

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 56 NUMBER 3

SPRING 2024

**2025 AFFS
CHAMPS
PROGRAM**



**TRANS TASMAN
SCALE WEEKEND**

**Q'LD E36
STATE CHAMPS**

**MINI MAXOUT
AT WW**

**THE AMAZING CARL GOLDBERG
LEN SURTEES AT THE USA NATS**



FRONT COVER:
Roy Summersby has a model aircraft for all occasions. This one is his SE5a, flying at the Trans Tasman Scale weekend. Roy flew seven models over the weekend!

Free Flight Down Under

September 2024

Volume 56, Number 3

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

Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred. Please keep photos separate and no smaller than 200 kb each.

© 1999 Australian Free Flight Society. Material may be reprinted without permission provided acknowledgement is made of Free Flight Down Under as the source and no other specific copyrights are indicated in the material.

Contents

- President’s Report3
- From the Editor.....3
- 2025 AFFS Champs and SCC program.....4
- NSWFFS Trans-Tasman Scale Weekend.....6
- Queensland E36 State Championships.....8
- Min Maxout at West Wyalong.....10
- Len Surtees trip to the 2024 USA Nats.....11
- Construction Corner13
- Getting the best from your Mills .75.....15
- A Backward Glance (Narrandera 2021).....18
- Carl Goldberg by Mike Pettigrew.....20
- The Frog Junior and Senior series.....23
- Jokes.....24
- Snakes to be wary of.....26
- State Free Flight Calendars for 2024.....27



2025 AFFS CHAMPS PROGRAM

4

6



Trans Tasman Scale

8




Queensland E36 State Championships

Construction Corner



13

Carl Goldberg



An American legend

20

SNAKES



26

2024 Calendars



27

A Backward Glance 2021

18

CONTRIBUTORS

Mike Pettigrew
 Roy Summersby
 Len Surtees
 Maris Dislers
 Warren Leadbeatter

THANK YOU!
Your name could also be here!

PRESIDENT'S REPORT



Little has happened with the AFFS in the last few months being the lull between major competitions.

Preparatory work has commenced in readiness for the 2025 AFFS Champs to be held at Morundah and West Wyalong from April 27 to May

4, 2025, so put those dates into your calendar. The 2025 Championships will be along similar lines to the 2024 event however we now expect to include a day scramble as part of the main program this year due to the good support for the event previously when it was hosted by NSWFFS and Tahn Stowe, as an "extra event".

We have also commenced a simplification process for the entry forms and hope to have all paperwork completed and included in the next edition of FFDU and will be in a new, more compact, and simple, version. Entry fees will no longer be split with some going to AFFS and some going to NSWFFS. This preparatory work is under the very capable management of Shayne and Shannon.

The AFFS champs will also, as is normal, include the AGM of the AFFS and it is at this meeting that the following members of the existing committee will step down and not offer themselves for re-election:

President Mike Pettigrew

Vice President Shayne McDonald
 Secretary Shannon Tolmie
 Gary Goodwin will stay-on as treasurer.

The committee as you presently know it took on the job five years ago following a complete committee turnover and we feel five years is enough so it is time to move aside to allow the introduction of new blood.

Don't forget the October events at West Wyalong hosted by the NSWFFS, and these include plenty of opportunity to fly that Dixielander you have hiding in the loft. A celebration contest for Dixielanders will be conducted to recognise it being 65 years since the model was first offered as a kit by Yeoman! The various events occupy the period 18 to 20 October inclusive.

There will be Scale as well, so let's see how many people we can get to this excellent event.....

Mike Pettigrew

FROM THE EDITOR



The year in between World Championships usually means a lean September edition of FFDU. And that is so this year. I did put out a call but it may not have been on the correct frequency because only a few articles trickled in.

So thanks to a small band of supporters, we have a few pages for you to read. E36 is quite popular in Queensland and has been so for six years now, so I've penned an article on our State Championships for this class.

Len Surtees had a great time over in Muncie and he's put together a few words too. And Roy

Summersby is always building, so I can always rely on his input.

Mike Pettigrew goes back to the old days of aeromodelling again. I always find his well researched articles fascinating.

The Trans Tasman Scale weekend went off well so there's a bit on that as well.

So come on you guys, think about what you could do putting an article together for Free Flight Down Under. You'll find a few suggestions at the back of this edition.

Malcolm Campbell

News Flash!

Bruce Hao places 4th in F1B at the FAI ASIAN OCEANIC CHAMPIONSHIP held in Mongolia in July.



47TH Australian Free Flight Society
Championships and Widgiewa Cup
Narrandera & West Wyalong 2025



Widgiewa Cup (World Cup Event) Venue: Narrandera

| | | | |
|-------------------|-------------|-------------------|-----------|
| Sunday 27th April | F1A/F1B/F1C | 5 x 1 hour rounds | 0800-1300 |
|-------------------|-------------|-------------------|-----------|

AFFS Championships (World Cup Event) Venue: Narrandera

| | | | |
|-------------------|-------------|-------------------|-----------|
| Monday 28th April | F1A/F1B/F1C | 5 x 1 hour rounds | 0800-1300 |
|-------------------|-------------|-------------------|-----------|

| | | | |
|--------------------------------|---|-----------------|-----------|
| Tuesday 29 th April | Reserve Day F/O day for AFFS & Widgiewa | | 0700-0900 |
| | Evening AFFS AGM | Narrandera Club | 1900 |

Southern Cross Cup (World Cup Event) (NSWFFS) Venue: Narrandera

| | | | |
|----------------------------------|-------------|-------------------|-----------|
| Wednesday 30 th April | F1A/F1B/F1C | 5 x 1 hour rounds | 0800-1300 |
|----------------------------------|-------------|-------------------|-----------|

| | | | |
|------------------------------|------------------------------------|--|-----------|
| Thursday 1 st May | F/O morning for Southern Cross Cup | | 0700-0800 |
| | Moving Day to West Wyalong | | |

West Wyalong Competitions Start, Venue: West Wyalong

| | | | |
|----------------------------|------------------|---------------------|-----------|
| Friday 2 nd May | Combined Vintage | 3 flights no rounds | 0800-1300 |
| | E36 | 3 flights no rounds | 0800-1300 |
| | P30 | 3 flights no rounds | 0800-1300 |

| | | | |
|------------------------------|----------------------|---------------------|-----------|
| Saturday 3 rd May | Combined F1G/F1H/F1J | 5 x 1hour rounds | 0800-1300 |
| | Combined % | 3 flights no rounds | 0800-1300 |
| | Scramble | 1 hour Scramble | 1600-1700 |

| | | | |
|----------------------------|------------------|-----------------------|-----------|
| Sunday 4 th May | Open Power | 3 x flights no rounds | 0800-1300 |
| | Open Rubber | 3 x flights no rounds | 0800-1300 |
| | Combined HLG/TLG | | 0800-1300 |
| | CLG | | 0800-1300 |

| | |
|-----------------------------|------|
| Evening Presentation Dinner | 1800 |
|-----------------------------|------|



47TH Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2025



Venue: NSWFFS West Wyalong Farmhouse

General Notes

- 1) Smoking on the field is not allowed. If you smoke in a car the doors must be closed.
- 2) Daily compulsory event briefings will be held before commencement of competition flying.
- 3A) Motorised retrieval, To be Determined Narrandera flying site location, Strict adherence to the CDs daily decisions regarding retrieval must be adhered to.
- 3B) Motorised retrieval, West Wyalong flying site location is allowed (car, motorcycle, electric bicycle) Any additional instructions from the NSWFFS must be adhered to.
- 4) Combined F1G, F1H & F1J 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 tow hook.
- 9) Old style F1J/Class 1 Power models – restricted to plain bearing motors of less than 1cc and no moving surfaces except DT will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½A Vikings).
- 10) COMBINED VINTAGE, first flight will be "High Time" & must be launched before 0830 (6 min max first round only, NB time above 3 min max will only be used to resolve ties) Entry in more than 1 class allowed however only 1 (best) score to count for AFFS Champion. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre-1956) as per MAAA rules 2009.
- 11) Open Power & Open Rubber, 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)
- 12) COMBINED % is 3 flights no rounds. FAI models are excluded from entry in combined %, 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).
- 13) HLG/DLG are combined into one event. Only 1 set of scores allowed per competitor, all flights from the box marked by 4 cones.
- 14) Radio Dethermalization (RDT) is allowed in all events.
- 15) All Competitors must be in possession of a current MAAA/FAI Licence.
- 16) PLACEGETTERS models, lines, motors etc may be processed. There will be spot checks and check timekeeping on the field.

2024-25 COMMITTEE MEMBERS AFFS INC

PRESIDENT

Mike Pettigrew: 0419 509 013
mike2.pettigrew@gmail.com



PUBLIC OFFICER

Shannon Tolmie: 0419 237 203
smtolmie@hotmail.com



VICE PRESIDENT

Shayne McDonald: 0428 805 724
shayne7@live.com.au



EDITOR –

Free Flight Down Under
Malcolm Campbell (07) 3278 7164
actrain@ozemail.com.au



SECRETARY

Shannon Tolmie: 0419 237 203
smtolmie@hotmail.com



TREASURER

Gary Goodwin 0414 292 050
newlook3@gmail.com



NSWFFS Trans-Tasman Scale Weekend

Free Flight and Control Line

Richmond, 5th - 7th July 2024



After 5 years it was good to have New Zealand back at our Scale weekend, ably represented by Stan Mauger and Ricky Bould. We have been promised more from NZ in 2025 now travel is back to normal.

Friday was set for static judging. Most were completed until Sydney's fickle weather turned to rain. More judging took place Saturday morning for the interstate visitors and anyone else whose models were not quite

ready. There was some test flying done on Friday before the rain.

Saturday, more early trimming and static judging before official flying began. Early flights had calm conditions and flying judges were kept busy all morning till it became too windy. Most flyers had at least one scoring flight, others had to rely only on static scores due to flying incidents. We had light misty rain, but showers held off. We had 27 cars on the field which was not too bad

considering the weather forecast which would have kept quite a few at home. There was a big variety of models from very small rubber, WW1 biplanes, WW2, Sport aircraft and even a Russian Jet.

We had 31 models entered for the competition. There were some beautifully built aircraft presented by the flyers, a credit to their skills. All scale modelers out there, please dig out your old models, or build new ones for next year. As normal there



Stan Mauger NZ, winning F4A with his Auster C4



Ricly Bould NZ with his Piper Cub

were some very nice flights and naturally some very bad ones. The flight of the day according to the New Zealanders, was Roy's Lavochkin 17, it seems that they haven't had any success with ducted fan models, and the model did a super flight.

Sunday, much better weather. The day started with a Scramble which had the best conditions you could possibly get. If it had been an hour scramble, I think we would have had a new Australian record. After the scramble there was plenty of fun flying taking place, both scale and sport. This was followed by a sausage sandwich lunch. It was great to see the new president of ANSW Dino Riebolge join us. The way Dino was

taking photos, I don't think he had seen free flight models before.

Control Line Scale

This was the first time we ran a control line scale competition. Control Line Scale has been in the doldrums for quite some time and it was suggested we include it. We had seven models on the flight line and a nearly finished DC-3 in the background. There were murmurs from the crowd wanting to do something for next year. Yes, we will give it another go in 2025. Let's hope the numbers improve.

Back to the competition, the wind was a bit tricky on the Saturday. The Corby Starlet was the first to fly with an interesting flight given the

conditions. It suffered a broken U/C and had to be retired but will fly again next year. Both Bruce and Matt entertained the crowd with some impressive flying. Sunday drew calm conditions to finish the rounds and help the marginal models like the Ryan ST to put in some flights. It was interesting that two of the models had or should have been RC but were converted to Control Line. Again, numbers were good with 29 cars on the field showing Scale is popular.

A perpetual trophy has been made for the People's Choice. This year it went to Ray Ogle with his nicely presented Hawker Hurricane. He will have to be back next year.

Roy Summersby

2024 Trans-Tasman Scale Weekend Results & Scores

| RUBBER SCALE | NAME | MODEL | STATIC | FLYING | TOTAL | CONTROL LINE |
|------------------|-------------------|---------------------|--------|--------|--------|---|
| 1ST | TIM HAYWARD-BROWN | SUNDANCER | 936.6 | 592 | 1528.6 | F4B 1 st Bruce Hoffman Cap 231 2 nd Ray Ogle Hawker Hurricane 3 rd John Corby Corby Starlet (proxy flown Michael Towell) |
| 2ND | PHIL WARREN | PEYRET TAUPIN | 895.3 | 609.5 | 1504.8 | |
| | TIM HAYWARD-BROWN | BRISTOL SCOUT | 1003.7 | 493.5 | 1497.2 | |
| | TIM HAYWARD-BROWN | POTEZ 29 | 882.8 | 612.5 | 1495.3 | |
| | TIM HAYWARD_BROWN | JUNKERS J1 | 930.5 | 479.9 | 1410.4 | |
| 3RD | NATALIE BECKETT | CITABRIA | 892.2 | 433 | 1325.2 | |
| | PHIL WARREN | FOCKE WULF A16 | 936.7 | 298 | 1234.7 | |
| | PHIL WARREN | POU DU CIEL | 910.9 | | 910.9 | |
| | STAN MAUGER | HELIO COURIER | 810.4 | | 810.4 | |
| | RICKY BOULD | DH82 TIGER MOTH | 481 | | 481 | |
| | | | | | | Stand Off Scale 1 st Matthew Spencer Supermarine S6B Hawker Typhoon 2 nd Peter Scott Bristol M1 3 rd Roy Summersby Ryan St |
| F4A SCALE | | | | | | |
| 1ST | STAN MAUGER | AUSTER ANTARCTIC C4 | 963.3 | 618.3 | 1581.6 | |
| 2ND | MICHAEL TOWELL | DART KITTEN | 825.9 | 478.8 | 1304.7 | |
| 3RD | ROY SUMMERSBY | FOCKER DVIII | 940.1 | | 940.1 | |
| | ROY SUMMERSBY | FE8 | 938.5 | | 938.5 | |
| | ROY SUMMERSBY | ABC ROBIN | 936.1 | | 936.1 | |
| | ROY SUMMERSBY | SOPWITH SWALLOW | 875.7 | | 875.7 | |
| | RICKY BOULD | PIPER CUB | 400.8 | 460 | 860.8 | |
| | RICKY BOULD | AUSTER AOP 9 | 509.9 | | 509.9 | |
| | RICKY BOULD | COMPER SWIFT | 491.7 | | 491.7 | |
| KIT SCALE | | | | | | |
| 1ST | PHIL WARREN | TAYLOR CUB | 90 | 44 | 134 | |
| 2ND | ROY SUMMERSBY | GRUMMAN USCG J4F-1 | 90 | 42 | 132 | |
| | ROY SUMMERSBY | LAVOCHKIN 176 | 69 | 47 | 116 | |
| 3RD | TERRY BOND | P38 | 71 | 44 | 115 | |
| | ROY SUMMERSBY | SE5A | 60 | 44 | 104 | |
| | STAN MAUGER | AUSTER III | 95.2 | | 95.2 | |
| | TIM HAYWARD-BROWN | ZERO | 79 | | 79 | |
| | TERRY BOND | PILATUS | 79 | | 79 | |
| | PHIL WARREN | FOKKER DVII | 79 | | 79 | |
| | TERRY BOND | PIPER CUB | 48 | | 48 | |
| | TERRY BOND | BEAVER | 41 | | 41 | |
| | PETER SCOTT | SE5A | 33 | | 33 | |

All the photos of the Trans Tasman weekend can be found on the NSWFFS web page and also in the NSW Free Flighter newsletter.



Tim Hayward-Brown launches hi Junkers J1

Queensland E36 State Championships

Coominya 25 August 2024

Report and Photos by Malcolm Campbell



The predicted weather for Lockyer Waters didn't disappoint. It was a glorious day without a cloud in the sky. John and Ben Lewis had their heads down in their model boxes as we arrived. Ron Munden had a BMJR E36 to fly but he'd left the timer instructions at home so, without the needed guidance, he watched the others prepare. Des Slattery and son Peter arrived soon after followed by Peter Nash, so there would be six in the E36 State Champs.

John was away first but the model was not quite on trim, and his first timed flight reflected that. With a little bit of weight on a wing tip, the glide turn opened out and his next four flights were faultless, the model climbing and transitioning consistently with a slow, flat glide. Ben was next away putting up a nice max, the second one came soon after and the height was excellent, the highest flight of the day. But then his luck ran out, the model not holding up as well in his third flight, landing two seconds short.

Malcolm had his and Kathy's models ready and his first Hot Ticket flight was great, with a high transition, but a slight stall in the first circuit was worrying. The model settled and DT'ed from good height. The next two flights were also maxes but both

DT'ed less than a metre above the ground.

Kathy was flying a Joulebox, Malcolm's very first E36, and it showed the scars of a few battles. Tested a few weeks earlier after a big rebuild from an accident at West Wyalong, it flew like it always did. So, Kathy was in with a chance. It's taken a while for her to get used to the launch style because she was very much at home with the vertical launch she did so well with her Apaches, both lost somewhere out in our paddock. Sadly, her flights were disappointing and she only had the chance for one max, but fell a second short. And her fourth flight looked set for a max until a magpie attacked, striking the wing and nose repeatedly until the glide



Ben Lewis ran hot all day



91 yo Des Slattery is an inspiration



Peter Nash needed his reserve

was thoroughly upset. Her last flight was also disappointing.

Des had son Peter to retrieve for him and his Lime-E was flying beautifully. Three straight maxes in his first three flights weren't bad for a 91-year-old! But he soon had a distraction that took his mind right off the competition – the VW Caddy car keys were missing! This sparked a frantic search that would see them last to depart the field. Des's final two flights were to be his undoing.

Peter scared us with one of his early launches, his model turning right, bouncing into the ground just beside Malcolm. It then sprang into the air, narrowly missing Kathy and nearly taking John's hat off, clearing his HRV by inches. Peter put that one away and reached for his old faithful, and it responded well after a few test flights. With Mark Armour timing, Peter

missed a max on his first flight but maxed the rest. Panache is back! And the race was on. Peter was pretty lucky in his third flight because Kathy's magpie took a liking to his model and hammered it. It somehow managed to survive the onslaught and maxed the flight.

So, what was the status after three flights?

It was close! Malcolm and Des were sitting on three maxes each, with Ben two seconds behind. And Peter was 4 seconds ahead of John. This is why we all like E36. It's so often a close contest.

And then the rot set in. Malcolm launched a little too steep on his 4th flight, the transition stalled the model and a steep descent followed. It was so steep, he forgot to press the DT, and that put that model out for the day. Flying another Joulebox, good air

turned bad and so did his fortunes. Down in 69 seconds but he did manage a good max in his final flight. Des had also surrendered his lead with two poor final flights, no doubt affected by the lost keys drama.

Ben and John got on with the job, both putting up a couple more maxes and Team Lewis had podium finishes. Ben unfortunately lost his model in the final flight but it's all about winning and the model had served him well. He's already dreaming of a replacement for next year.

Peter split the Lewises, snatching second place from John who was just 4 seconds behind him. It was a gap then to Malcolm in fourth place with Des a scant 3 seconds in arrears. Poor Kathy struggled home in last place. But Kathy's starting to like the new way of launching, so she may be a contender for next year's event.



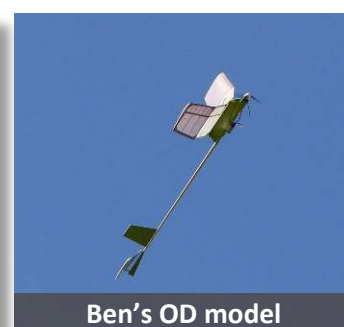
Malcolm's Hot Ticket



Kathy's Joulebox III



John's OD "Spectrum"



Ben's OD model

E36 Results 2024

| | Name | Rd 1 | Rd 2 | Rd 3 | Rd 4 | Rd 5 | Total |
|---|------------------|-------------|------|------|------|------|-------|
| 1 | Ben Lewis | 120 | 120 | 118 | 120 | 120 | 598 |
| 2 | Peter Nash | 104 | 120 | 120 | 120 | 120 | 584 |
| 3 | John Lewis | 100 | 120 | 120 | 120 | 120 | 580 |
| 4 | Malcolm Campbell | 120 | 120 | 120 | 69 | 120 | 549 |
| 5 | Des Slattery | 120 | 120 | 120 | 100 | 86 | 546 |
| 6 | Kathy Burford | 70 | 88 | 119 | 101 | 36 | 414 |
| | Ron Munden | Did not Fly | | | | | - |

E36 State Champs results over the 6 years it has been run

| | 2019 St Chs (10 flew) | 2020 St Chs (7 flew) | 2021 St Chs (8 flew) | 2022 St Chs (9 flew) | 2023 St Chs (6 flew) | 2024 St Chs (6 flew) |
|---|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 1 | K Burford | B Lewis | B Lewis | J Lewis | M Campbell | B Lewis |
| 2 | M Campbell | M Campbell | M Campbell | M Campbell | B Lewis | P Nash |
| 3 | B Taylor | P Nash | J Lewis | B Lewis | D Slattery/P Nash | J Lewis |

Mini Maxout

West Wyalong 27th and 28th July 2024

Photos and story by NSWFFS



The number of flyers this year was very disappointing. What were the reasons?

- Going to be too cold
- Moving house
- Too far to go for a weekend
- Something else on
- Wife won't let me.

Those of us that did attend enjoyed the very best weather you could possibly get. The Friday and Saturday slotted in between two cold fronts and was just perfect. It was super flying weather. Flying two or three

events with five flights each was no problem. Maxes were easy to come by and retrievals were super short.

Rob Walker from Temora knew it was going to rain on the Thursday before, so he went to the field on the Wednesday and spent all day on the slasher and mower making our flying sites just superb. Many thanks Rob.

As predicted, the weather for Sunday was correct, a cold snap (now called a polar blast) came through, so some left for home as there wasn't going to be any more flying. Even so it

was well worth the trip just for the two perfect days which we had between the fronts.

With only nine or ten flyers flying over six events it is hardly a competition. So, what happens next year? Will NSW want to run it again? Will they just go to the AB field for a social flying weekend? Perhaps a short email to Roy who will most likely produce the 2025 calendar saying you will be there or not would be a good idea, at least it would give NSWFFS some idea of what to expect.



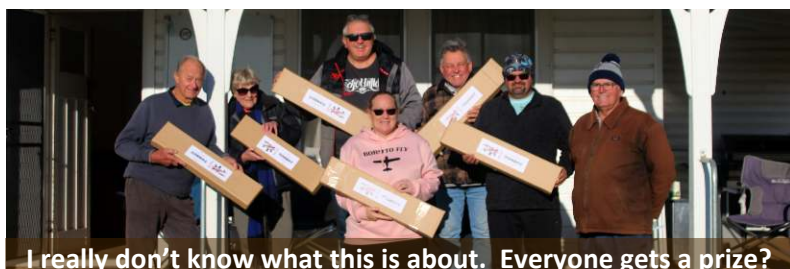
Mickey Towell has an F1J!



Roy Summersby has many



Warren Leadbeater with his trusty Dixielander



I really don't know what this is about. Everyone gets a prize?



Did the Victorians bring the weather?

USA National Free Flight Championship Muncie July 2024

Report and photos by Len Surtees



John Lorbiecki, Len Surtees, Chuck Powell, Jim Connery, Dorman Crawford, Dave Lindley and Don De Loach

My return to USA Nats did not start well, with my glider model box broken in transit from Brisbane to LAX. Two stainless steel latches were made useless by being twisted and broken and one end of the very strong plywood with timber backing end wall was split wide open. Net result being every competition glider either had stabs sheared off or fins crushed and wing edges damaged. There was also had a huge problem getting a connecting flight from LAX to Indiana as all flights had been cancelled due to a world wide Microsoft computer break down. I had to book a flight to Las Vegas and try my luck from there. Eventually I was placed on standby and as some one didn't turn up I made the flight, if not next option was to arrive at the one-week contest mid-week. I spent a whole day repairing gliders and then dealing with re-trimming. That's not the best way to start a National contest!

Now on a positive note, Jan Langelius a long-time glider friend again picked me up from the airport in Indiana, and it was about a one hour twenty minutes drive to Nat's flying field at Muncie. Jan also returned me to the airport at end of competition. A big thank you, Jan.

This year I stayed with top FF modeller Chuck Powell and wife Linda and fellow modeller Marty at Muncie field in a flash huge RV. I also hired a golf cart this year and although expensive was well worth the cost. I re-visited the AMA National aeromodelling museum which is located on the flying field opposite the AMA Administration complex. The museum is jaw dropping. I only wish in Australia that we had the resources to have a similar museum, although we do have a world class library second to none of all published aeromodelling magazines from USA, UK and Australia.

The weather was excellent over the 5 days of competition. I even caught up with some ex Aussies there. Allan Davies, a retired engineer from QLD, but now living in America bought 2 glider kits and helped time my flights along with words of encouragement. Thanks Allan.

This year due to lack of preparation and new gliders not fully competition-ready, my expectations were to participate, enjoy the company of like-minded enthusiasts, share knowledge and make new friendships as well as meeting long standing friends, some going back 30 years. My best effort

was 2nd in Old Time Hand Launched Glider (pre-1951) with Jan taking top spot and my friend Josh Finn in 3rd place. Last year I won the catapult event but this year ended up in the middle of the pack. Again those pesky ghost thermals proved my downfall. Never the less by next year I should have perfected my 15" CLG with a practical DT set up. My new high-aspect Predator made one glorious 2 minute max timed by Ken Bauer in HLG with 5 other flights hitting what I call ghost thermals, along with many other top pilots. There was a lot of interest in my new swept back wing TLG and I sold 5 kits there.

A #1 highlight for me was seeing Ken Bauer win OHLG. He also won the Nat's Indoor HLG 2 weeks earlier making it a rare double. And the #2 highlight was Steven Griggs, a young totally enthusiastic modeller, who approached me with my designed STING MK2 15" CLG. This was at the beginning of CLG event and he asked me to check the trim. I tossed it gently into its glide turn and I said looks OK to me. Shortly after I hear a shrill voice shouting to everyone present, "Look! It's over 200 feet and disappearing out of sight!" What excitement for the young pilot, I

yelled back "And what design is it?" Steve replied "A STING MK2 15" glider", much to the amusement of all. I'm currently fitting a super-simple DT set up on my 15" CLG as they can be lost in even mild thermals. Later that day I gave Steve a STING MK2 GLIDER hat, as it was the best flight of the contest.

Highlight #3 for me was being selected in the gang to wear the yellow T-shirt with some cutting-edge words printed not to be repeated here (see photo). Daniel Berry came up with the idea and supplied the T-shirts. Unfortunately Daniel could not attend this year due to health reasons but is keen to return next year.

Highlight #4 (you've been counting haven't you?) was having the opportunity to witness Bill Reuter and family flying CLG and HLG, their

enthusiasm was endless. I awarded Wes Reuter with the 2024 annual World-wide "Heave Ho" small glider contest perpetual trophy for HLG (javelin style launch) which Wes won back in April. Other past USA winners were Jim Buxton and the late Lee Hines along with UK and Australia pilots.

Highlight #5 was catching up with NFFS President Dave Lindley who I have met several times. Dave is the best in the business at promoting Free Flight aeromodelling, especially to school students. We can learn a lot from Dave and I hope the MAAA will get onboard for a national approach to promoting school students to get involved with a National school program such as Science Olympia which is so successful in USA.



Wes Reuter 2024 winner Heave Ho CLG

If health and money allows, I will return next year, better prepared and again experience the world class flying facilities and comradeship of fellow modellers at the AMA and NFFS Nationals.



Jan Langelius, Len Surtees and Bob Langelius



Chuck Powell, Len Surtees, Marty & Linda Powell

stingmk2gliders.com sponsored great glider kits for outdoor CLG, HLG and TLG for Juniors and Adults. Indoor kits were sponsored by J & H Aerospace.

I look forward to again running the Heave Ho event next year and hope the UK and Europe flyers also "have a go" in this low key fun event held over April each year. All past winners for perpetual trophy are from Australia, USA and one time UK. NZ have dominated the outdoor CLG event and indoor events. To see the Heave Ho rules, check out my web site at Stingmk2gliders.com

Len Surtees

He Came!

By Stan Buddenbohm

Len Surtees was a great addition to our US Nationals once again. Len was very inspiring in the HLG event. He used his new high aspect ratio design, "Predator", to throw considerably higher than last year!

Len is a great example, showing that we do not have to diminish as we age. It is a long hard trip, but we hope he can come back next year.

Construction Corner

Roy Summersby is at it again!



Satellite 788 - GLH (Go Like Hell)

Roy what have you done? Don't blame me it's all Dave Shackelford's fault. Why, what's he got to do with you building that great monster? Well, when we were on the AB field in June Dave had a large model and was talking to Andrew about large models. He told Andrew he had a Satellite 788 kit to sell. Andrew bought the kit and being an old classic model, I should have built one many years ago. Andrew had the plan copied for me and I was into it.

It's not a complicated model to build, just a big Dixielander, with an elliptical wing and stab. Most of the time is spent selecting the right balsa from the shelf. There are many variations of the Satellite in both size and construction. This one is the 788 plan, maybe I should have given a bit more thought about it and gone with the geodetic version or a slightly bigger one like the 100 0sq inch.

Too late for that now. In no time it was rolling of the building board. I have covered the wing and stab in laminating film and put model span over it. The wings have come out quite stiff, we will find out later if they are stiff enough.

What to use for thrust in the front, on the plan it shows a K&B 40 rear induction. I have one of those but what about an OS 40 Rear, I have one of those too. I used one for many years, they are a great engine. But then the Nelson in



Sarah is also a great engine so why not go the full nine yards and use a Nelson 40 pylon engine. Not the piped super pylon engine but the tamer pylon engine, if there is such a thing. Front induction, lighter, heaps more power than the K&B or OS. Yes, that's the plan, I'll run with that.

The model is now in the finishing stages, Nelson installed, Sidus timer with RDT, should be lots of fun.

Roy Summersby



More toys out of the Anna Bay Workshop

WAZZA's Dixielander

My new Dixielander built from the excellent Ray Harvey laser cut kit has been glide tested but not flown yet due to a blown glow head. I am waiting for these to arrive, then I will be ready to test fly. Apart from that I'm all ready for the "65 Years of the Dixielander" event being held over the weekend in October of the Wings Over West Wyalong meet, held on 18th to 20th October. FYI, the Temora "Warbirds Down Under" Airshow is also on this weekend so we might get to see some warbirds in the air as well if we're lucky!



Powered by a Cox Tee Dee .15 Special on suction with a Massimo F1J electronic timer and a Ray Harvey Timer faceplate, this one should make Wazza smile!



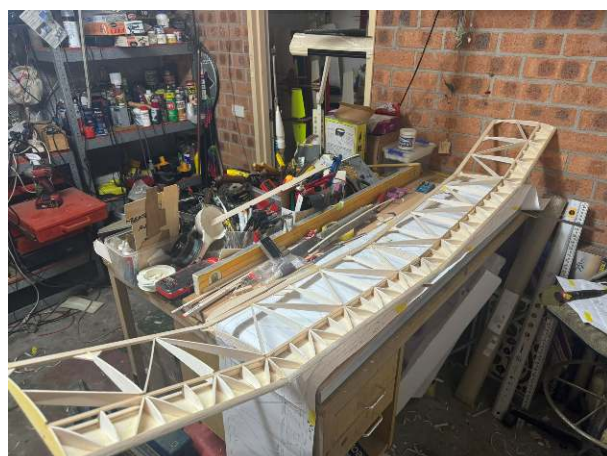
Another secret weapon set to shake the ground near you. It's Wazza's Super Pearl 732. It's Nelson powered.

Who's the Lucky Boy then?

I have been losing weight and exercising more, but three days of walking at Narrandera this year wore me out. I decided I have to get a retrieval bike, but due to my weight still being more than 120 kg I am still too heavy for a lot of ebikes recommended max load.

I found this one that has front and rear suspension and a max capacity of 180 kg. She's a beauty and can go 100 km on a full charge and can do about 55 kph top speed. I'm loving it! Here I am on my first retrieval at the Mid Winter Mini Maxout.

Photo courtesy Lee Morgan



Getting the best from your Mills .75

Report by Maris Dislers



A Good Mills .75

How do you get a good Mills .75? Buy a Redfin 049 or SAM 75 or MP Jet Classic 040. Not fair, I hear you say, as they're latter-day takes on classic design elements. Of the originals/reproductions, the Taipan Doonside and Irvine ones were of consistent quality and good performance. British originals generally good for starting, but power output could vary considerably. Owing to haphazardly drilled intake/transfer port locations and the very critical fit between hardened steel piston and cylinder for top performance. Anyone seeking maximum power or fuel economy from a Cox 049 will know that. For example, 6,300 – 6,700 RPM with 8x4 propeller is not uncommon, while close to 8,000 comes from a good one. Any Russian Mills that Ivor F personally tested and sold under his Doonside brand also a good bet.

Further down the list, CS Boddo/NAVO .75 (the one that really does look like a Mills) can be very good. Russian ones with steel/iron assembly have coarsely finished piston fitted tight in cylinder. Will come good with extended running in, or a lick of the lap. ABC versions perhaps best avoided. Aurora K Mills, made in India, demonstrate the ability of the design to at least run despite sometimes alarmingly relaxed tolerances. Initially cheap, we'd buy a handful and shuffle the parts to come up with a good one, some that were OK and a pile of "spares". Yet they can start and run as well as the best of them. Later examples with black crankcase are more likely to be of good quality.

For FF Scramble work, power output is secondary. When the ability to set the engine for just the right RPM needed and maintain that through to the last drop is as important as the hoped-for first flick restarting. Piston to cylinder fit is critical for starting, and eliminating air leaks pays dividends overall. Good back plate gasket (obviously), good fits of cylinder in crankcase and crankshaft in bearing a must. A few coats of dope on the lower cylinder OD can eliminate loss of primary compression via crankcase exhaust/intake openings. A little balsa cement around the screw threads of the P.75 style carburettor assembly is a good precaution. Fresh fuel pick up tube. Replace the needle spring with a slightly compressed length of neoprene tubing. Even so, some have better suction than others. Will yours maintain the desired RPM throughout the fuel level change to the last drop?

How to improve yours

There's one easy modification that will improve running consistency of any Mills .75, any maker. They all have a very generous 1/8 inch ID venturi intake throat, intersected by the thin mixture needle, for the metering point at the lower edge of the throat. Effective choke area around 5.4 square mm is partly justified by the piston-controlled intake design. Crankcase pressure is significantly lower than atmospheric when the intake port eventually opens (around 130 degrees after bottom dead centre). You get a short, rapid air intake. Typical rotary valve designs opening at around 45 to 60 degrees after BDC have a lower pressure differential, but

extended duration. That needs a slightly smaller choke area for adequate intake air velocity/suction effect.

Yet the Redfin and MP Jet Classic, with 3.3 sq mm and 2.4 sq mm effective choke areas respectively, produce very good power and lack the known iffy suction associated with typical Mills .75s. Stan Pilgrim found an answer with the Doonside Mills by drilling the pickup tube and inserting a length of K&S 1/16 OD tubing. So that it extends midway into the venturi throat. Reduced choke area and fuel metering at the tube's tip then at the ideal position. Pickup tube in the Aurora K Mills is too skinny for that modification. I haven't checked the other alternatives.

Almost as good is to insert a short length of tubing upstream of the needle position. The reduced internal diameter speeds airflow past the needle position to provide more reliable suction. Although the actual metering point is now not in direct airflow, it works. If the insert terminates somewhat short of the needle, airflow still easily flows past the needle restriction. You get improved suction without power loss.

To make the insert, first flare the end of 1/8 inch OD K&S metal tubing (aluminium, copper or brass) to provide a friction fit in the venturi. I use a tapered nail punch and hammer for that job. Cut it to 1/8" long (no more) and push into position (unflared end first) with the next size up drill bit's butt end. Just so it goes in and not all the way to the needle position. You now have a working intake throat of 3/32 inch diameter or 4.4 square mm.

Better still, make your insert from the plastic ink tube found inside any ball point pen. It has 3mm outside diameter and 2mm inside diameter. Use a hair dryer to soften the tubing for flaring. Effective choke area is then 3.1 square mm. In our testing, perhaps a little more power with 8x4 propeller owing to more consistent mixture adjustment. And maybe a few hundred RPM down near the peak BHP zone. That probably only matters in SAM 1788 Keil Kraft Champ Speed contests. The big improvement comes at easy mid-range settings around 5,000 RPM, where most Mills .75s are operated. You'll like the change. If not, push out the insert from the downstream end with a 1/8 inch drill and revert to the authentic Mills experience.

Fuel

Mills .75s will run on just about any fuel containing enough ether. Fanciful etherless fuels using lighter fluid or other substitute are a sure way of causing damage and must never be used. British Mills engines have internal fits tailored for the original blue-label Mills fuel's mineral oil lubricant. Any well fitted alternative will also run best with a mineral oil fuel using straight

SAE 50 grade oil, such as Aeroshell 100 or one specifically made for classic American V-twin motorcycles. Klotz make a straight SAE 50 if you prefer the smell of burnt synthetic oil. Mineral oil has less viscous drag than fuel with castor oil, so you get a little more power and easier hand starting with plain crankshaft bearing engines. Much easier clean up. Kind to nitrate dope and similar paint finishes.

The thicker oil film from castor oil is only needed if piston/cylinder fit is not good. Although its gumming up ability during prolonged storage can clog leak points that have not been otherwise addressed. Along with blocked cylinder ports, fuel jet hole/tube and stuck contra piston. Which really add to the fun on a cold morning.

Synthetic model engine oils and typical 2-stroke oils won't harm a Mills but their oil film is likely too thin for a good compression seal. Ditto modern multi-grade motor oils, which are specifically formulated to be thin at ambient temperature (and contain undesirable additives not intended to go into a combustion chamber).

Equal parts oil-ether-kerosene works very well in a Mills. Some prefer a little more ether, say 40%, for supposed easier starting. I've not been able to prove that, but even higher ether amounts do give detonation trouble. Mills .75s tolerate straight fuel at lower speeds well. Indeed, it's cool running is an asset when heat loss is hampered by an air gap between cylinder and cooling fins. But "gravelly" running when seeking a full power setting indicates a need for ignition improver. Amsoil Cetane Boost is readily available, inexpensive and effective. Improves starting, smoother running and allows for peak power to be achieved. You don't need much. Limit it to 0.8%, or perhaps try 0.5% for the desirable characteristic of not changing RPM as it warms up on a Scramble setting. Typical commercial fuels with 1.5% or more ignition improver need adequate warm up time before final adjustments and the engine tends to run hot when larger propellers are fitted.

MARIS DISLERS



NFFS

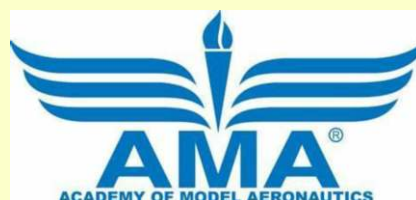
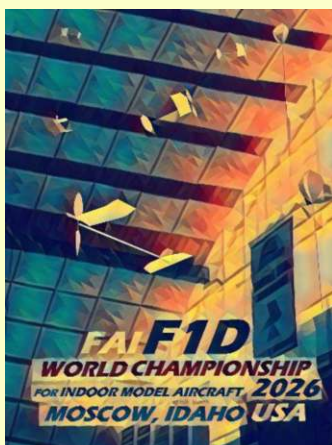
NATIONAL FREE FLIGHT SOCIETY

DEDICATED TO THE INTEREST OF FREE FLIGHT AEROMODELING

YOU ARE INVITED

FAI F1D World Championships

June 14-19, 2026



As you may know, The United States has been awarded the bid to host the 2026 F1D Indoor World Championships at the Kibbie Dome in Moscow, Idaho. This will be the 30th anniversary of the last time the World Championships were held at this spectacular (43 Meter) venue and we are very excited to host.

Over the last few cycles, we have had some countries unable to participate due to timing, so we want to get you the dates early so you can begin your planning accordingly. Additionally, we would like for every country to take this as an opportunity to get some Junior competitors mentored and ready to compete for the title Junior F1D World Champion.

We are still in the very early planning stages, but it is our intention to offer some financial incentives for countries that bring Junior pilots to compete. We are still two years out from this event, so there is plenty of time for you to prepare both adult and junior competitors to come compete with the World's best, share in time with your fellow competitors and learn.

Sincerely,

David Lindley

NFFS President

AFFILIATED WITH THE ACADEMY OF MODEL AERONAUTICS

A BACKWARD GLANCE Narrandera 2021

I know, what happened to 2020? Hint: COVID.

It was nearly the end of the big COVID scare and people were travelling again, but there were no overseas visitors, just a small bunch of happy Aussies.



Vin Morgan's Deuzio



Terry Bond, back in F1C



Craig Hemsworth in F1B



Malcolm gets an MAAA Service Award



Roy Summersby launching for Albert Fathers



Roy launches for himself



Mickey Towell's Dixielander



Our Bruce in F1B



Leigh Morgan launches for hubby Vin, Craig watching



Winners are grinners. Harry seemed happy to win the Big One

Scale over West Wyalong
18th - 20th October 2024
ADRIAN BRYANT FIELD
1390 Clear Ridge Rd West Wyalong

- All types of scale models are welcome (RC, CL and FF)
- If it looks sort of scale come fly it (including foam and profile models)
- If you own a pulse jet it's a must to bring it!
- Prizes will be awarded
- Big function organised for the Saturday night.
- Camping available on site \$10 per night.
- Contact Roy for catering and to secure your spot.
- A field will be allocated for those wanting to fly non scale Free Flight.



Contact: Roy Summersby
 SMS: 0413 588 720
 Email: roydi123@optusnet.com.au

NSW FREE FLIGHT SOCIETY NSW Free Flight Society Inc.

65 years of Dixielanders
 1959 TO 2024
 October 19th to 20th 2024

See you there!
 AB Field West Wyalong
 1390 Clear Ridge Rd
 West Wyalong NSW
 For more information contact Roy Summersby



Dixielander competition

- * 10 flights over 2 days
- * 10 sec motor run
- * 3 min max
- * great prizes
- * FF, CL & RC Fun flying
- * Camping available \$10 per night
- * full amenities & camp kitchen



Two meetings in one at West Wyalong in October!

These are the correct dates as they were moved forward a week from the previous calendar listing.



Just in time for Christmas!



| | |
|--|--|
| <p>Contact Details Alex.phinn@talktalk.net www.royffsummersby.com +44 7859 275942 <i>A Small Reproduction Diesel Engine</i></p> <p>Redfin Micro B</p>  | <p>Contact Details Alex.phinn@talktalk.net www.royffsummersby.com +44 7859 275942 <i>A Small Reproduction Diesel Engine</i></p> <p>Redfin Mini B</p>  |
| <p>Contact Details Alex.phinn@talktalk.net www.royffsummersby.com +44 7859 275942 <i>A Special Reproduction Diesel Engine</i></p> <p>SuperRacer <i>Limited Edition</i></p>  | <p>Contact Details Alex.phinn@talktalk.net www.royffsummersby.com +44 7859 275942 <i>A Special Reproduction Diesel Engine</i></p> <p>Blue Streak <i>A Limited Edition Engine</i></p>  |

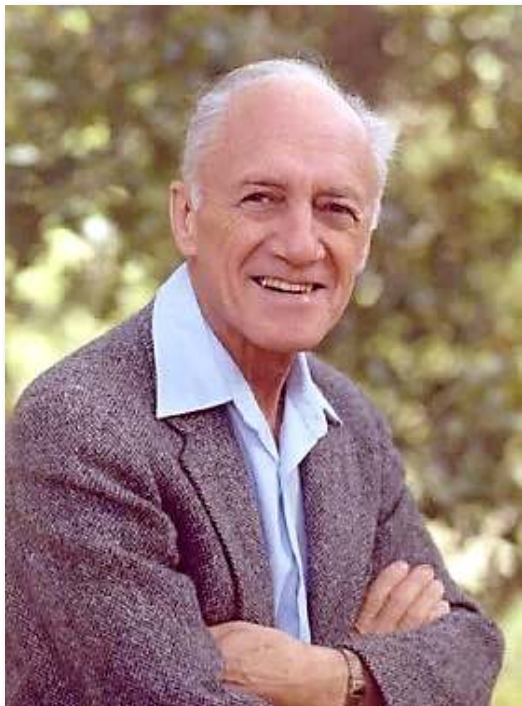
New in Box engines for sale

NSWFFS have just 7 engines left. These are the Alex Finn mini engines which we have been importing some time. All have been made in Ukraine. When these few are gone there will be no more in the foreseeable future. There are 2 Super Racers .6, 1 Mini B.35, 1 Mini Bee.05 and 3 Blue Streaks .6 (styled on the Rivers 2.5) All are the same price \$260 each.

Contact Roy on 0413 588 720

Carl Goldberg

A brief essay by Mike Pettigrew



Carl Goldberg is a big name in aeromodelling and he deserves significant praise for his achievements in model design, his innovative approach to modelling generally and his dedication to the hobby of aeromodelling, as our sport was known back in Carl's early days.

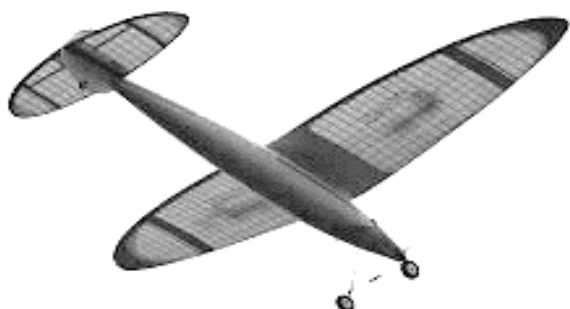
Timewise, Carl was close behind Maxwell Basset as aeromodelling gained prominence in the 1930's in America, he jumped on the bandwagon, so to speak, and soon became the leader of the second group of powerful figures in this sport and he remained so over a period of many years.

Such is his contribution that I think it a worthwhile task to write a bit about Carl Goldberg as he was certainly a significant pioneer in our sport, just as much as those I've written about previously. Each of these pioneering modellers did much for the hobby of model aircraft flying when it was in its infancy, and each of them led the way bit by bit towards the sport we know today.

So, let's go back to the start.....

Carl Goldberg was born in New York on October 27, 1912, and he built his first model airplane at the age of 13, but it didn't fly at all well, so his model aircraft endeavours ground to a halt for a while although he did manage to get a single propeller pusher model to fly a short distance some time in 1927. A year later, in 1928, Carl attended the Nationals and competed in an indoor event in which he came second. He was fascinated by the indoor models that looked so fragile yet graceful, and he soon embarked on a rapid learning curve to know as much as possible about these lightweight machines and did it very successfully because by the time the 1935 Nationals came around, he entered and won the open class "C" event with a duration of 23 minutes 29.3 seconds. An impressive effort I would suggest.

In the early 1930's Carl enrolled in university and to support himself, he started selling Microfilm solution, rubber and rubber lubricant to indoor flyers. He wasn't making enough money however, and what money he did have, he spent on model supplies for his own use, so in 1934-35 Carl dropped out of university and moved to Chicago where he opened a hobby shop. He still, however, spent most of his time building and flying model aircraft and this was the period in which Carl designed and built the famous Valkyrie.



To this day, the Valkyrie is a picture of absolute elegance and one wonders what prompted Carl to design a model like that! But if we stop and think about the fact that Carl came from a background of indoor flying with microfilm models along the lines of what we now know as F1D, you could argue that the Valkyrie is a lightweight outdoor model with leanings towards being a "floater" just like his indoor models. The Valkyrie was lightweight for its size but built to hopefully withstand the rough and tumble of outdoor flying in that era.

The Valkyrie first appeared in 1936 and was used by Carl in the 1937 nationals. It caused somewhat of a sensation because of how different it was and as a consequence had many people clamouring for plans of the model. Its plan was published in Air Trails, September 1938 edition.

With the Valkyrie, Carl turned power modelling in the US on its ear. Compared to the predominantly cabin style models generally being flown up to that point in what we would call power duration events such as Maxwell Bassett's Miss Philadelphia series, the Valkyrie was radical and it offered a revolution in performance.

When you look at photographs of the Valkyrie, particularly the almost transparent, see-through view of it as in the photo on the previous page, I for one, and probably many others like me, are inclined to say it's the sort of model we'd love to have just so we could sit and look at it, but we certainly wouldn't want to build it!

Whilst Carl didn't win the Nationals in that first visit with the Valkyrie because of various circumstances, he certainly made up for it later and he went on to enjoy significant success in all forms of aeromodelling over a period of many years.

Carl also had, as far back as 1930, developed the idea of polyhedral wings, which was a significant break-away from the straight dihedral layout in universal use at the time and most of his models subsequent to the Valkyrie often had the polyhedral wing style.

A later design of his, the Comet Zipper, which he designed a few years after the Valkyrie for the Comet Model Company, was said to be a revelation to those that saw it fly for the first time and is best described by one report written at the time as "*climbing like a helicopter, seemingly hanging on its propeller as it climbed in a vertical spiral to a height of over 600 feet*".

When seen on old home movies of that era, the Goldberg Zipper certainly had a spiral climb, but it wasn't exactly vertical; it was much the same as we would see on any spiral climb open power model of non-auto stab variety of the recent past – think Dixielander.....

In those days, I can understand that it would be a revelation and a sight to behold.

The spiral climb wasn't all Carl's own work we should point out, but he did much to develop the technique, and it became the standard climb of high performance power models for many years until VITs, flappers and folders came along.

Carl had worked out things like tip washout and twists in wings and understood the effect of a pylon although the pylon wasn't a Goldberg invention - he credits that to Alvin Anderson (not to be confused with Mel Anderson of Anderson Spitfire fame) but Carl became a leading exponent of the pylon model in the sense that he used that layout ahead of most others. His Zipper design also had an under cambered wing section and the wing was elliptical in planform plus it had his polyhedral configuration.

The Zipper style model led the way as free flight power slowly morphed into the multiple maximum flight time format and, incidentally, it was Carl Goldberg who argued the case for using dethermalisers to limit flight times rather than controlling engine run times.

The mid to late 1930's was the era in which free flight power can be said to have been "on its way", it was no longer a sub-class of rubber powered models. Remember that Maxwell Bassett had to compete against Wakefield models which were more highly developed at that stage than engine powered machines and it therefore took a lot of skill and perseverance to beat a Wakefield back in those days.

Incidentally, the 'Zipper' came about following a challenge by another flyer who bet Carl that he couldn't build and fly a '60-60' which was a 60" wingspan model with a .60 size motor in it. Carl did better by



turning up to the 1938 Nationals with a 46 inch span model sporting a .46 Dennymite motor. It flew of course, and it became the Zipper.....

Carl also flew models that weren't of his own design, and this leads us to another chapter in the life and career of Carl Goldberg.

After unsuccessfully trying to fly an aircraft designed by the Comet Model Company, he decided to voice his dissent. Carl wrote a letter to Comet complaining about their advertising claims saying that they weren't true and that the aircraft couldn't fly as long as the manufacturer had claimed. Louis Kapp, one of the three owners of Comet, paid Carl a visit at his model shop and basically said to him "Can you do any better?"

Louis left the shop with some of Carl's models, tested them, and wanted to sell them. From there, came a contract for Carl to work for Comet. It was signed in April of 1940 with a beginning salary of \$40 per week. It later increased to \$45 per week, and so Carl's career at Comet began, and in this time, amongst others, the Zipper, the Sailplane, Mercury and the rubber model called the Gull appeared and were kitted.



While working as chief designer at Comet, Carl met Beth, a secretary who was Louis Kapp's cousin, they met and fell in love and married.



During World War 2, Comet was the only company with the necessary design expertise to develop things that the Navy wanted, and this included a wind tunnel that Carl had designed, but Comet was more widely known for the production of kits that could be carved out as identification models of U.S. and foreign planes to be used in training. This later developed into Comet producing injection moulded versions as well and these were produced by the hundreds of thousands and issued to the US military around the world.

Carl worked for Comet for roughly five years before starting his own company with Mike Schlesinger and Sidney "Sid" Axelrod with whom he had worked at Comet. The company, American Hobby Specialties, was formed in 1945 and later became known as Top Flite Models. The company sold power model accessories including gas model propellers called 'Top Flite' and 'Power Prop', names many modellers would remember particularly radio flyers in the 1960's.



In 1955, Carl decided to break away from Top Flite to venture out on his own and start his own company with his wife. The company was called Carl Goldberg Models, and what he created while operating the business, is most

likely what made him a household name. In the beginning, Carl Goldberg Models sold a simple line of \$1 scale-like kits, mostly made of balsa.

Apparently Carl was reluctant to charge more than necessary for his products because he felt they should be obtainable for everyone, a position it is thought he adopted from his poor



upbringing resulting from his father leaving his mother when he was a 1-year-old, and she struggled to raise him on her own.

As the business developed, family had to help-out at busy times including chores such as packaging and mailing orders in the busy summer period, but it continued to grow, and it was this company that produced the Shoestring Stunter control line model and then the Falcon in 1962, the Senior Falcon, Eaglet, Eagle, Sky Tiger and Junior Tiger followed and there was, of course, the Viking, but there are far too many Goldberg models to list them all here.....

In 1976 Carl moved to California in semi-retirement but still maintained a heavy involvement in the running of the company and in the development of new products and this was the era in which the Gentle Lady glider came into being – a model well-known in the R/C gliding world.

By 1981 Carl had qualified for a full-sized glider pilot’s license but didn’t get to enjoy it much because he was suffering with heart problems resulting in him requiring open heart surgery. His heart surgery was carried-out in July 1981 and during the operation, he received a transfusion of 17 units of blood, but unbeknown to the people at the time, some of the blood was contaminated with the AIDS virus. This was in the era before the medical profession understood AIDS and before blood donor testing.

Carl’s health progressively declined as a result of him contracting AIDS, and he passed away on 21 January 1985. By that misfortune the world and aeromodelling in particular, had lost one of its greats. Carl was only 72 years old when he left us.....

oOo

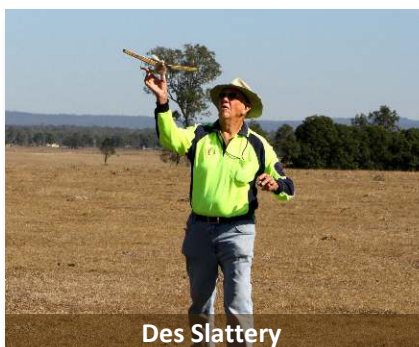
And now something else with the “feel good” vibe.

The BFFS always have a number of fun fly days organised on their flying calendar, one featuring power and others for rubber and glider. It encourages members to trot out some fun designs.

And then we had a FROGGY Day. Remember the Frog Junior and Senior series? They didn’t fly well when we built them as kids but our senior citizens have them sorted out. Here are a few in flight. John Lewis built one treble size and flew it as an electric RC

They were great days!

Malcolm Campbell



Des Slattery



Larry Brownlow



Brian Taylor



John Lewis



Part of the BFFS Squadron



Big Frog Widgeon, electric RC

JOKES PAGE



Mother-in-law came for dinner and said, "Why does the dog keep looking at me?" I said, "Because you're using his plate!"

Beware of a new Amazon scam. My husband ordered me some expensive jewelry, but motorcycle parts came instead. Thankfully they fit his bike...

We keep a potato masher in the drawer, because sometimes it's fun to not be able to open that drawer.



"Don't blame me. I was cleaning his cage and he flew up the pipe."

My wife yelled from upstairs and asked, "Do you ever get a shooting pain across your body, like someone's got a voodoo doll of you and they're stabbing it?"
I replied "No..."
She responded: "How about now?"

Not to brag, but I was alive when you could SLAM the phone down to hang up on someone. It was spectacular.



People often mistake me for an adult because of my age



"Buttercup recognized your car coming and ran off."

| NORMAL PEOPLE | CLIMATE DICKHEADS |
|--|-------------------------------|
| It's pissing down | Unprecedented rain bomb |
| it's freezing, must be winter | Unprecedented polar vortex |
| 32 degrees for 4 days - must be summer | Unprecedented deadly heatwave |



I saw you walking your dogs yesterday.

Oh, they're not my dogs, they're my sister's.



Your sisters are ugly.



Wow, I think you went too far with the plastic surgery!

Another 1 to add to me bucket list..
1: Buy four Pigs..
2: Paint 1, 2, 3 & 5 on their backs..
3: Let them loose in a shopping centre..
4: Sit back and laugh watching the security guards frantically searching for Number four..!! 😂😂

I never finish anything. I have a black belt in Partial Arts.



AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



2024-25 COMMITTEE MEMBERS AFFS INC

PRESIDENT

Mike Pettigrew: 0419 509 013
mike2.pettigrew@gmail.com



PUBLIC OFFICER

Shannon Tolmie: 0419 237 203
smtolmie@hotmail.com



VICE PRESIDENT

Shayne McDonald: 0428 805 724
shayne7@live.com.au



EDITOR –

Free Flight Down Under
 Malcolm Campbell (07) 3278 7164
actrain@ozemail.com.au



SECRETARY

Shannon Tolmie: 0419 237 203
smtolmie@hotmail.com



TREASURER

Gary Goodwin 0414 292 050
newlook3@gmail.com



SUGGESTED TOPICS FOR FUTURE EDITIONS OF FFDU:



WE NEED YOU!

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



DEADLINE 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.

We always need articles for each edition of Free Flight Down Under



Eastern Brown Snake



Red-bellied Black Snake

SNAKES ALIVE!

Nine Tips To Avoid Snakes

1. **Snakes don't hear noise** so if confronted by one you can alert others by sound without concern that it will increase aggression from the snake. However, *don't waive arms around or make sudden movements* which the snake could interpret as being hostile.
2. Research indicates that **90% of snake bites are to the ankle area** which is a good reason to wear gaiters. Some bites also occur to the hand so be very careful in picking things up in an area where you can't see what is on the ground.
3. If you are too close to walk around a snake and there is no escape path, **back away very slowly**.
4. Snakes don't lie in wait for people, and mostly **try to escape contact**.
5. A snake **can strike from any position** and may curl itself up slightly in preparation to strike to gain extra distance. If the snake's head is raised this may indicate that it feels threatened.
6. Snakes are **hard to identify** so don't try and catch the snake to ascertain whether they present a risk or not.
7. Step onto rather than over logs – a snake may be basking on the other side.
8. Be alert at all times when in the bush, especially in the early morning during the warmer months when snakes are more likely to be sunning themselves but are slow to react i.e. slide away from you
9. Avoid walking through long grass or reeds.

Reprinted from OurHikingBlog.com

Current treatments for Australian venomous snake bites, including sea snake bites

Pressure-immobilisation is recommended for all Australian venomous snake bites, including sea snakes. This technique was developed in the 1970's by Professor Struan Sutherland. Its purpose is to retard the movement of venom from the bite site into the circulation, thus "buying time" for the patient to reach medical care. Research with snake venom has shown that very little venom reaches the blood stream if firm pressure is applied over the bitten area and the limb is immobilised. Pressure-immobilisation was initially developed to treat snakebite, but it is also applicable to bites and stings by some other venomous creatures.

Take a pressure bandage with you when go out retrieving, and your phone. You should also have on you the GPS co-ordinates of your field entry gate and the name of the nearest road. And also know where others are on the field - look after each other.



BRISBANE FREE FLIGHT SOCIETY

2024 Flying Calendar



| Month | Date | Start | Events | Location |
|-----------|-------------------------|----------------------|---|--------------------------|
| February | Sat 3rd | 12-4pm | Bar-B-Que lunch & General Meeting | John's |
| | Sun 11th | 8-10am | Trimming Day & Fun Flying CANCELLED | Coominya |
| | Sun 25th | 8-11am | Club Day 2 Min Class models (3 flights) POSTPONED | Coominya |
| March | Sat 2nd | 3-6pm | Indoor - Delta Dart | BSHS |
| | Sun 10th | 8-2pm | F1H State Champs (5 flights) and E36 club event (3 flights) | Coominya |
| | Sun 24th | 8-2pm | Dale's Fun Day including P20 | Coominya |
| April | Sat 6th | 3-6pm | Indoor - EZB | BSHS |
| | Sun 7th | 8-12pm | Trimming / Reserve Day | Coominya |
| | Sun 21 st to | Sun 28 th | AFFS State Champs & Southern Cross Cup | Narrandera and W.Wyalong |
| May | Sun 5th | 8-12pm | F1G State Champs (5 flights) | Coominya |
| | Sat 11 th | 3-6pm | Indoor HLG/.CLG | BSHS |
| | Sun 19th | 8-12pm | Club Rubber model fun and testing day including Frog models | Coominya |
| | Sat 25th | 8-1pm | F1A State Champs (5 rounds, R1 240 secs) | Dalby |
| | Sun 26th | 8-1pm | F1B State Champs (5 rounds, R1 240 secs) | Dalby |
| June | Sat 1st | 8-1pm | Reserve F1A | Dalby |
| | Sun 2nd | 8-1pm | Reserve F1B | Dalby |
| | Sat 8th | 3-6pm | Indoor - Hanger Rat | BSHS |
| | Sun 16th | 8-1pm | Club Fun Day including P20 & ½ Hr Scramble | Coominya |
| | Sat 29 th | 12-4pm | Bar-B-Que & AGM | John's |
| July | Sat 13th | 3-6pm | Indoor - P18 | BSHS |
| | Sun 14th | 8-1pm | Scale State Champs & club testing | Coominya |
| | Sun 28th | 8-1pm | Club Power model fun and testing day including E36 | Coominya |
| August | Sun 11th | 8-1pm | Mini Power & QDP (3 flights) | Coominya |
| | Sun 25th | 8-1pm | E36 State Champs (5 flights) | Coominya |
| September | Sun 8 th | 8-1pm | P30 State Champs (3 flights) | Coominya |
| | Sat 14 th | 3-6pm | Indoor - Peanut Scale | BSHS |
| | Sun 15 th | 8-1pm | Reserve Day | Coominya |
| | Sun 22 nd | 8-1pm | F1J State Champs (5 flights) | Coominya |
| | Sun 29th | 8-1pm | Reserve Day | Coominya |
| October | Sun 13th | 8-1pm | Col's Vintage Rally, LSq/100 and No Frills Wakefield PLUS HLG, TLG & CLG State Champs | Coominya |
| | Sun 27th | 8-1pm | 100gm coupe and A1 Glider (each 3 flights) | Coominya |
| November | Sun 3rd | 8-1pm | Open Rubber State Champs & Club 2 min class (both 3 flights) | Coominya |
| | Sun 10th | 8-1pm | Reserve day | Coominya |
| | Sun 17 th | 8-1pm | Club Glider model fun and testing day including CLG & RC Gliders | Coominya |
| | Sat 30 th | 12-4pm | Xmas party and prize presentation | John's place |

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

2024 FREE FLIGHT CALENDAR

Ver 3 as at 10 August 2024

CONTACTS: John Lewis 07 3848 4280 Malcolm Campbell 07 3278 7164

* NSWFFS Contest & Fixture Calendar 2024 *

| Date | Event | Venue | Time | C/D |
|-----------------------------------|--|--|--|----------------------------------|
| Dec 28-4 th Jan | 73 rd Nationals see entry forms and program for details | W. Wyalong AB Field | | |
| Jan 14 | Combined %, ½ Hour Walking Scramble | Richmond | 8.00am | Roy Summersby |
| Jan 19 | General Meeting | Dundas Sport | 7.30pm | |
| Feb 4 | Combined F1 G, H, J, P30 + Scale Fun Fly | Richmond | 7:00am – 1:00pm | Peter Scott |
| Feb 18 | State Champs P30 & E36 + Comb Vint | Richmond | 7.00 – 1.00pm | Gary Pope |
| Mar 10 | State Champs Scramble & CG + CLG Combined % & Control Line, BBQ Lunch | Richmond BYO Food | 7.00am-1.00pm | Michael Towell |
| Mar 15 | General Meeting | Dundas Sport | 7.30 pm | |
| Apr 21-24 | AFFS Champs See FFDU Program S C Cup for F1A, B, C | Narrandera | See FFDU | |
| Apr 26-28 | AFFS continued at WW on 26th Combined Vintage, E36, F1 G, H, J, P30 & Combined %, HLG/CLG/TLG See FFDU Program Evening Presentation Dinner | W Wyalong Farm House | 8.00am-1.00pm See FFDU 6.00 PM | |
| May 5 | E36 + Combined Vintage | Richmond | | Aaron Booth |
| May 24 | General Meeting | Dundas Sport | 7.30pm | |
| June 1-3 | 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 | See separate program for details |
| June 16 | State Champs F1G, H, J + E36 | Richmond | 7.00am-1.00pm | Roy Summersby |
| July 5-7 Flying 6th & 7th July | Scale Rally, + Trans Tasman, Scale Judging Fri 5 th , 6 th & 7 th Flying. Sun 7 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch | Richmond Sunday BYO Food & Drink | 7.00am till dark Trans Tasman | Phil Warren |
| July 19 | General Meeting | Dundas Sport | 7.30 pm | |
| July 27-28 | Midwinter Mini Maxout 2 Min Max Models See separate program | West Wyalong AB Field | 8.00am- 2.00pm | Shayne McDonald |
| Aug 11 | Scale Rally, P 30, Combined Vintage | Richmond | 7:00 – 1.00pm | R. Summersby |
| Aug 24-25 | Cowra Oily Hand Weekend | Cowra | | |
| Sep 15 | ½ Hour Walking Scramble + Fun Fly B-B-Q Lunch | Richmond BYO Food | 7:00am – 1:00pm | Terry Bond |
| Sep 20 | Annual General Meeting | Dundas Sport | 7:30 pm | |
| Sep 22 | Combined % 5 flights + E36 | Richmond | 7.00am - 1.00 | Peter Scott |
| Oct 6 | Combined % Multiple Entries | Richmond | 7:00am – 1:00 | Gary Goodwin |
| See Page XX | 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 10 | Scale Rally +Fun Fly | Richmond | 7:00am 1:00pm | Peter Jackson |
| Nov 15 | General meeting | Dundas Sport | 7.30 pm | |
| Nov 22 | Friday Xmas Party | Richmond | 7.00am - 1.00 | Terry |
| Dec 1 | ½ Hour Scramble. Combined Vintage with SAMS & Fun Fly. Christmas B-B -Q | Richmond BBQ Xmas | 7:00am – 1:00pm Lunch BYO | Aaron Booth FOOD |



Notes All scrambles start at 8.00am