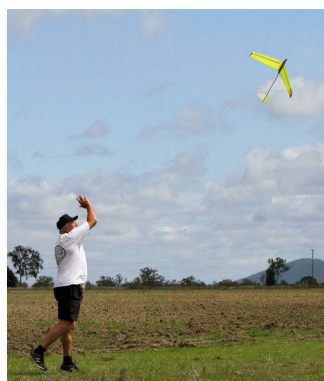


Anyone with info to share can call me on 0417 819 061 or email jamd@adam.com.au.

HLG / CLG NEWS

There are two bits of news from Len Surtees, who says:

The **HEAVE HO World Glider postal 2022** will be held over the month of April. For the first time I'm running an indoor category 1 (up to 8m ceiling height) along with the outdoor events, also open to Juniors. There are lots of STING MK 2 GLIDERS for prizes, and entry is free. For all events and rules, visit web site. stingmk2gliders.com



The all-new **32" Tip Launch Glider** prototype has proved successful and details can be viewed at web site stingmk2gliders.com This glider was first seen in public at the Brisbane Free Flight Society's field on Sunday 7th November and the comments were "It looks like a bird" and "It thermals like a bird."

Len Surtees



Camp COVID Construction



With many aeromodellers currently having an abundance of building time right now, the question of what to build arises. If the

Flying Aces Club crowd are allowed to make "scale" models of the fanciful aircraft featured in those cheesy 1930s magazine adventure stories, why not some of Bruce McCall's aircraft? The attached three may strike a chord with builders who like a challenge.

Cheers,

Maris Dislers



SEPTUM NC 2501.2 HIGH-ALTITUDE BOMBER During the middle Thirties, the French *Armée de l'Air* determined that a high-altitude bomber was needed to offset the ominous growth of the *Luftwaffe's* strategic capabilities. Designed by winemaker Maurice Lebourg and built by the Avions Septum aircraft cartel, the NC 2501.2 was powered by a pair of nine-cylinder, in-line Gnome-Rhone Petite engines that developed 165 hp at the aircraft's intended operating altitude of 19,400 feet. Unfortunately, the Petites were not powerful enough to lift the NC 2501.2 to that height, forcing it to fly at a more prudent 5600 feet. Bomb load was limited by the necessity of carrying a committee of bombardiers—four in number—who voted on the proper time to drop their death-dealing cargo. This system was employed because all necessary optics for bombsights were being used at the time for land-based artillery sighting systems on the Maginot line, where France chose to make her first (and, as it turned out, her last) gallant stand against the Hun. A total of 11 NC 2501.2s were built, although none were completed in time to see action before the republic was forced to surrender. However, the Germans evaluated one on the recommendation of the Vichy government. After it crashed, Lebourg, facing a firing squad, said defiantly, "We are lovers, not engineers!"



CAPRONI-MORONI C2 "SCUD" EXPERIMENTAL FIGHTER When the tide of war turned against it, Fascist Italy turned with the tide. The C2, or "SCUD," was one direct result. The engineers of Aerotonico Piccolino Abagano Elari Quattori in Turin were charged with designing an aircraft of modern fighter type that could, should word come in mid-air of another change in Italian allegiance, instantly reverse course and become part of the now friendly force. Thus the unique two-engine configuration, central cockpit with swivel seat and dual controls facing fore and aft. Time for the SCUD (meaning "*Scuderia con corso il travaiia*," or "turncoat") to switch directions and sides was set at less than two minutes from a top speed of 265 mph by air-force consultants. This performance criterion was never tested, much less met, since pilots refused to attempt it, except on the ground with an ambulance close by. One pilot did take the sole SCUD prototype aloft, but once airborne decided to visit his mother in Salerno and wrecked the craft crash-landing on a nearby beach. The SCUD was painted gold by artisans formerly employed in upkeep of the Sistine Chapel. A remarkable feature of the plane, considering its fighter designation, was its total lack of armament. The designers successfully resisted all attempts to ruin its unbroken lines with ugly guns.



KAKAKA "SHIRLEY" AMPHIBIOUS PEDAL-BOMBER The originality of Japanese aircraft design was never in question after the Shirley wobbled onto the scene, albeit briefly, in the closing months of the Pacific war. This light (75 lbs.), cheap (\$149), last-ditch gesture of a desperate Japanese High Command was in fact little more than a bicycle of the air, its propeller turned by pedal power from the pilot. Towed behind a torpedo boat, the Shirley would sooner or later rise and fumble skyward, staying aloft exactly as long as its pilot's stamina held out and his sprocket chain stayed intact. Hopefully, a U.S. ship would soon be sighted; then, braving massive ack-ack fire as well as large birds, the fanatic suicide candidate at the controls, or handle bars, aimed toward his quarry and pumped furiously until directly overhead. Then, at the flick of a lever, the underslung wicker basket fell away and hit the deck below—and one rabid dog was disgorged to run amuck and wreak its mad havoc. The ravening animal, it was assumed, would take a few Yanks with it by the time the end came. Ingenious—but not ingenious enough; the dogs proved susceptible to seasickness en route to the target and every known Shirley mission ended in anticlimax with a dazed mutt vomiting among the gobs while a paper airplane slowly sank off the starboard bow.

The Minimoa in Free Flight Mode, Construction and Poetic Licence

This MiniMoa is a copy of a German 1930's glider which was used before WW11 to illegally teach pilots to fly later attack aircraft used in the war. It came from the Schempp-Hirth factory which still produces very high-performance gliders. Restrictions imposed on Germany at that time prevented Hitler/Germany from having a full time air force.

I saw this model on Outerzone one day and in a challenging discussion with Michael Towell I decided to build one. As a bit of a bet Michael chose another pre-war model but at this stage, I am not sure that he ever built it. I duly processed the plan to the local printer and started the build. Stab, fin, and wings first to get the easy bits out of the way, then on to the fuse.

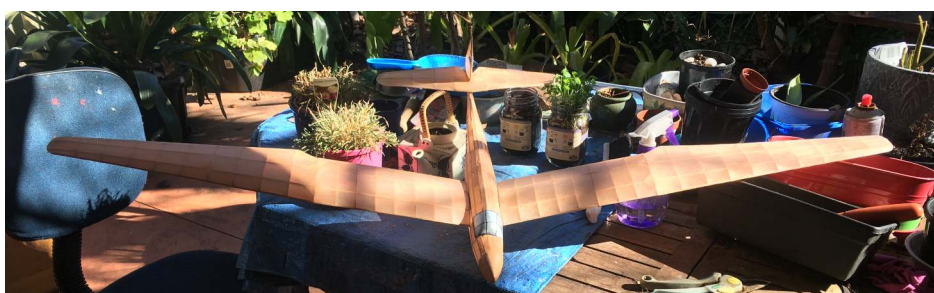
I did not realise at the time that the scaling was out on the plan and the fuselage was out of scale and a bit wonky. Might as well continue now! As a result, the fuse was difficult to build and probably not one of my best builds. It could even be described as crap however it turned out to be a very pretty airplane at 1400mm span. I couldn't get the correct colour to paint it so it finished up a bit pink instead of a dirty brown. I was not quite happy, so it spent a fair amount of time on the shelf.

COVID helped me resurrect the model, get the CG about right, put it together and at least give it a test glide. Well bugger me! It flew straight and true with only a couple of plastic trim tabs on the stab, no moving parts. I can assure

you that this is a very rare occurrence for me. I have installed a tow hook and am now ready for a flight. Pity I am locked up!

I have used some poetic licence as an identifier number, but it has been fun.

*Anonymous
Terry Bond*



MICKEY TOWELL IN LOCKDOWN

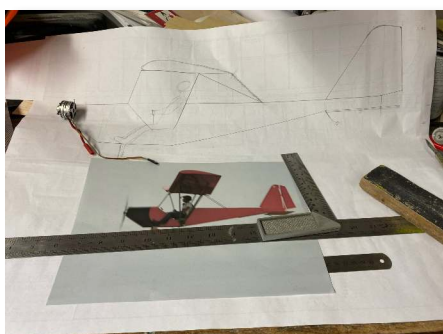
As we all know, COVID lockdown has affected a lot of people in different ways. Being in a "Red Zone" in greater Sydney area, I haven't been able to work for some time now. So, what else to do but BUILD!!

I started off with a scale model of an electric powered Ultralight that a guy built in his garage on YouTube. A friend of mine commented that it looks like an overgrown Hanger Rat. As hanger Rats fly so well, why wouldn't an oversized one fly the same? So, I decided that I had to build it. Being there is no name, drawings or plans available I printed off a few screenshots from YouTube and drew my own set of plans.

I sized it around a brushless out runner motor that I already had, it uses a 350mah 2S Lipo with a Hubin timing system. Model is 33" wingspan and a tad over 200g.

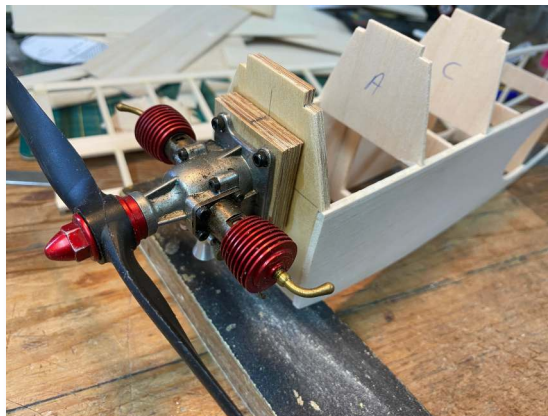
<https://youtu.be/hp7JcmwKQcU>

please turn the page



Other models I have built since lockdown are a couple of P30's, a Raff V Vintage Rubber model, a Y-Bar for Vintage Power, a n   fuse and tail for me Dixielander, some new HLG's a couple of TLG's, an Anec II for a Sam 50 which is now ready for some paint. What to build next?? On the board now is a 1920's scale model for my Redfin 060 twin, more on that later.

Mickey Towell



HEY MICKEY
YOU'RE SO FINE
YOUR SO FINE,
YOU BLOW MY MIND
HEY MICKEY

Roy Summersby throws out a challenge to Peter Jackson



Building the Fokker EV/DV111

Why did I decide to build the Fokker D8? Well, I did have the Model Aircraft plan by M.F. Hawkins and it is one of the few WW1 aircraft that doesn't have two wings and countless wires running every which way. Hawkins 1961 plan is 1" to the foot and used a DC Dart; this was 27" span "too small for me", so I had the plan enlarged 50% to make it 1/8 scale, I think it's now a nice size at just over 40" span, and should suit the new SAM .75 nicely. The D8 was in fact designed by Reinhold Platz and in his day was an extraordinary aircraft designer. In spite of his genius for aircraft design he was content to work in the shadow of Tony Fokker and see his boss claim all the credit for his work. Platz's ideal was simplicity. Once he had proved that a satisfactory and safe cantilever wing could be built it was obvious to him that the ideal aircraft must be a monoplane and thus make it easier for aeromodeller's in the future.

The actual build is very straight forward. I did change the stab and fin to sheet balsa with carbon stiffeners. There was some cursing with the wire bending but this is quite normal for me as I think that I am the worst wire bender in the country. All the wire struts are covered in aluminum streamline section and how I did this is elsewhere in FFDU. I covered the whole model using 38-micron film then tissue over that on the fuse and stab. The cowl I have made by cutting

eight pieces of 1" square balsa to form a circle then gluing two layers of 1/4 sheet to the front. Inside the front, I again cut eight pieces of triangular balsa as a filler to support the radius that has to be formed to the front. Behind this I epoxied a strip of thin aluminum sheet to give me the depth needed. This turned out far better than I had expected and I would use this system again.

Hawkins plan shows lozenge pattern on the fuse. OK not so hard, I have done this before, but before it was a hexagonal pattern, very simple by



comparison, one stencil and just reposition it for the next color. This pattern was to be entirely different. Good old Jacko (Peter Jackson) sent me a nice color print which showed a total of six different colors and shapes (he must hate me). This meant a different stencil for each color, this in its self is not a problem but getting them to line up and fit together did create a few worrying moments. In fact, the colors on the underneath of the model are different to the sides,



why I have no idea, ask the Germans. I must admit I did have help here, John Pennell to the rescue. It certainly was a two-man job, one holding the stencil and one using the air brush. There was plenty of brush touching up to be done the next day, but the end result is very pleasing. Thanks Jacko for giving me such an outrageous color scheme and to John with his expertise on painting.



*Total madness curse the Huns.
(Note to two different colours
between the sides and bottom)*

*Photos of the completed model
follow on the next page*

And I must add Roy's lawn is magnificent



Roy's Fokker and SE5a are ready to fly!



Wing Struts, Cabanes and Undercarriage Fairings

by Roy Summersby

For many years I have tried to add balsa or spruce fairings to wire undercarriage legs, wing struts and cabanes. I could never do a reasonable job of these. The plans just say add fairings and I was always disappointed with the results. Any heavy landing and they were loose or broken, even if they had silk wrapped around them trying to keep them in place. When I built a large PZL I tried using the K&S streamline aluminum section. The wing struts on the PZL are very simple and straight. I was very pleased with them and have been using these sections ever since. They can be bought in six different sizes from 1/4" up to 3/4 "

Short straight wing struts are simple, after cutting the section to length I bend one end of the wire which is going into the streamline section for the top or bottom hook, then using Z bend pliers, I put a Z in the wire at the ends slide the section over the wire, then bend the other end. The Z bend stops the wire from twisting in the tube as shown on the SE5a.

I have been asked on quite a few occasions "How do you get the aluminum section over the wire where the wire has been soldered on to other wires?" making up whatever is required on the model. This situation is nearly always the case on WW1

models. In the photos of the Fokker D V111 you can see that they would have to be added after the job was complete, so how do I do it?

1. Cut the tube section to the finished length.

2. Place in a vice using soft jaws with the narrow edge up. Then, using a large bastard file (just love the name given to these files), file the narrow edge till you are nearly through. While still in the vice cut through using a Stanley knife.

3. Remove from the vice and using a steel rule slide it up and down the gap till you get enough room to push the tube over the wire. I use a small steel ruler 6" first, then move up in size to the normal 12" ruler.

4. Now the tube can be pushed over the wire and it is a simple job to close the gap. For this I use glass pliers, they are fairly wide in the jaws and only close on the outside edge. The gap can be closed completely as the steel ruler has made a clean sharp edge.

5. The ends of the tubes can now be held in place with epoxy. Job done, ready to paint.



Tube in vice ready for filing



Fokker D8 tubes



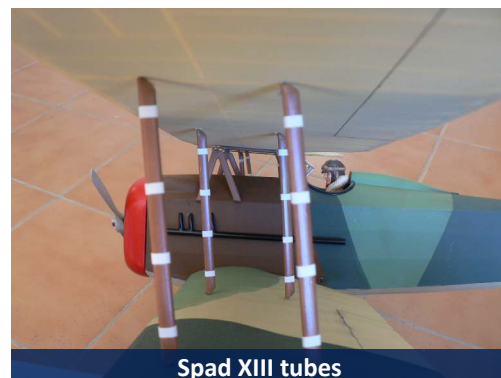
Fokker D8 tubes



Fokker D8 tubes



SE5a tubes tubes



Spad XIII tubes

GOING BACK TO WHERE WE STARTED

Mike Pettigrew

I remember as a child wondering why the elder generation kept declaring that the "good old days" were always better than modern times. My grandparents said it, and my parents subsequently said the same when they reached the age where apparently you are allowed to say things like that.

They would start extolling the virtues of the "good old days" and I'd wander off wondering how anything could be better than what I was presently experiencing, they couldn't possibly have been better than the time in which I was growing-up as a young child! (Apart, of course from World War 2 which was in full swing back then)

After all, we now had the wireless to listen to and I could even build a crystal set with the help of my grandfather. Motor cars were no longer cold and a little wet on a rainy winter's night as they had a hard top – not canvas. I had a pushbike and best of all, I had my little model aeroplanes to fly.

Life was good!

Then there were the hobby stores like Walther & Stevenson and Hobbyco.



Both these stores were in Sydney, in George Street, but they were more than one kilometre apart, but I would still visit them whenever I could and press my nose up to the display windows to look at little model aeroplane engines. There were also these wonderful looking model aircraft hanging from the ceiling of the display that had been made from kits you could buy.

We wished we owned some of these things, but it was still fun and exciting to look at them even if we couldn't afford them at that time. If nothing else; you could take away a copy of their catalogue and drool all over it as you read it from cover to cover time after time!

I went to School in the City and our lunch break was always my time to head-off out the gate and either walk up Oxford Street to roam the Army disposal stores, or as route number one, I'd head down to George Street and make the trip from Hobbyco to Walther & Stevenson and back to school again without being pinched by the prefects for getting back late. It was fun, even if I had to use a brisk walk to complete the circuit and get back on time.

I eventually saved enough to buy a model aeroplane engine, it was a Mills .75 and I bought it from Hobbyco. It was in that display window in the photograph below.

This wasn't my first model aeroplane engine however, as my Uncle Charlie made a 2.5cc diesel on the lathe in his

garage, and after proving that it worked by running it on a test stand while I watched, he handed it to me and said, "Here, this is yours".

That was the late 1940's, and I remember being very excited as I cherished that motor thereafter for a number of years, it even had a laminated wooden propeller! The problem was, I could never get it to start again.

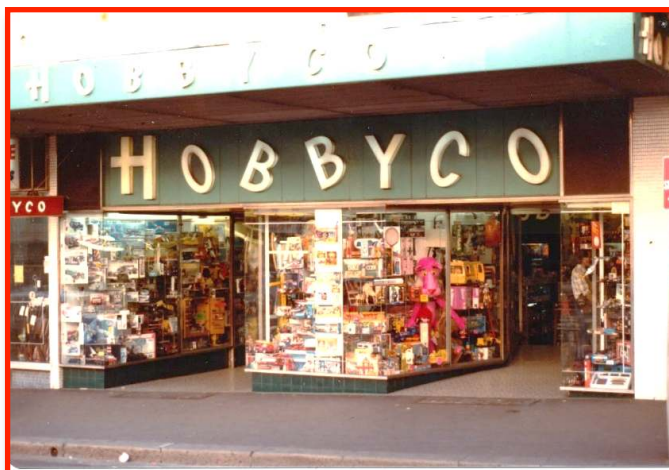
It certainly wasn't the fault of Uncle Charlie's motor that I couldn't make it go! (There was a time where I even needed help to start the Mills .75 which must tell you something about my skills back then).

Eventually, I swapped Uncle Charlie's motor for a well-worn Sabre 250, a decision I regret to this day. It's not that the Sabre was no good, but Uncle Charlie's motor was a one-off that I would love to own now.



That Sabre 250 eventually ended-up in a control line model that I couldn't fly because I always got dizzy –

someone else flew it for me, and then I have no idea where it went. I liked that old motor, and many years later when Burf made a few replicas of them like the one you see above, he made sure I received one. It was delivered in his usual fashion - wrapped in a bit of



paper towel in a plastic box, run and tested of course.

Burf always had a motor for me when we all turned-up to the "Nationals" each year – I'd be standing somewhere either watching an event or waiting to fly something and there'd be a dig in the ribs from behind, I'd turn around and there would be Burf with a smile on the dial and a plastic box for me.

I need to digress again here as it crosses my mind that a number of people might be asking "who is Burf"?

Apart from being nature's gentleman, "Burf" is best known as Gordon Burford of model engine manufacturing fame. Engines named Gee Bee, Sabre, Taipan, Glo-Chief etc., were respected internationally and were produced in their hundreds of thousands over a period of many years by Gordon's organisation. In his retirement, having moved to Queensland, Burf made small batches of replica motors which were eagerly snapped-up by collectors and modellers alike.

Sadly, Burf left us almost 22 years ago and he is still missed.

Stay with me - I'm getting back to the point again now!

Having now qualified as being old enough to be allowed to say how wonderful the "good old days" were, I've actually realised that from my vantage point, it is probably correct. I speak here of perception rather than the obvious reality that modern technology and science have improved the lives of millions of people, although I could argue that that has been necessary because of the much more complicated lifestyle we now lead.

Or is it that modern technology and science have made our lives more complex?

I'm over 80 now, and a little tottery, but I still regularly fly folder F1C models with passable skill and minor success, so nobody can suggest I don't embrace modern technology in our sport, but I suspect that like many of my age group, I still remember with

fondness the little rubber powered kit models we built back in the late 1940's and early 1950's. I speak here in my case, of my first stick and tissue model, the Keil Kraft Ace.

I can go back further and remember the all-balsa "Skeeter" rubber powered model, of which I assembled and flew many – we used to buy them at 'Pop' Harrison's store over the road from our primary school and they were my introduction to aeromodelling.

These days, I find myself wanting to find one of those Skeeter's, or at least the plan of one, so I can make some more – just out of interest mind you!

Returning to the Keil Kraft Ace; it never flew, as I failed to grasp the necessity of carving and thinning the semi-carved hard balsa propeller that came with the early versions of the kit. (This one here has the plastic propeller that was included in later kits)



I guess the CG was somewhere forward of the wing leading edge because the prop was vastly too heavy and no trim change in my limited repertoire was good enough to make the test glide anything but a sudden nosedive. I had no understanding, as a young child, of the relevance of CG on a model's ability to fly.

The first one of those things that I built that actually flew was my next model, the Keil Kraft Pixie (see top of page), which by some stroke of luck flew straight off the building board, as they say, and flew away into the neighbouring property. It had a pre-



shaped plastic propeller by the way.....

This was a new dawn in my aeromodelling endeavours – I realised that something more complex and harder to build than an all-sheet 'Skeeter' could actually fly.

That was over 70 years ago and here I am still playing with "toy aeroplanes". Why the urge to return to the "good old days"? Well, I don't know really, and because of that, I'm now looking for a psychiatrist as those thoughts about the good old days can't be good for you!

Maybe, it's the simplicity of days gone by that we crave?

Be that as it may, I now have in my possession an original kit for a "Keil Kraft Pixie" as well as a kit for their "Competitor" and I'm half-way through very slowly building a

Veron Deacon.

They say we all regress to our childhood as we reach old age, so perhaps that's my problem. Not much I can do about it I guess, so I'll just clear the old building board off and get one of the Keil Kraft kits out.

Which one?

Maybe I'll start with the Competitor first.....



Mike Pettigrew
August 2021.



A SUCCESS STORY

Mike Pettigrew

While writing an article recently about my youth of many years ago and describing in that article how I had built a couple of Keil Kraft rubber model kits, I was prompted to see what I could learn of the history of the Keil Kraft company. Such research is always difficult as you can often follow a lead and end up nowhere, but I had some minor success in gathering information about Keil Kraft, so let's see how we go!

Most of us know that Eddie Keil was the driving force behind Keil Kraft kits, and that the kits were manufactured by E. Keil and Company Ltd in the U.K.

E. Keil and Company Ltd had been in business for some time well before World War 2, thought to have commenced during the 1920's, and they were based initially in a small workshop associated with a residence in Greenwood Road, Hackney, London, where they made reproduction furniture. Edward Keil, an engineer, and specialist wood machinist ran the business with his second wife Elizabeth Lillian Keil (Lily). Edward Senior was married three times and the eldest of his children: Edward (born 1902) and Julia (born 1904) were with his first wife Eva Clara Sapsworth. It is the son, Edward Junior, whom we know as "Eddie" that led the company into the production of model aircraft kits, but we will come to that later.

There was, we understand another son by the name of Ron, and he is believed to have been born to Edward's second wife Lily. Ron was apparently also part of the E. Keil and Company Ltd organisation, but beyond that, little other mention is made of him. Another son by the name of Kenny was born around 1944 to Edward's third wife Violet Elsie Bunnett. I note also the Keil name was altered from Kiel around World War 1 time to remove the Germanic inference.

My last comment on the family: There are descendants of Eddie Senior living in Thorpdale in Victoria Australia! (Or were as at 2014). An interesting coincidence as FFDU is of course, an Australian publication.

Edward Keil senior's main claim to fame appears to be based on him having made two or three exact reproductions of the Coronation Chair which resides in Westminster Abbey. The reproductions were, apparently, of the highest quality and well regarded. Despite that, nobody seems to know where they are now.



During the Second World War, E. Keil and Company Ltd, along with a number of other furniture makers, were directed by the war ministry to participate in the construction of components for the "Wooden Wonder", the aircraft we all know as the De Havilland Mosquito fighter bomber.

There were 7,781 Mosquito's built, not all in the UK, but around 5,000 of them were assembled at the De Havilland factory at Hatfield, which was about 25 miles north of London, and also at a new facility constructed for production of that aircraft, in nearby Leavesden. The manufacture of

the various parts of the Mosquito was outsourced to quite a number of joinery and cabinet making firms, and this was part of the attraction of the primarily wooden construction of the aircraft, as it allowed its production to be taken up by industry types other than those already fully committed to existing aircraft production.

As an interesting aside, the De Havilland Mosquito factory at the Leavesden airfield later became the Warner Brothers film studios in which Harry Potter movies and some later Star Wars prequels were filmed.

There is another interesting theatrical connection with De Havilland as well: On January 30, 1943, there was a faked "sabotage demolition" of the Hatfield factory to trick the Germans into believing that their much sought-after bombing target, the main Mosquito production facility, had been destroyed by undercover Nazi agents. This ruse was intended to convince the Germans that the De Havilland factory was no longer a target of significance. Apparently, the British used a professional magician as well as some camouflage experts to create papier-mâché buildings and parts of aircraft in the form of littered debris as if an internal explosion had completely destroyed the plant. Apparently the deception succeeded, and it is interesting to see the theatrical coincidence of that endeavour to the later use of the Leavesden as a movie studio.

But I digress.....



We don't know exactly which parts of the Mosquito were fabricated by E. Keil and Company Ltd, but we can maybe guess by looking for a link between the work on the Mosquito and the later shift into model aeroplane kits. The two-part monocoque fuselage construction of the Mosquito involved the use of birch 3-ply outer skins over a core of what was described at the time as "Equadorean Balsa", so you needed Balsa cutting machinery to do that work. Similarly, the one-piece wings were of built-up timber construction covered with Madapollam fabric and doped with aircraft dope. The finished plywood monocoque fuselage was also covered in Madapollam and doped prior to painting.

At war's end, the company was left without any bespoke furniture work in hand and were facing stiff competition from mass produced furniture and this led Edward Junior – Eddie to us, who was now in his early 40's, and an integral part of the E. Keil and Company Ltd business, to travel to the USA to look for new opportunities. While he was there, the idea came to him that the business could produce balsa model aircraft kits, a decision no doubt influenced by the company's aircraft manufacturing efforts during the war and also by the post-war growth of the model aviation industry in USA which he believed correctly would also occur in the UK.

Keil Kraft model kits was thus born....



Those of us that were around and involved modelling in the late 1940's and the 1950's will be well aware that aeromodelling in the form of building and flying model aircraft was a big thing back then, much bigger than we know it in the pure form now. ARF

and the mass production of models and associated equipment has almost completely obliterated the old form of modelling as we, the World War 2 children, knew it. Therein lies the basis of another story bemoaning the end of a hobby in a form that we hold dear to this day!

There is no evidence to suggest that Eddie Keil was any more than a casual modeller and it is fair to say he wasn't a model aircraft designer. I stand to be corrected on this, but it seems to be quite apparent that Bill Dean (below) was the principal designer for Keil Kraft as a freelance consultant, and it is also clear that Bill was a prolific designer, particularly



when collaborating with Ron Warring. Word has it that Keil Kraft also employed a designer by the name of Cliff Goater, but

beyond that, there is little information on his role as he may have been a scale kit designer and involved in the handbook as opposed to being primarily a model designer.

The interest of Eddie Keil in producing model aircraft kits appears to have been business driven and we should have no issue with that, as in his own way Eddie Keil made a huge contribution to our hobby by producing a vast catalogue of kits of not only model aircraft but also kits of model boats under the Keil Kraft EeZeBilt banner. Keil Kraft also produced some wooden truck and train kits.

Edward Keil Senior passed away in 1949 and would have seen only the beginnings of the success of the kit manufacturing enterprise. The business grew rapidly to the point where it soon

needed room to expand. In 1955 Eddie found a new home for Keil Kraft in Wickford and judging by the photo (below) of part of their factory, it had become a significant enterprise employing over 200 people.

Ultimately, in the mid to late 1980's, the Keil Kraft company moved to Lancing in Sussex, but this was most



likely a downsizing as the company no longer produced large quantities of kits and they appear to have developed some sort of involvement with Mercury kits and WEN-MAC RTF plastic control line models.

Later, they were also in some way connected with the range of Harry Butler kits and accessories.

The success of the business during its heyday is well demonstrated by the next photo that shows a very impressive display stall at a hobby show in 1950. Models and staff galore!

We also have an aerial photo of the factory at Wickford (next page) which gives another indication of the size of the Keil Kraft business.

There is a link available to a U-Tube movie showing a tour of the Keil Kraft Wickford factory made in the 1960's





and I reproduce it below - Click on the link below to activate it (or copy & paste into your browser):

<https://www.youtube.com/watch?v=nlhs0ltNwK8>

It is interesting to compare the factory conditions you see in the movie with the photograph of the Keil Kraft exhibition stand; Chalk and Cheese one might say! The old movie tour reveals some rather dubious work practises that would be the source of litigation in today's world,

but it is fascinating none the less.

So what happened to Keil Kraft?

Well, the business continued to flourish, but one day in 1968 while Eddie was travelling along A127 in his Jaguar, a large truck attempted to cross in his path and Eddie's Jag went straight under the trailer. Eddie didn't survive the crash and this ultimately led to the slow-down and demise of the business.

Times had also changed as 1968 – 1970 was the period when the ARF modelling scene was starting to gain momentum; a development that was destined to have a significant impact on the "stick and tissue" kit industry.

Production continued for a while after Eddie's death, and we understand that the youngest son

Kenny had by now inherited the business. We know that Keil Kraft continued to produce the Keil Kraft Handbook for some years after Eddie's death, although it had become more spasmodic in production than normal with only seven issues in the period from 1969 to 1980, the final year of the handbook.

From what I can tell, using the handbooks as a guide, kits were being produced well into the 1970's but they were mainly the Junior Flying Scale series.

I don't have a date when production finally ceased and Keil Kraft Kits were no more. One thing we can say however: Eddie Keil and Keil Kraft kits did a great service to our hobby

Mike Pettigrew – August 2021



WIRED FOR SOUND

BFFS member Brian Taylor has built a little aerial music player. Total weight is an amazing 7 grams.

The little Reed Switch on the side of the MP3 Player module is for Start, Select and Volume.

He's using a 4Gb SD card with about one minute of

sound from a Curtiss OX-5 engine!

He believes a little bit of experimentation with the time may be required.

The Player is capable of driving a 3 watt speaker but he's using a 1 watt speaker because anything larger was just too heavy.

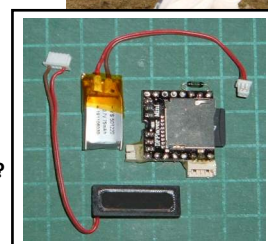
The speaker is mounted

inside the fuselage just behind the undercarriage.

Brian says he removed 5 grams of nose weight from the Waterman Gosling so, having a net gain of only 2 grams, he didn't alter the CG. The hatch is held on by a couple of small magnets.

The world's lightest music player?

Brian's Waterman Gosling



Adrian at the AFFS Champs, Narrandera 2012

Good morning Malcolm.

You asked in the last issue for stories of our modelling life:

In 1935, I was given a model aeroplane for my 5th birthday. It was called "The Flying Fool." I knew then we would be mates for life. It was Japanese; it had a timber fuselage, aluminium wing and tail. It performed manoeuvres that have never been repeated.

I am 92, deaf, half an eye and no brains, and still trying to build.

Adrian Bryant

A BACKWARD GLANCE

Narrandera 2009

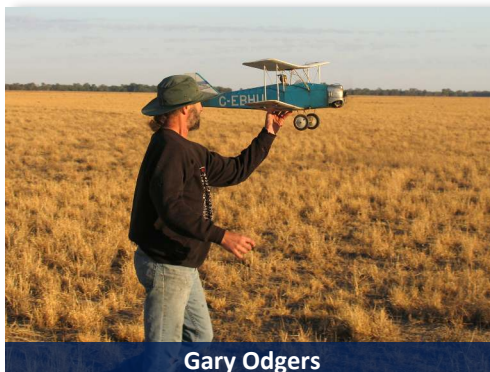


The "Noughties" were halcyon years for free flight at Narrandera . Flyers from five States attended in 2009 along with a number of international flyers to spice up the competition. Here's my 2009 selection.

Malcolm Campbell



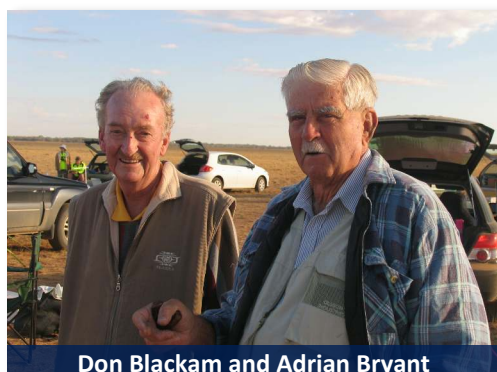
Ted Burfein and Tahn Stowe at the motel



Gary Odgers



William Jones



Don Blackam and Adrian Bryant



Col Collyer with one of his beasts



Alan Jack(UK) with his flapper



The Morgans get ready for F1B



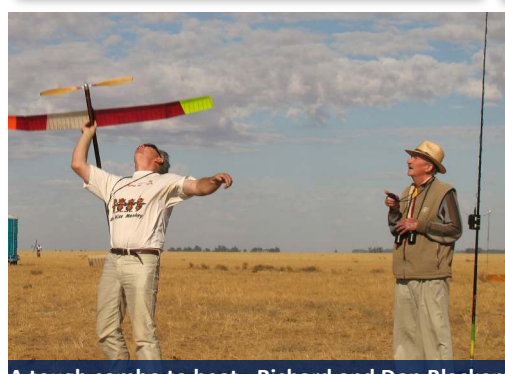
Brian and Janna Van Nest (USA)



The Jim Christie launch: Finish the cuppa and then launch into lift



Albert Fathers' NZ grandson Brett



A tough combo to beat - Richard and Don Blackam



JOKES PAGE

A priest, a rabbit, and a minister walk into a bar. The bartender asks the rabbit, "What will you have?" The rabbit shakes his head and answers, "I have no idea, the only reason that I am here is because of Autocorrect."



Karl Marx is a historically famous philosopher but no one ever mentions his sister, Onya, the inventor of the starting pistol...

Hired a handy man and gave him a list. When I got home, only #1, 3, & 5 were done. Turns out, he only does odd jobs!

As I watch this generation try to rewrite history, one thing I'm sure of.... it will be misspelled and have no punctuation..



AS A KID, I USED TO WATCH THE WIZARD OF OZ AND WONDER HOW SOMEONE COULD TALK IF THEY DIDN'T HAVE A BRAIN. THEN I GOT SOCIAL MEDIA.

My kids say they want a cat for Christmas.

Normally I do a turkey but hey, if it'll make 'em happy...

Holiday snaps 2021



ANOTHER LIST OF LIFE'S MYSTERIES

1. If a bottle of poison reaches its expiration date, is it more poisonous or is it no longer poisonous?
2. Which letter is silent in the word "Scent," the S or the C?
3. Do twins ever realise that one of them is unplanned?
4. Why is the letter W in English called double 'U'? Shouldn't it be called double 'V'?
5. Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.
6. Every time you clean something, you just make something else dirty.
7. The word "swims" upside-down is still "swims"
8. 100 years ago, everyone owned a horse and only the rich had cars. Today *everyone* has cars and only the *rich* own horses.

FOUR GREAT CONFUSIONS STILL UNRESOLVED

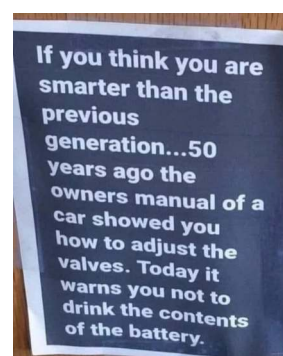
1. At a movie theatre, which arm rest is yours?
2. If people evolve from monkeys, why are monkeys still around?
3. Why is there a 'D' in fridge, but not in refrigerator?
4. Who knew what time it was when the first clock was made?

SOME VAGARIES OF ENGLISH LANGUAGE:

- 1- Ever wonder why the word funeral starts with FUN?
- 2- Why isn't a Fireman called a Water-man?
- 3- How come Lipstick doesn't do what it says?
- 4- If money doesn't grow on trees, how come Banks have Branches?
- 5- If a Vegetarian eats vegetables, what does a Humanitarian eat?
- 6- How do you get off a non-stop Flight?
- 7- Why are goods sent by ship called *CARGo* and those sent by truck *SHIPment*?
- 8- Why do we put cups in the dishwasher and the dishes in the Cupboard?
- 9- Why do doctors 'practice' medicine? Are they having practice at the cost of the patients?
- 10- Why is it called 'Rush Hour' when traffic moves at its slowest then?
- 11- How come Noses run and Feet smell?
- 12- Why do they call it a TV 'set' when there is only one?
- 13- What are you vacating when you go on a vacation?
- 14- Did you know that if you have What, When and Where and then replace the "W's" with "T's" the questions are answered?

Parenting tip:

When you lose your children in the house, turn off the Wi-fi. They'll come out immediately. Your neighbors may even drop by as well.



I still need more articles to fill out FFDU so, until I get those, many more jokes may follow.

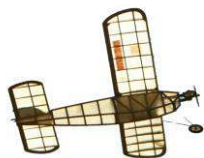


* NSWFFS Contest & Fixture Calendar 2022 *



Date	Event	Venue	Time	C/D
Dec 28 Jan 4	1 st West Wyalong National's See Nat's program	W. Wyalong AB Field		See Nats Programs
Jan 14	General Meeting	Dundas Sport	7:30pm	
Jan 16	Combined%, ½ hr Walking Scramble	Richmond		Roy Summersby
Feb 6	Combined F1 G, H, J, P30 + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
Feb 20	State Champs P30 + Comb Vintage	Richmond	7.00 – 1.00pm	Gary Pope
Mar 6	State Champs Scramble + Combined % Control Line flying, BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Michael Towel
Mar 18	General Meeting	Dundas Sport	7.30 pm	
Apr 2-4	Cowra Oily Hand Weekend	Cowra		
Apr 10-13	AFFS Champs See FFDU Program S C Cup for F1A, B, C	Narrandera	See FFDU	
Apr 15-17	AFFS continued 15 th Combined Vintage, E36, 16th Combined Mini & P30. 17 th Combined % & HLG/CLG/TLG See FFDU Program Evening Presentation Dinner	W Wyalong Farm House	8.00am-1.00pm See FFDU 6.00 PM	
May 8	E36 + Combined Vintage	Richmond		Aaron Booth
May 20	General Meeting	Dundas Sport	7.30pm	
June 4-6	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	
June 19	Bowden comp+ Scale Practice + E36	Richmond	7.00am-1.00pm	Roy Summersby
July 1-2-3	Scale Rally.+ Trans Tasman Scale Judging Fri 1 st 2nd & 3 rd Flying. Sun 3 rd ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond Sunday BYO Food	7.00am till dark Trans Tasman	Phil Warren
July 15	General Meeting	Dundas Sport	7.30 pm	
July 24	State Champs F1G,H,J (Combined)	Richmond	7.00am- 1.00pm	Bruce Hao
Aug 14	Scale Rally, P 30, Combined Vintage	Richmond	7:00am – 1:00pm	R. Summersby
Aug 26-28	Cowra Oily Hand Weekend	Cowra		
Sep 11	½ Hour Walking Scramble + Fun Fly B-B-Q Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 16	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 25	Combined % 5 flights	Richmond	7.00am - 1.00pm	Peter Scott
Oct 2	Combined % Multiple Entries	Richmond	7:00am – 1:00pm	Gary Goodwin
Oct 21-23	Wings Over West Wyalong. All Disciplines Scale Rally. Plus General Flying of all types of models	W. Wyalong A.B.Field	7.00am-Till Dark	Plenty of Room for ALL
Nov 13	Scale Rally +Fun Fly	Richmond	7:00am – 1:00pm	Peter Jackson
Nov 18	General meeting	Dundas Sport	7.30 pm	
Nov 25	Friday Xmas Party	Richmond	7.00am – 1.00pm	Terry & Lyn
Dec 4	½ Hour Scramble. Combined Vintage with SAMS & Fun Fly.	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO	Aaron Booth FOOD

Notes All scrambles start at 8.00am



BRISBANE FREE FLIGHT SOCIETY 2022 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 23 rd	7-10am	Trimming day & fun flying	Coominya
	✂	Sat 29 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 13 th	7-10am	Trimming Day & fun flying	Coominya
	CP	Sun 27 th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 5 th	3-6pm	Indoor - Delta Dart	BSHS
	F	Sun 13 th	7-2pm	Dale's Fun Day including P20	Coominya
	🏆CP	Sun 27 th	7-2pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
April		10 th - 14 th		AFFS Champs & SCC (F1A, B and C)	Narrandera
		15 th - 17 th		AFFS cont'd Small classes, see FFDU program	West Wyalong
	F	Sun 10 th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 16 th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sun 24 th	8-12pm	F1J State Champs (5 flights)	Coominya
May	🏆	Sun 1 st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7 th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 14 th	8-1pm	F1A & F1C State Champs (each 5 rounds, R1 240 secs)	Dalby
	🏆	Sun 15 th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F	Sun 29 th	8-12pm	Club rubber model fun & testing day including Frog models	Coominya
June		4 th - 6 th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	F	5 th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11 th	3-6pm	Indoor - Hanger Rat	BSHS
		Sat 18 th	8-1pm	Reserve F1A and C	Dalby
		Sun 19 th	8-1pm	Reserve F1B	Dalby
	✂	Sat 25 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 2 nd	3-6pm	Indoor - P18	BSHS
	🏆	Sun 10 th	8-1pm	Scale State Champs & club testing	Coominya
	F	Sun 24 th	8 - 1pm	Club power model fun & testing day including E36	Coominya
August	IND	Sat 6 th	3-6pm	Indoor - Peanut Scale	BSHS
	CP	Sun 14 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 21 st	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 28 th	8-1pm	HLG, TLG & CLG State Champs	Coominya
September		Sat 3 rd	8-1pm	F1A & F1C Team Selection Trials	Dalby
		Sun 4 th	8-1pm	F1B Team Selection Trials	Dalby
	🏆	Sun 11 th	8-1pm	P30 State Champs (3 flights)	Coominya
		Sat 18 th	3-6pm	Reserve Day	Coominya
	F	Sun 25 th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 2 nd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 16 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 23 rd	7-1pm	Reserve Day	Coominya
	🏆	Sun 30 th	7-1pm	Open Rubber State Champs (3 flights)	Coominya
November		Sun 6 th & 13 th	7-1pm	Two Reserve Days	Coominya
	F	Sun 20 th	7-1pm	Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	✂	Sat 10 th	12-4pm	Xmas party & prize presentation	TBA

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



WAMAC AND STATE CHAMPIONSHIPS 2022 CONTEST CALENDAR



Date	FF Events	OT Events	State/Club	Field
20 Mar		Standard Duration	State/Club	Beverley
27 Mar	Combined Open FF		Club	Beverley
10 Apr		½ A Electric / 2cc	Club	Beverley
24 Apr	½ A Power / E36		Club	Beverley
01 May		Texaco	State/Club	Beverley
15 May	P30 / Coupe		State/Club	Oakford
22 May		Duration	State/Club	Beverley
29 May	SLOP / Nostalgia		State/Club	Beverley
12 Jun		38 Antique	State/Club	Beverley
26 Jun	Open Power		State/Club	Beverley
03 Jul		Nostalgia	State/Club	Beverley
17 Jul	Open Rubber		State	Beverley
24 Jul		½ A Texaco	State/Club	Beverley
07 Aug	Combined FAI F1A, B & C Team Selection		State	Beverley
14 Aug		Burford	State/Club	Beverley
28 Aug	F1Q / Open Electric		Club	Beverley
11 Sep		OT Glider	Club	Beverley
02 Oct		Tomboy IC / Electric	Club	Beverley

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

Don't wait until the last day, sometimes we close off early.