

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 57 NUMBER 2

WINTER 2025

AFFS CHAMPS 2025

NSW STATE CHAMPS
& VIC STATE CHAMPS

BEAUTIFUL FOCKE WULF TA 152H
HANSA BRANDENBURG D1
NAT'S PINK STORY

HEAVE HO POSTAL RESULTS
BALSA GLIDERS AT WW



FRONT COVER: Roy Summersby had a very good time at the 2025 AFFS Champs. F1C was the biggest class of F1 model flying this year, and Roy was kept busy assisting his "disciples". There was always some excitement in the F1C camp, but generally they were pretty well behaved!

Free Flight Down Under

June 2025

Volume 57, Number 2

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

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CONTRIBUTORS

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Len Surtees
Terry Bond
Vin Morgan
Ian Haigh
Warren Leadbeater

THANK YOU!

Your name could also be here!



PRESIDENT'S REPORT



Carrying Forward a Lifelong Passion for Aeromodelling

I'm honoured to take over from Mike Pettigrew as President of the Australian Free Flight Society and would like to share a bit about my journey in aeromodelling—one that's been filled with balsa wood, fuel-stained fingers, good friends, and great memories.

I started building model aircraft when I was just 9 years old. At 10, I began flying, and my first Nationals was Camperdown, Victoria during Christmas/New Year 1976/77. I flew Open Rubber, A1 Sailplane, and Hand-Launched Glider, managing a proud 4th place in A1. We travelled with Barry Wilkinson and the Cooper family—Arthur, June, Tom and Julie. We stayed in the stables at the show ground, roamed around Camperdown, and lived off mushrooms on toast from the local milk bar—introduced to me by my

schoolmate and fellow flyer, Andrew Linwood.

Andrew, now Vice President of the AFFS, and I were inseparable during those years. We were members of Ivor F's Doonside Aeromodellers Club, spending our afternoons building models and our Saturdays flying 2.5cc foam-wing combat planes, 2.5cc A rat racers, and Cox .049-powered control line models at the local park.

But life, as it does, took us in different directions. Andrew moved to the Central Coast, and we lost touch. I shifted focus to off-road motorcycling, surfing and later began an electronics apprenticeship at Sydney Water. It was the 1980s—personal computers were just arriving, and the pub bands were unbeatable. I eventually met my wife Gail and in 1987 bought my first home—ironically, on the same street Andrew once lived, just down from Ivor F's club.

In the 1990s, I found my way back to model aircraft. I also dabbled in early internet bulletin boards and Postie bike racing, but it was flying that kept calling me back. Starting a family in the mid-90s shifted priorities, but once our kids were old enough, my wife and I introduced them to flying—both in local parks and at the NSW Free Flight field at Richmond.

That's when Andrew and I reconnected. His son Tom had taken an interest in model flying and quickly progressed to competing at world level in Control Line Combat. Our families became regulars at Nationals and State Championships, making memories while our kids developed skills, friendships, and independence.

As time passed and our children grew up and drifted into other interests, Andrew and I decided in 2013 to return to free flight and take on F1C. That decision reignited a passion that has carried us into another chapter of involvement in this incredible sport. Since then, we've travelled, competed, and given back where we can.

Taking on the presidency of the AFFS is a privilege. Free flight has been part of my life for nearly five decades, and I'm deeply committed to supporting its growth, encouraging the next generation, and honouring the traditions that make our community special.

I look forward to what we'll achieve together in the years ahead. See you on the field.

— **Warren Leadbeatter**

President, Australian Free Flight Society

FROM THE EDITOR



Sixteen years as Editor - murderers get a lesser sentence! I guess someone has to do it but this year I'd appreciate an effort from all of you with regular interesting articles. How about it?

Mike's stepping down has meant I will be running out of articles from him pretty soon. Yes, he did build up a backlog for me, bless his soul.

This year, the AFFS fields were the best they've been in ages, maybe 10 years for Narrandera, with short tufts of grass and a

relatively comfortable field to walk on. Electric bikes have made it easy for some, and the ability to drive down the fence lines has sped up recovery.

After five years, we have a new committee to bed in but I think that will come naturally as they are so enthusiastic.

I'm trying a new format for the newsletter too, reverting to a two column layout and larger photos. Let me know if you like it or want the old style back.

Malcolm Campbell

2025 AFFS Championships

Narrandera 27th to 30th April 2025

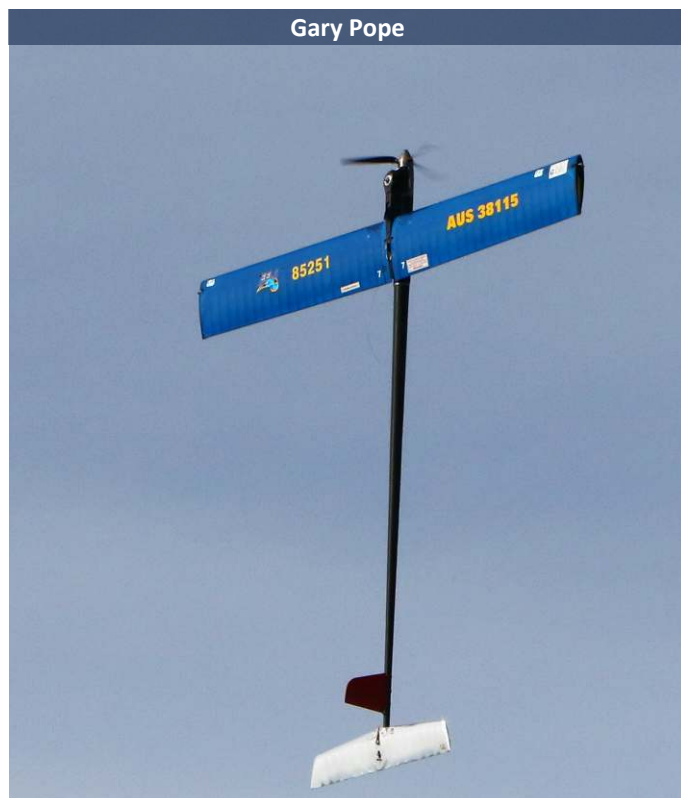
Report and photos by Malcolm Campbell

Entries, wind speed and grass were all in the low numbers for the 2025 AFFS Champs. At **Narrandera**, light conditions suited F1B and F1C flyers, and the F1A flyers elected to straight tow. Vehicles were once again able to drive the fence line roads, so with the grass at its shortest in over a decade, retrievals were easier and faster. Sadly, only two international flyers attended – Kiwi Dave Ackery and Yuan Gao from China.

The majority of the competitors stayed at the caravan park with others at Morundah accommodation. Yuan Gao stayed in town with Bruce Hao. My own fitness was compromised due to a hard fall on concrete I took three days before the Widgiewa Cup, affecting both my flying and photography – well that's my excuse.

A short sharp shower on Saturday night was concerning but it only dampened the dust. A few were at the field on Saturday and were impressed with the field condition. Kath cooked me a Thai Green Curry that night.

WIDGIEWA CUP I elected to fly one of the later rounds as I was in no shape to tow up or chase models. Weather was perfect (13° - 26° and 2 – 3 m/sec). There were only 3 competitors in **F1A**, 5 in F1B and 6 in F1C, considerably less



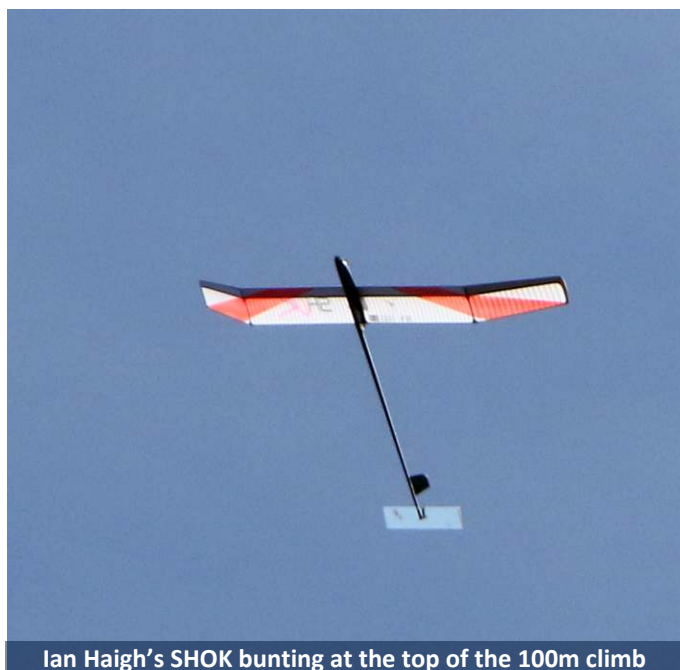
Gary Pope



Albert Fathers leans into his SHOK



Yuan Gao on the way up



Ian Haigh's SHOK bunting at the top of the 100m climb



Malcolm Campbell at the end of his long retrieve

than last year. The SHOKs of Albert and Ian revealed in the light conditions, maxing out for a morning FO with Albert winning by 18 secs. My single 3 min F1A flight went for about 15 mins, such was the strength of the thermal and a poor DT, flying out 5 km, and landing 3.2 km from launch point. The GPS made a difficult retrieval possible.

Dave Ackery missed the **F1B** FO by half a second and Richard Blackam won by 19 secs from Vin Morgan. There was a sea of red dots in **F1C** (27 out of a possible 30), the big models revealing in the calm conditions. The caravan park dwellers had a pleasant but dim BBQ that ended up in Vin and Roy's room. The park continues its decline, with poor lighting, holed fly screens and a BBQ setup that involved feeling our way there in the dark and then cooking by Braille. I got very close to leaving a review. Kathy and I inspected an adjoining motel that was nicer, and cheaper. Maybe next year? A 4-way F1C FO the next morning favoured Andrew Linwood with Roy Summersby second from Murray Wilson and Warren Leadbeatter.



Dave Ackery winds in the Widgiewa Cup



Andrew Linwood, timed by Warren Leadbeatter



Shayne MacDonald times for Dave Ackery



Disciple Murray watches The Master's launch



Albert Fathers' SHOK survived this "landing"

The **AFFS CHAMPS** were flown in similar conditions with slightly cooler light winds, blowing in the opposite direction to Sunday. I surprised myself by winning **F1A** 10 secs off a full score and well clear of Ian, with Albert electing to sit out the final 3 rounds (sore legs). Dave Ackery's bad luck in **F1B** followed him, missing the FO by two secs. Richard once again out-placed Vin by over a minute. **F1C** saw no FO, but some excitement. Gary Pope planted one close to where Albert was getting ready to launch for Ian. Roy had a massive overrun with damage and Murray Wilson's bunt misbehaved, doing substantial damage to his model. Or maybe that happened in the SCC? Eight of us went to the "Charlie's" restaurant in the Charles Sturt hotel - nice meal.

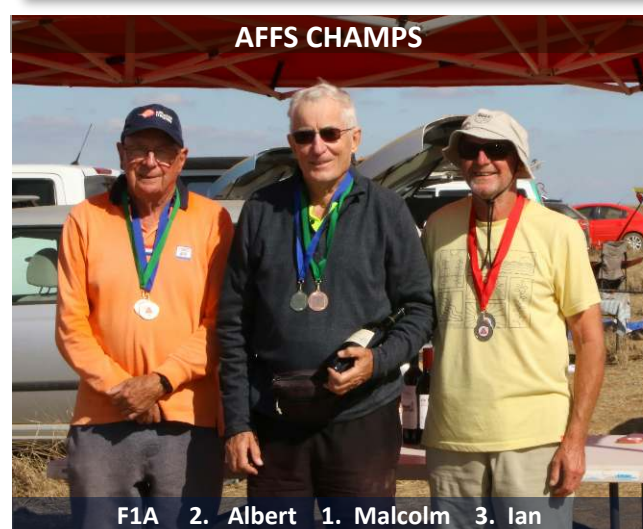
The **SOUTHERN CROSS CUP** was cooler again with a 90° wind shift. CD Shayne wisely elected to use the reserve day, with showers expected the following day. There were many red dots. Albert racked up a good **F1A** score and Ian

blotted his copy book, dropping 3 rounds. Malcolm put his 4th flight way past the drainage ditch and elected to fly another model in R5. As it turned out it was untrimmed (loose rudder line) so it pulled hard right on the tow and was down in 8 secs. Bruce Hao had an easy win in **F1B** with everyone else dropping one or more rounds. Terry Bond was on the podium in third place. **F1C** again had the biggest FO, with Roy's "disciples" trailing him home. Yuan Gao struck gold beating Roy by 17 secs. About 20 of us went to the Chinese restaurant for a delightful meal before going to the Services Club for the **AGM**, where the new committee was welcomed in. I can't remember where we went afterwards but six of us had a lively discussion in Richard's room, where a number of nice bottles were consumed. Or maybe that was the Wednesday night?

There was nothing much to do on the Wednesday so it was a relaxing day around town for many, and we started to pack for West Wyalong. Some left that day to get to West Wyalong early. We stayed on to enjoy a big Thursday breakfast with the Blackams, Pettigrews and Vin Morgan.



Some of the small crowd at the trophy presentation



AFFS 2025 RESULTS FROM NARRANDERA

Widgiewa Cup

Widgiewa Cup							Total	FO
F1A	1 Albert Fathers	240	180	180	180	180	960	202
	2 Ian Haigh	240	180	180	180	180	960	184
	3 Malcolm Campbell	0	0	0	180	0	180	
F1B	1 Richard Blackam	240	180	180	180	180	960	397
	2 Vin Morgan	240	180	180	180	180	960	378
	3 Dave Ackery	240	180	179	180	180	959	
	4 Bruce Hao	240	180	180	149	180	929	
	5 Terry Bond	2	0	0	0	0	2	
F1C	1 Andrew Linwood	240	180	180	180	180	960	369
	2 Roy Summersby	240	180	180	180	180	960	331
	3 Murray Wilson	240	180	180	180	180	960	294
	4 Warren Leadbeatter	240	180	180	180	180	960	255
	5 Yuan Gao	240	180	180	180	154	934	
	6 Gary Pope	226	180	180	180	153	919	

AFFS Champs

AFFS Champs							Total	FO
F1A	1 Malcolm Campbell	230	180	180	180	180	950	
	2 Ian Haigh	240	180	180	180	105	885	
	3 Albert Fathers	137	180	0	0	0	317	
F1B	1 Richard Blackam	240	180	180	180	180	960	413
	2 Vin Morgan	240	180	180	180	180	960	344
	3 Bruce Hao	240	180	178	180	180	958	
	4 Dave Ackery	190	180	180	180	150	880	
	5 Terry Bond	180	180	180	160	180	880	
F1C	1 Roy Summersby	240	180	180	180	180	960	
	2 Yuan Gao	240	180	179	180	180	959	
	3 Warren Leadbeatter	240	180	135	180	180	915	
	4 Gary Pope	229	180	180	180	137	906	
	5 Andrew Linwood	240	180	116	180	180	896	

Southern Cross Cup

Southern Cross Cup							Total	FO
F1A	1 Albert Fathers	240	148	180	180	180	928	
	2 Ian Haigh	240	180	163	103	119	805	
	3 Malcolm Campbell	240	140	180	180	8	748	
F1B	1 Bruce Hao	240	180	180	180	180	960	
	2 Vin Morgan	240	180	180	180	168	948	
	3 Terry Bond	240	180	180	138	180	918	
	4 Richard Blackam	240	180	180	96	180	876	
	5 Dave Ackery	213	180	180	180	120	873	
F1C	1 Yuan Gao	240	180	180	180	180	960	319
	2 Roy Summersby	240	180	180	180	180	960	302
	3 Murray Wilson	240	180	180	180	180	960	265
	4 Andrew Linwood	240	180	180	139	180	919	
	5 Warren Leadbeatter	240	180	180	180	125	905	
	6 Gary Pope	240	180	180	180	60	840	

2025 AFFS Championships

West Wyalong 2nd to 4th May 2025

Report and photos by Malcolm Campbell

Friday 2nd May

Combined Vintage, E36 and P30 were flown on the first day, in ideal conditions. A good mix of 5 vintage rubber and power models graced the sky, along with five P30s – only Vin maxed out. Not so in the popular E36 class, with nine flying and 4 making the fly off. Kathy Burford was 8 secs short of the FO. Mickey and Natalie took out the top two places after counting to five before launching – why did they do that? Because their timers were too hard to set to 5 seconds.



Professional Foul! Warren steps on Natalie's foot!



Terry Bond's P30

Saturday 3rd May

F1Js are always hard to beat in the **Combined Minis F1G/F1H and F1J** although Roy Summersby looked like being in a two-way FO with Vin Morgan, until Vin launched his Duezio without turning the beacon on! Two days of searching were fruitless - the model was lost. CD Shayne



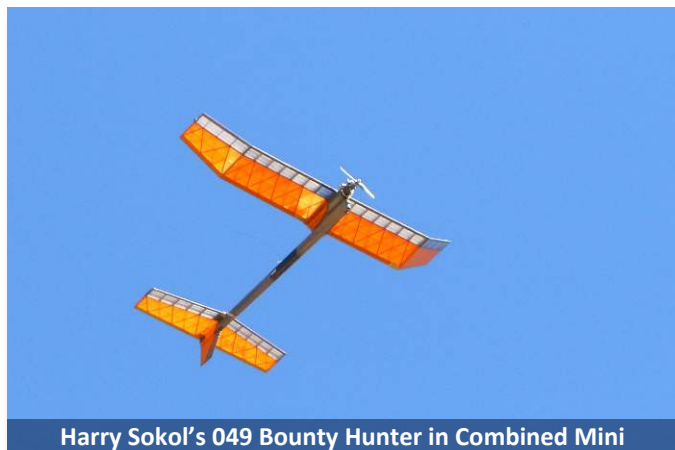
Vin Morgan bids "Adieu" to his beloved Deuzio



E36 winners 2. Natalie 1. Michael 3. Malcolm



Len Surtees works on his F1H launch



Harry Sokol's 049 Bounty Hunter in Combined Mini



Ian Haigh's P30 - really not that big, closer to the camera!



Three old timers - Peter, his motorbike and his Dixielander

moved the flight line to the north east corner when the wind looked like taking models over the farmhouse. We seemed to co-exist peacefully with the lambing ewes.

Combined % had six E36, two P30s, and 4 power models, resulting in a 6-way FO that included three E36s. It was another easy win for Roy's F1J well clear of Dave Shackelford's E36 and Terry Bond's P30. The powerhouse women's challenge failed to materialize when Natalie's E36



Andrew Linwood's Dixielander



Roy Summersby dominated Combined % with his F1J

DIXIELANDER DAY?



Ray Harvey



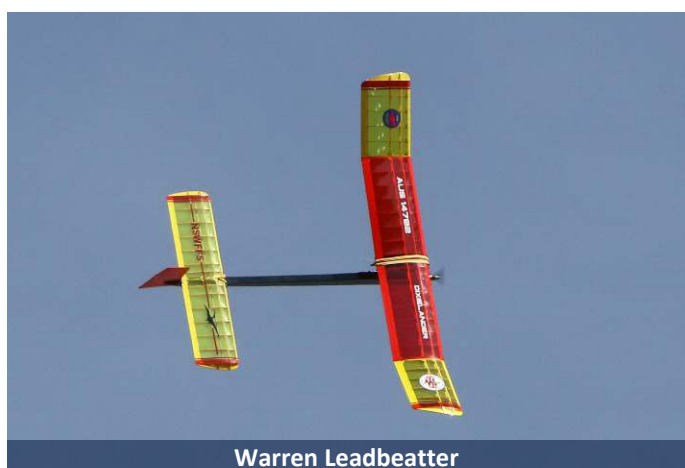
Warren Leadbeatter



Graham Maynard



Michael Towell



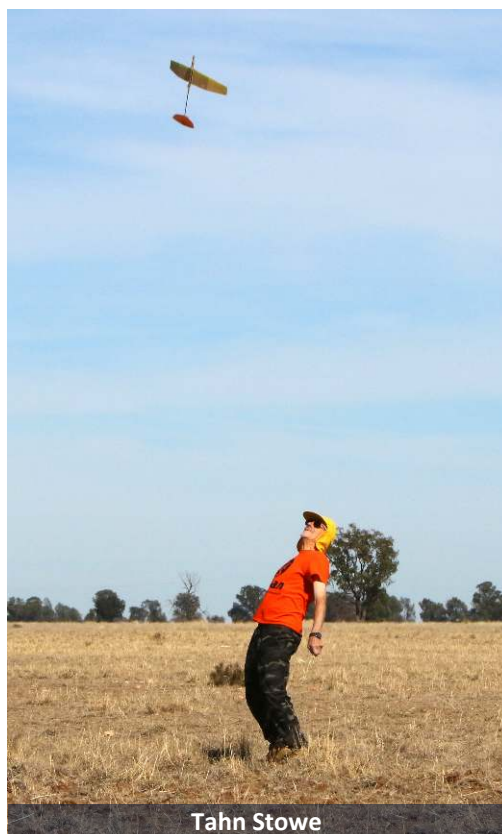
Warren Leadbeatter



Graham Maynard says Goodbye to his OS 19 Dixielander

went up and straight down, and Kathy's motor failed to fire in the cold weather.

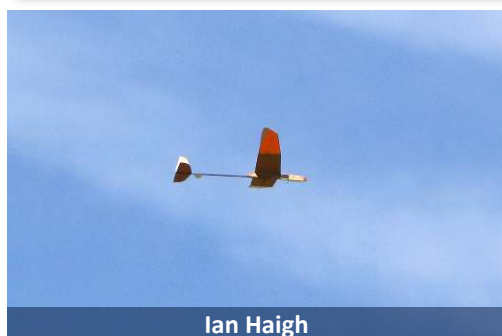
The 4 pm **Scramble** on the RC field was a bottle! Seven started the event, two had their motors fall off (Martin Williams and John Pennells) and Mickey Towell was streets ahead of Ian Haigh's fearsome OD model. Tahn had motor trouble at the start but the Carpet was beautifully trimmed and he put up some great flights, with suitably attired Abdul up front. Ian and Tahn were equal on fitness but Ian put in some good flights to finish half a minute ahead, and even managed to scale a tree for one retrieve! Terry Bond did very well too, retrieving for the full 60 minutes and



Tahn Stowe



David Shackelford



Ilan Haigh



Len Surtees launches, Owen Gilbert observes

Rob Walker picked up the pace when Dave Shackelford offered his services as a super fit retriever after his Carpet was retired. It was all in all a great event so I've devoted several pages to this distinctively Australian (/Kiwi) event. And thanks Tahn, for encouraging such a good attendance.

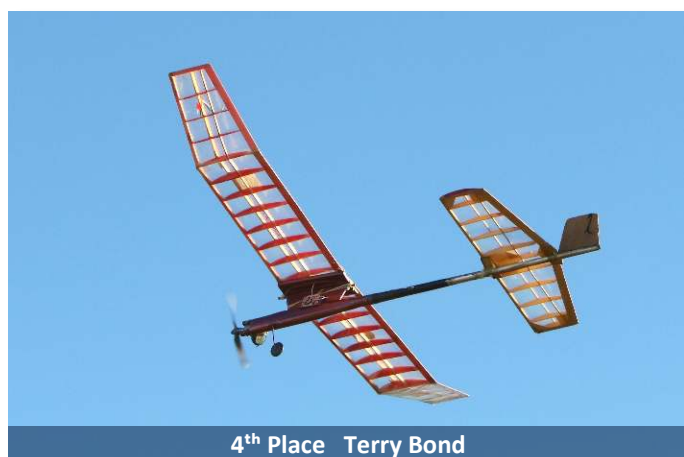
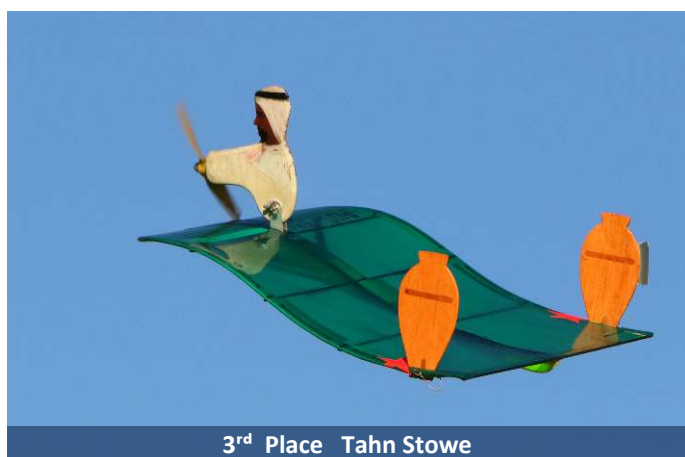
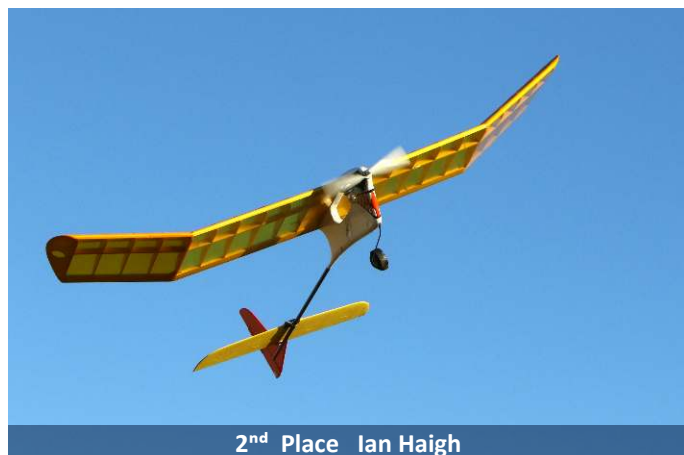
Sunday 4th May

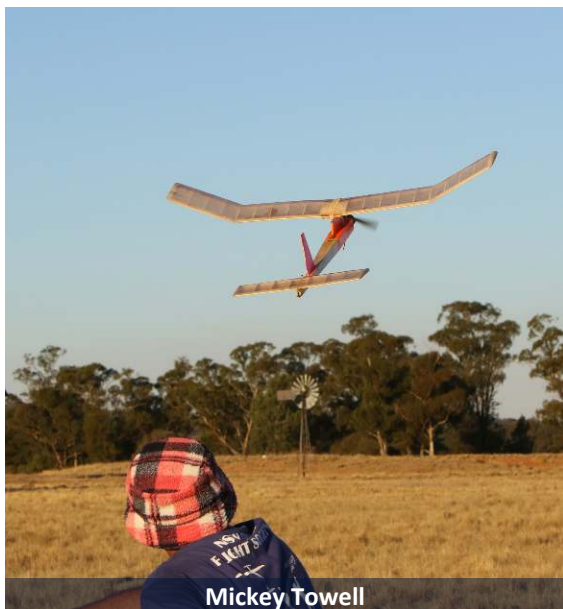
The kind weather remained for all the events which was good because little balsa gliders are hard to see in the grass. Len reigned supreme with great flights some almost too great (2 km successful retrieve). Ian Haigh was the only one to share triple digit scores with Len. With a little more trimming, Ian will be a real threat. Tahn Stowe and Dave Shackelford had a very close tussle with Tahn the eventual winner.



Peter Scott - another Dixielander

SCRAMBLE

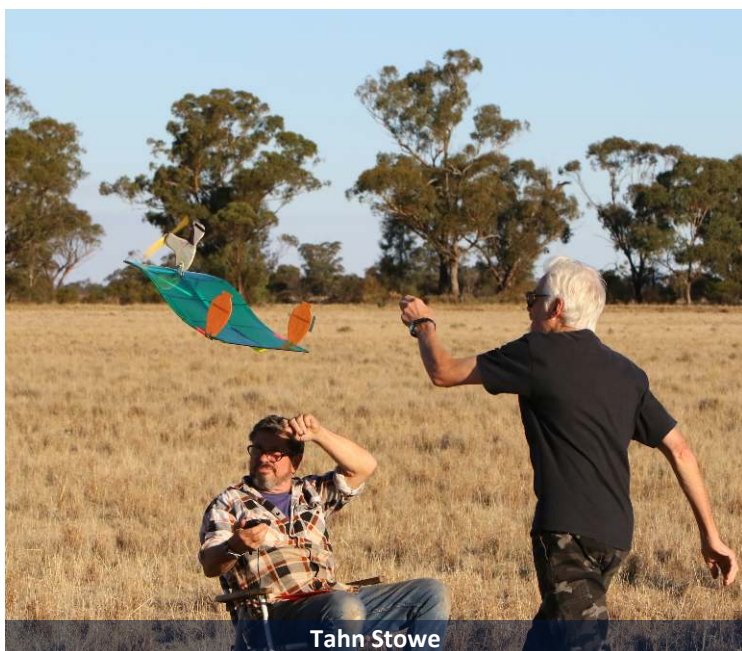




Mickey Towell



Ian Haigh



Tahn Stowe



Terry Bond



Robert Walker



First and second placegetters, Mickey and Ian



Cool Carpet Collector



Ian Haigh struts out, but what is the other fellow doing?



Tahn's Carpet attacks Ian Haigh's foot!



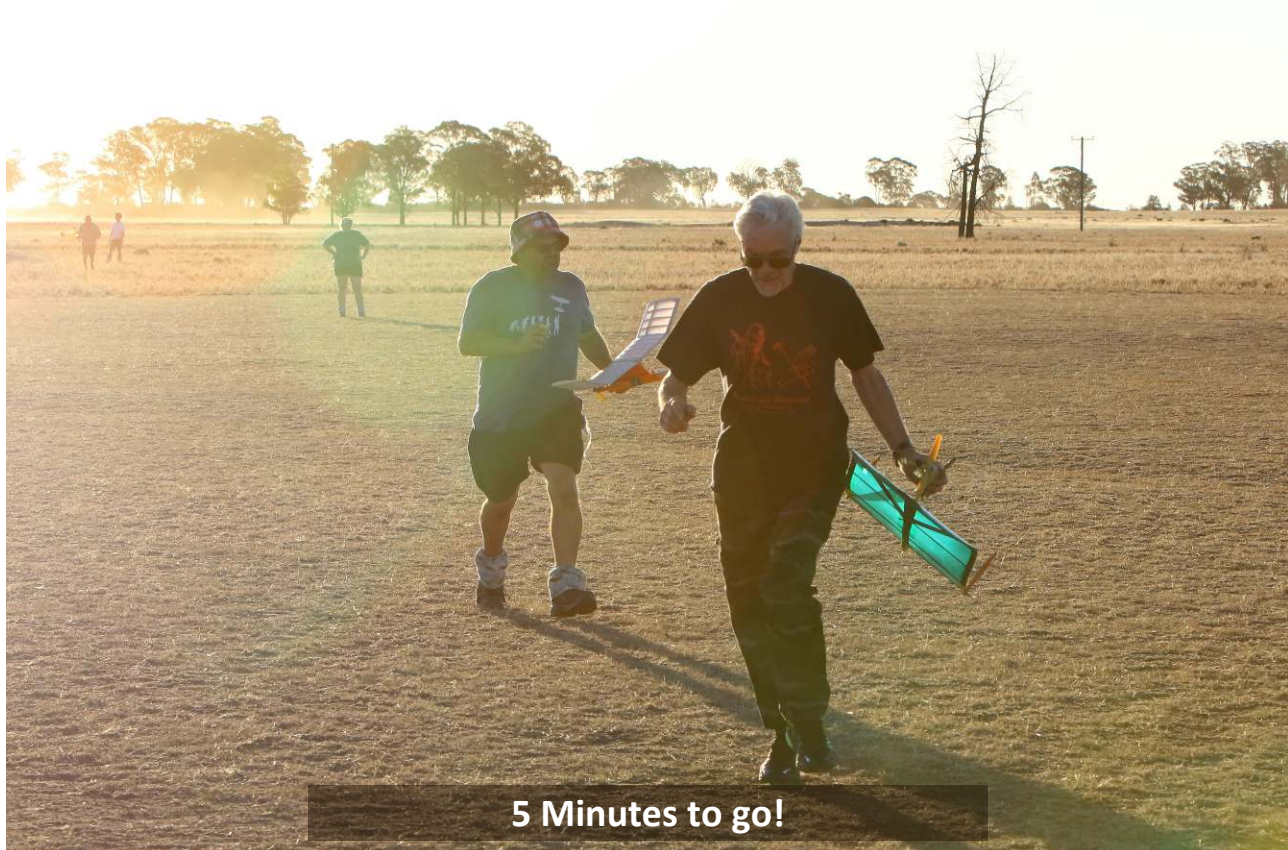
Tahn's Carpet cruises around expensive machinery



Handle like EGGS!



Terry Bond kept upright for the whole hour, shaken but not stirred





AFFS 2025 RESULTS FROM WEST WYALONG

Combined Vintage		Design	Year				Total
1	Peter Scott	Dream Weaver	1956	152	180	180	512
2	Ian Haigh	Lamb Climber	1941	180	144	161	485
3	Warren Leadbeatter	Stomper	953	180	180	121	481
4	Roy Summersby	Eliminator	1953	180	180	61	421
5	Terry Bond	Lanzo Stick	1940	85	0	0	85

Combined % Open						Total	FO
1	Roy Summersby	F1J	100	100	100	300	264
2	Dave Shackelford	E-36	100	100	100	300	120
3	Terry Bond	P-30	100	100	100	300	116
4	Ray Harvey	Open Power	100	100	100	300	101
5	Natalie Beckett	E-36	100	100	100	300	5
6	Kathy Burford	E-36	100	100	100	300	0
7	Malcolm Campbell	E-36	100	97	100	297	
8	Peter Scott	OZ Diesel	100	81	100	281	
9	Warren Leadbeatter	E-36	78	100	100	278	
10	Harry Sokol	½ A Power	76	100	100	276	
11	Mike Towell	E-36	55	65	100	220	
12	Martin Williams	Oz Diesel	100			100	
13	Ian Haigh	P-30	95			95	

P-30					Total
1	Vin Morgan	120	120	120	360
2	Terry Bond	111	100	120	331
3	Graham Maynard	120	120	88	328
4	Ian Haigh	120	120	40	280
5	Dave Ackery	70	70	0	140

Combined Mini, F1G, F1H, F1J						Total	High time
1	Roy Summersby	120	120	120	120	120	600 259
2	Ian Haigh	92	120	120	96	71	499
3	Harry Sokol	115	120	74	94	120	523
4	Vin Morgan	120	120	120	120		480 147
5	Len Surtees	120	99	120	86		425
6	Michael Towell	52	76	120	120	8	376

E-36					Total	FO
1	Michael Towell	120	120	120	360	120
2	Natalie Beckett	120	120	120	360	118
3	Malcolm Campbell	120	120	120	360	101
4	Warren Leadbeatter	120	120	120	360	49
5	Kathy Burford	117	115	120	352	
6	Harry Sokol	120	110	107	337	
7	Ray Harvey	73	101	120	294	
8	Roy Summersby	120	57	78	255	
9	Dave Shackelford	70	120	51	241	

Open Rubber

					Total
1	Michael Towell	180	150	0	330
2	Ian Haigh	99	103	0	202

Open Power

					Total	High time
1	Roy Summersby	180	180	180	540	223
2	Ray Harvey	180	180	180	540	0
3	Harry Sokol	119	180	180	479	
4	Andrew Linwood	180	89	180	449	260
5	Peter Scott	180	86	137	403	261
6	Warren Leadbeatter	57	180	149	386	
7	Michael Towell	144	98	27	269	

Catapult Glider

								Best 3
1	Len Surtees	60	60	53	48	58	60	180
2	Ian Haigh	27	47	29	60	28	21	136
3	Kathy Burford	21	46	26	43			115
4	Dave Shackleford	23	12	13	45	29	23	97
5	Tahn Stowe	3	24	15	19	4	20	63
6	Owen Gilbert	23	4	13	19	3	14	56
7	Malcolm Campbell	3	3					6

Hand Launched Glider

								Best 3
1	Len Surtees	24	60	42	46			148
2	Tahn Stowe	16	25	15	13	18	19	62
3	Dave Shackleford	12	20	4	15	19	15	54

Scramble

		Total
1	Michael Towell	1576
2	Ian Haigh	1070
3	Tahn Stowe	1033
4	Terry Bond	969
5	Robert Walker	952
6	Martin Williams	352
7	John Pennels	62



Good CDing kept us away from these. Thanks Shayne!



WW bling. Seen at the Dinner.

Lambs – Climber

Report by Ian Haigh



How ironic is it to be flying a 1941 Vintage rubber powered model with the name of "Lamb Climber" in the 2025 Australian Free Flight Society Championships held at the magnificent Adrian Bryant field at West Wyalong New South Wales during that time of the year female sheep (ewes) are giving birth to their lambs on the field.

The model was entered into Open Rubber to hopefully secure another place as achieved the previous day in Vintage Rubber. 3 flights were required, no rounds and to be finished by 1pm. I had to get them all completed early as I had to get to the pen to fly Catapult Glider, and it was also finishing at 1pm.

So, the old bird is progressing well in anything that's going up. Back on the flight line and ready for signs of lift we're away, teamed up with Wazza (the thermal buster) and Andrew (are you looking at me) trading timekeeping rolls. Wazza had the binos out to track her flight and I'm listening to Wazza.

Wazza, "She's looking good"

Ian "How high?"

Wazza "Yep she's tracking right to the farm house and now at tree height passing, no hasn't passed. Oops, she's in the tree"

Ian "How high"

Wazza "High"

Ian "+?*@-#,".

I was then off to the CLG pen so I'd worry about her later after this event and hopefully when the wind moderates later in the day.

Later I drive off to investigate if the model could be saved. On the way through the paddock I had to avoid upsetting the ewes that were lambing. Wow this could be a good sign, hoping its fallen out of the tree and on to the ground. Well I was wrong. Standing at the base of the tree I could see it up high, in all its glory of red white and blue, nestled nicely (bugger).

I would need help as this tree had eaten in the past Vintage Power, Vintage Rubber, P-30, F1B and numerous other flying things. Back at the farm house the troops were settling into hard earned afternoon beverages after a solid days flying. This was going to be difficult searching for support to remove the model. Vin (legendary F1B flyer) came forward saying "We Have The Gear For Your Problem, a 9.5 Meter Pole". Wow! This could be the appropriate solution to collect my model from its new nesting place, and it's the resident onsite tool for all to use - awesome.

Other help was on the way with Andrew providing his own work vehicle in case we need extra height. At the tree, the pole was extended fully and we were nowhere near the model. Back to the house for extra ideas.

Roy (legendary F1C flyer) suggests the old wooden extendable ladder in the farm shed. Andrew and I, with more retrieval gear, head off back to the tree with heightened enthusiasm. Now with the ladder fully extended and supported by Andrew at the base, the troops arrive and up I go sitting in the first fork, pole extended and handed to me by Len (legendary small glider flyer). I'm pushing the pole up through the branches. Well it's still not long enough, time to climb higher into the next fork following comments of "Be careful up there" and "Don't look down". Yeh right. My mother said to me at an early age I should have been born with feathers. I pushed the pole higher. Now comments were coming through "You're onto it", "Yep, it's in reach, moving the model". The troops were told to remove their cars from the road and get ready to catch her. Gingerly I push it away from its perch. I'm trying not to destroy all that hard work and, after the last careful lunge, out of the branches she comes, with stab in DT mode, floating down for a perfect landing. "You beauty" followed by cheers from the enthusiastic crowd.

An inspection of the model's condition after retrieval only revealed a small tear in the tissue at the base of its fuselage. Very lucky to have her back in one piece and ready to hit the heavens once again.

Time to reflect with Andrew, returning to the house via my van, to devour and enjoy a cold beer or two out of the fridge and wash them down with a shot of Fireball to

celebrate a job well done in bringing the old girl home in one piece.

I must thank the following people for their support to me in the epic retrieval of my Lamb Climber.

Vin - After noticing a retrieval pole at an RC club, and recognising its possibilities for Free Flight, he followed up through a vigorous online search, found a suitable pole that's retractable, light and long enough for our retrieval use. (Ask Vin what it was like having it fully extended out the front of the shop in public!)

Roy - For having enough equipment onsite for the many such issues that may arise.

Len - For handing such a long and cumbersome pole up to me in the tree.

Wazza - For providing his drone footage enabling me to understand how difficult the model was lodged in the tree.

Andrew - For his ongoing support to help fellow modellers in need.

And the New South Wales Free Flight Committee in their support to have equipment onsite at the Adrian Bryant Free Flight Field West Wyalong for all members to use.

However, never leave home without suitable retrieval equipment.

Ian Haigh



2025 AFFS Champs CLG and HLG/TLG

Flying conditions were favourable with light winds and mostly blue skies. Lift was about if one could launch into it but thermals were small and so difficult to hook into. CLG had 7 entries and HLG/TLG were combined with only 3 entries. As Tahn Stowe and Dave Shackelford only had javelin hand launch gliders, I decided to fly my 19" javelin glider which has the Michael Towell wingtips. It was the same glider I won the NZ Nats with back in January. I was the only one to make a max, with a total winning score 148 seconds Tahn 2nd with 62 seconds and Dave 3rd with 54 seconds.

The CLG was wide open but, in the end, I used two gliders, a Sting MK2 15" and a Sting MK2 18", to record 3 maxes to put me in 1st place with 180 seconds. Ian Haigh I'm sure was a little disappointed with only one max for 2nd place with 136 seconds. Kathy Burford was 3rd with a respectable 115 seconds. It was great to see Owen Gilbert

from Newcastle turn up with a box of new gliders, unfortunately untrimmed. (Back at HVC first week in March I only just beat Owen in early morning flying, 6am to 9am, but luckily for me he knocked off the stab on his Sting MK2 15" CLG and, after reglueing, it's trim was not the same.) At the end of contest and with weather conditions very good Ian and I had many enjoyable flights, launching together with short DTs set. This allowed us both the opportunity to compare gliders and trim set up with only a minute between launches. This is stress-free flying and the most fun I had during the whole Champs.

In October the MAAA Nats will have three different classes being CLG, HLG and TLG. Both Dave and Ian Haigh have indicated they will have Tip Launch Gliders in hand plus me and a couple more would make this a keenly contested event.

Len Surtees

NSW and Victorian State Champs

West Wyalong, Saturday 31 May 25 to Monday 2 June 25

Report by Vin Morgan, photos by Natalie Beckett

The outstanding feature of 2025 State Championships was the weather. No rain, pleasant temperature (perhaps a little cool first thing) and, amazingly, all day on all of the three days of competition, as well as the practice day, there was minimal wind. Models were only going a few 100m in 3-minutes. With smart positioning of the flightline, West Wyalong is an ample flying field. NSWFFS have a new gas cylinder, so multiple helium balloons were released to check drift direction. Very necessary because the ground drift was often in a completely different direction to that taken by the models at height. There was just one close encounter with a tree - one of Bruce's flights actually landed in under a tree canopy in round two before we moved the flightline.

NSW events started on Saturday with five entries in each of F1B and F1C. There were no F1A fliers. The flightline was initially set up towards the south edge of the field because there was southerly drift although we expected to have move as the predicted northeasterly came in and in fact by round two the breeze had become easterly. We moved to the top-east corner of the field which was good for the rest of the day. A few models went over the north fence, but this is not a problem because the field to the north is empty.

As you would expect with the conditions there were a lot of maxouts and in fact, there were only two dropped flights

in the rounds. Flyoffs were held later in the afternoon. It was still calm; there was an hour and a bit of light left and it's good to finish on the day and not have to get out the next morning at 7 for a flyoff and then another competition. F1B went first just after 4pm with the F1C flyers timing. Richard and Gary both found nice air and got the six minutes. They flew again at about 5pm. Richard got only 282s - it must have been poor air - however he won because Gary had timer trouble and didn't get away. F1C required just one flyoff. Warren, Murray and Andrew had well distributed but quite moderate times - 307, 288 and 258 respectively. Roy, unusually got a zero. He thought he had blown a plug but it turned out to be the glowplug driver so he had a no-flight.

For the Victorian event we started in the NE corner of the field and stayed there all day. The drift was even less than on Saturday with models only going a few 100m. For the flyoffs, F1B at 4pm and F1C at 4:20, we moved about 400m west and closer to the North fence (after three checks of drift direction). None of the Bs made the six minutes. Richard was closest (5:25), Vin had a fairly moderate flight of 4:40 and Bruce had a hiccup in the climb for 3:53. In F1C Andrew and Murray both made 6-minutes so they went again for 8-minutes. In gathering darkness at about 5pm there was still lift about. Andrew got 8-minutes to win over Murray's 6:59.



Richard Blackam won both F1B events



Vin Morgan was 2nd in the Vic F1B



Gary Goodwin was 2nd in the NSW F1B



Both F1B events had flyoffs



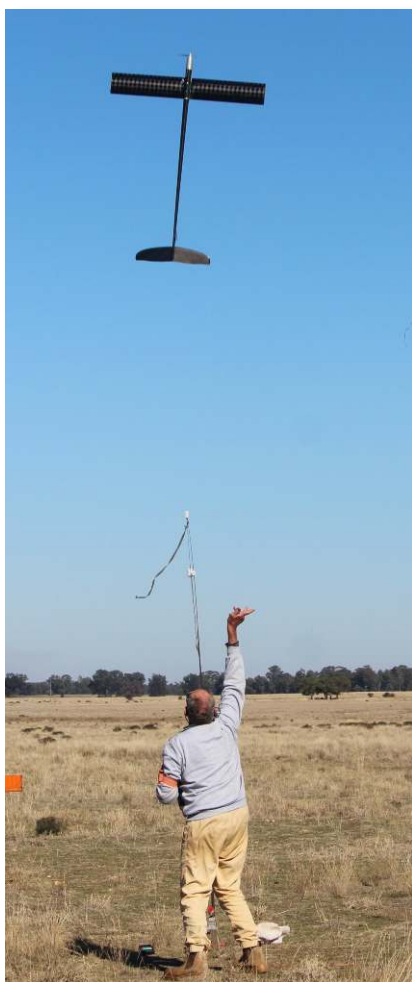
The winners of the NSW F1B event



Murray and Julia on retrieval duties



One of the F1C fly offs



Roy chases the F1C winners



Murray Wilson flew in four events

Presentations (pleasantly short) were followed by pies and peas (rather longer) at the house. It was still calm (!) so despite being pretty cold it was alright outside and there was a bonfire. The aurora was good. Despite West Wyalong being too far north for southern lights, away from the house lights the clear, dark sky let us see the red glow on the southern horizon and long exposures gave quite good photographs.

It was still calm on Monday with a little thin cloud in contrast to the previous clear days. There was some drift early, but this had just about died away by the time we finished around noon. Murray won Open Power with a "conventional" open power model (Creep, Super Tigre G15) that maxed pretty easily on 10-seconds. Unlike the previous two "FAI" days where the professionally built models are very reliable Open Power was somewhat more interesting. Several Dixielanders were disposed of, two of which were from the Andrew Linwood stable. Michael Towell had put a really big tank in his



Warren Leadbeatter won NSW F1C

Dixielander presumably so there was plenty of time for motor tuning. We know this because it climbed for several minutes when the timer didn't operate and has not been seen again. Roy was flying big Diana. She had to be saved by RDT in flight 1 – hence the 25s time - but behaved for the next two with good maxes. Later she failed to be saved in a post competition flight and now requires a bit of repair work before more trimming is possible.

Combined Mini was flown by Murray Wilson and Warren Leadbeatter with E-36s and Vin Morgan with a Stephanchuk F1G. The



Good to see Terry Bond at it again



Vin Morgan launches his F1G



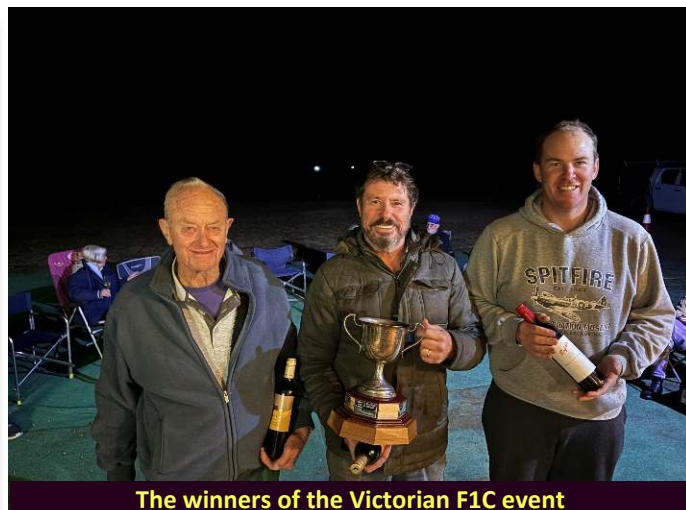
Murray Wilson cleaned up in OP



And Roy cleaned up Sarah in OP



The winners of the NSW F1C event



The winners of the Victorian F1C event

F1G has been rebuilt with an Andriukov pylon and Simplicity timer which makes it much less fiddly to fly than with the mechanical timer but it's 15g overweight. Vin didn't fly the flyoff because he thought the E-36s had more performance than a Coupe with a not very well trimmed burst at launch.

All in all, it was a most enjoyable weekend, well, it couldn't really fail with the weather as it was. June has a lot going for it. Not too hot, the short days mean you don't

have to hit the field too early and then when you get back to the house you find it is only 5pm – plenty of time for a drink and a leisurely dinner before bedtime. May, June and July are the least windy months at West Wyalong.

Huge thank-you to Nat Beckett and Michael Towell who CDed and managed both FAI events. The organization - scorekeeping, flightline locations etc was spot-on. Thanks guys.

Vin Morgan

NSW State Championships 2025

F1B							Total	FO-1	FO-2
1	Richard Blackam	240	180	180	180	180	960	360	282
2	Gary Goodwin	240	180	180	180	180	960	360	0
3	Vin Morgan	240	180	180	180	180	960	320	
4	Bruce Hao	240	180	180	180	180	960	257	
5	Terry Bond	240	180	180	146	180	926		

F1C									
1	Warren Leadbeatter	240	180	180	180	180	960	307	
2	Murray Wilson	240	180	180	180	180	960	288	
3	Andrew Linwood	240	180	180	180	180	960	258	
4	Roy Summersby	240	180	180	180	180	960		
5	Gary Pope	240	156	180	180	180	936		

Victorian State Championships 2025

F1B							Total	FO-1
1	Richard Blackam	240	180	180	180	180	960	325
2	Vin Morgan	240	180	180	180	180	960	280
3	Bruce Hao	240	180	180	180	180	960	233
4	Gary Goodwin	240	180	180	131	180	911	
5	Terry Bond	240	147	140	145	180	852	

F1C							Total	FO-1	FO-2
1	Andrew Linwood	240	180	180	180	180	960	360	480
2	Murray Wilson	240	180	180	180	180	960	360	419
3	Roy Summersby	240	180	180	180	180	960	354	
4	Warren Leadbeatter	240	180	180	180	180	960	0	
5	Gary Pope	23	180	180	180	180	743		

Open Power					Total
1	Murray Wilson	180	180	180	540
2	Warren Leadbeatter	120	117	163	400
3	Roy Summersby	25	180	180	385
4	Michael Towell	180			180

Combined Mini					Total	FO-1
1	Murray Wilson	120	120	120	360	249
2	Warren Leadbeatter	120	120	120	360	175
3	Vin Morgan	120	120	120	360	



WANTED

Complete CO₂ model engine with
all necessary accessories

Contact Shannon, smtolmie@gmail.com or 0419 237 203

SALE

Brand new all carbon F1C from Slava. Never flown, never assembled.

Only selling as I wish to have a common fleet of models.

Retail was \$3,000 AUS, will let it go for **\$2,000.**

Add your timer and a straight drive For a, and you're away.

Contact Shannon, smtolmie@gmail.com or 0419 237 203



LENTICULAR CLOUDS



The first two are professional photos, the last one I took bright and early at Omarama NZ in 2010



Sting MK2 15" CLG

The **Sting MK2 15" CLG** is a proven contest winner and is simple and affordable, at only **AU\$30**. I hand-shape the wing airfoil and sand the dihedral angles. All parts are cut full-size and only glueing is needed, (5 minute epoxy is best). No cutting or sanding but balsa will need to be sealed against moisture. Kit comes with launch stick and 9" and 6" FAI Sports Tan rubber.

Len Surtees

www.stingmk2gliders.com

HEAVE HO World Postal 2025 results

Congratulations to all winners and to those who " had a go "

OUTDOOR - CLG

- | | | | |
|----|------------------|----|-------------|
| 1. | Dave Ackery | NZ | 290 seconds |
| 2. | Paul Squires | NZ | 273 seconds |
| 3. | Alec Fuller | NZ | 252 seconds |
| 1. | Jnr Makena Allen | NZ | 11 seconds |

OUTDOOR - HLG

Heave Ho perpetual trophy winner

- | | | | |
|----|------------------|-----|-------------|
| | Lindsay Muffet | AUS | 131 seconds |
| 1. | Jnr Makena Allen | NZ | 27 seconds |

OUTDOOR - Tip Launch Glider TLG

- | | | | |
|----|----------------|-----|-------------|
| 1. | Lindsay Muffet | AUS | 152 seconds |
| 2. | Jo Fuller | NZ | 50 seconds |

INDOOR - HLG

- | | | | |
|----|------------------|-----|---------------|
| 1. | Don Slusarczyk | USA | 101.8 seconds |
| 2. | Allen Lawrence | NZ | 53.9 seconds |
| 3. | Jo Fuller | NZ | 34.3 seconds |
| 1. | Jnr Makena Allen | NZ | 36.8 seconds |

INDOOR - CLG (FIN 150 or 6" class)

- | | | | |
|----|------------------|-----|--------------|
| 1. | John Kagan | USA | 63 seconds |
| 2. | Tom Sava | USA | 61.9 seconds |
| 3. | Alec Fuller | NZ | 52.9 seconds |
| 1. | Jnr Makena Allen | NZ | 23.8 seconds |

LUCKY ENTRY WINNER - Jo Fuller NZ

Again, a big thank you to Josh Finn from J&H Aerospace for sponsoring kits for INDOOR winners. OUTDOOR winners receive my mighty STING MK2 15" CLG kits (winner of recent Australian Nat's). Check out my web site stingmk2gliders.com for world class glider kits for sale.

From STING MK2 Gliders

High Launches,
Len Surtees



**IKAREX - white preferred,
but let me know what you
wish to sell.**

IAN HAIGH Ph: 0478 975 543

Construction Corner



The TA 152H is a development of the FW190, a plane that modelers have favored ever since WW11. Kurt Tank was the talented designer at Focke Wulf who came up with the 190 design. As time passed and different missions required changes to the basic design, the 190A was modified progressively up through D and F models. Each variation performed well and Tank's reputation grew with each success. He was finally given permission to build his ultimate aeroplane, a high altitude, high performance, variation of the basic design. Tank's reputation by then was so good and work so appreciated that the new design was identified by TA, standing for TANK. The TA 152H is that evolutionary design. The H stands for high altitude and was selected for production.

Some of you will remember that I built one of these for rubber scale and it made its maiden flights at a AFFS champs, some twelve or more years back. I still have the model and it still flies on occasions, like the NSW scale weekend in July. Because it was covered in tissue and is showing some battle damage, it is on the must get around to fix list.

Why build another one? Well I think it is one of the best looking, low wing models that have a chance of flying, long nose, plenty of wing, and I have templates for the fuselage formers and ribs. What is different with this one? Well, it will have a small engine in the front instead of rubber. Most likely a SAM Rivers .5 (I would prefer a Schlosser .5 but I don't have one). After building one before I have learnt a few tricks. One is how to keep the fuselage from twisting while one is getting all the stringers in place (see photo). As it is going to have an IC engine up front I have made a few modifications from the rubber model and they are, spruce spars in the wings with vertical webbing. Sheeting the fuselage to the back of canopy, installing a carbon tube (part of an F1J boom) from end of sheeting to the rear of fuse, this stiffens the rear end up considerably. Removeable aluminum cowl for access to engine. The balsa sheeting has been covered with 1/2 oz glass cloth applied with Eze-Kote, the open structures are covered with laminating film.

The model is now at the painting stage but before this is done, I intend to completely strip, recover, and repaint my old rubber TA 152 H. The plan is to paint them both at the same time, and in the same colors. Maybe they can be in the air together, just a wild thought.

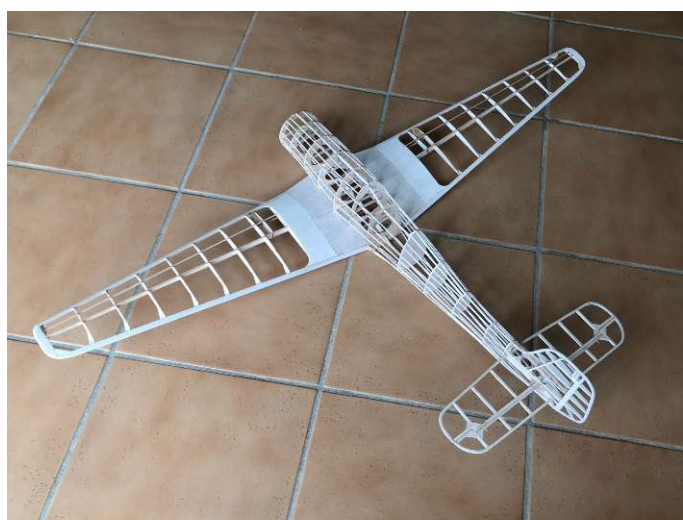
Notes on how I kept the fuselage straight.

With most rubber scale model's, the fuselage is built on a building board with the keel pinned down and the formers glued to one side. Two or three stringers are then added, this is lifted and the other side formers are then glued to the other side, then you proceed to add all the remaining stringers. If you can do this without getting some sort of a twist or bend you are better than me. In photo 1 you can see my solution to the problem. I have lifted the first half from the building board with only a few stringers being fixed. I have then turned it over and fully supported the keel clear of the building board. This has been done with all sorts of weights and packing keeping it perfectly straight, and without any twist or bend. With enough stringers in place, it is once again turned over and the first side gets more stringers.



I was very happy with the result. I have no idea how as kids we tried to build this stuff in the 1950s.

The very thin balsa covering on the fuse ends up with a few buckles on the compound curves much like the original photos of the real thing, (they weren't perfect). I have added extra sheeting in the wing centres so I don't make holes with my clumsy fingers when I am attaching the wings. The pilot is the twin of my rubber model, they are German of course, from Graupner, they were made for the TA152 H and the Dornier DO27. I must have had them for 50 years. The dashboard has been filled up with instruments for him to look at if he gets bored and a canopy fitted to keep him in.



Construction Corner

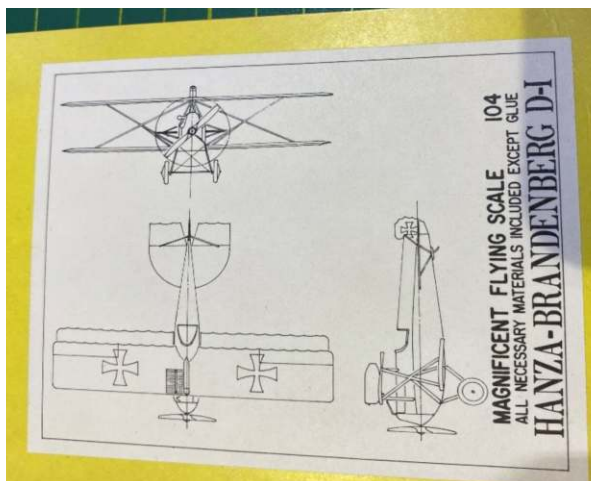
The Hansa – Brandenburg D1

A Peanut Story

I was searching through the kit cupboard very recently and found a foam box with some dates on it. 1974 was the last time I built an indoor model. I may have built one last Peanut after that which I still have sitting above the dining room sound system; a Fike in skeleton with 1/20th fuse sides and 1/32 cut ribs on the wing. I thought it was time to build another model. (ILHG and Hanger Rat are excluded)

I liked the look of the aircraft and what appeared to be German markings on the wings. How could something so pretty be so difficult to build?

In all innocence I pulled that treacherous little Hansa from the plastic sleeve noting stuff like 1/16th square, some printed sheets lightly glued over balsa, some tissue, a plan and strangely some instructions.



I have built many stick fuselages and have always found them wanting. Always a bit twisted or not quite matching up even though one was built over the top of the other. I built each side separately in a jig and jiggled the construction of the fuse as well.



I used balsa building boards for the wings as well as the fuse and strangely enough the fuse came out close to square. (To my eyes anyway)



I covered the wings per instructions not realising that I should have pre-shrunk the tissue before I put it on instead of water shrinking on application. I pinned the wings down but they finished with a little twist. I certainly was not going to make another set!



I did cheat a bit with the fuse and instead of using paper for the top of the fuse I found some very fine indoor straight grain wood and moulded it to fit the top.



I would suggest to any prospective builder, start something else. Note the flat sheet of Perspex just below the model; an excellent ruler normally used in quilting for cutting straight. Note the rotary cutter seen in the distance.



The finished article. Test flying has commenced but not a happy experience. I did notice that the instruction said a lot about the centre of gravity but did not give any indication where it should be.

Happy reading but stay away from this one.

I covered the fuse as instructed using silver Jap tissue in places and Ezi tissue on the fuse and linen coloured Jap tissue on the wings.

I mentioned the build to Phil Warren and he immediately said *"That's the one with the funny strut arrangement"*. The interplane struts were a nightmare to say the least and a rebuild of this model will not occur soon.

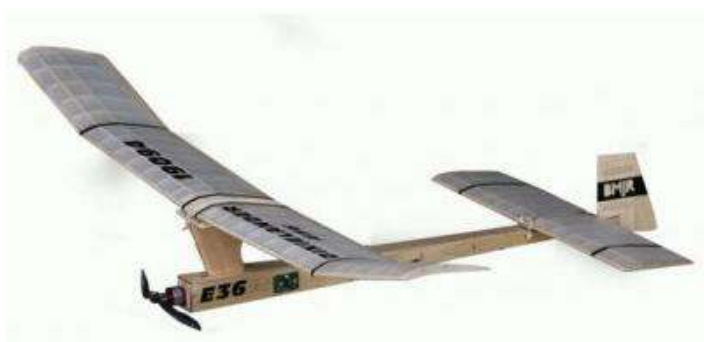
Regards
Terry Bond
30 December 2024



The two builders in this edition of FFDU discuss the finer points of getting a "performance" model to fly. I took this photo on the clubhouse steps in October 2016, during Wings over West Wyalong.

How to Set Up an E36 Electric Model Aeroplane for the beginner

Since it's beginnings in Australia in 2016, E36 became popular very quickly and has now become the most popular single event entered in Australia with juniors, ladies and even expert free flight fliers all giving it a go.



The last few years have seen many different setups and some are well documented here in Free Flight Down Under in past editions. The great thing is, you can take just about any FF power model and scale it down to 36" wingspan, fit it with an electric motor and away you go!

Setting up an E36 electric model can be a rewarding project for enthusiasts looking to blend precision craftsmanship with competitive performance. Here's a quick guide to assembling a high-quality E36 model using components from trusted suppliers: [BMJR Models](#), [Texas Timers](#), and others.

1. Airframe

You can start with a laser-cut E36 kit from BMJR Models. Their '**Dixielander E36**' is a popular choice, designed specifically for electric free flight competition. The kit includes high-quality balsa and plywood parts, clear instructions, and is designed for easy integration with standard E36 components. Make sure to build with care and ensure the airframe is light but strong—crucial for performance and durability.

2. Motor and Propulsion

For the powertrain, various suppliers offer a range of motors and ESCs suitable for E36 class models. There are many types of motors being used from the Cobra E36 2800kv, Drone racing motors to your basic Hobbyking AX1806-2100kv. See FFDU June 2017.

A common setup includes:

- ☐ A **22mm brushless outrunner motor** (e.g., AX1806-2500kv or similar)
- ☐ A **10A ESC (Electronic Speed Controller)**
- ☐ A **2S LiPo battery (7.4V, 300–450mAh)**

Pair this with a lightweight folding propeller from Texas Timers to reduce drag after motor cutoff.

3. Timing and Control

To keep everything legal and consistent with E36 rules, use an RDT-capable electronic timer from Texas Timers. Their eMAX timer is purpose-built, offering programmable motor run, DT (dethermalizer), and RDT functionality. It helps manage:

- ☐ Motor cutoff at 10 seconds (competition legal)
- ☐ Dethermalizer deployment (typically at 2 minutes or on signal)
- ☐ Real-time flight tuning and repeatability

Set it up carefully and double check the programming before flights.

4. Assembly Tips

- ☐ Keep wiring as short and tidy as possible to minimize weight.
- ☐ Balance the airframe properly—use the motor mount and battery position to adjust CG.
- ☐ Make sure the wing warps are correct as per the plans
- ☐ Use lightweight covering materials (like polyspan or mylar) to keep the total flying weight as close as you can to the minimum 120g.

5. Test Flying and Trimming

Begin with short power bursts and hand glides to ensure stability. Trim for a gentle climb under power and a slow, stable glide. Adjust thrust angle, stab incidence, and rudder offset as needed. Use calm conditions for initial testing.

Conclusion

Combining the quality kits from BMJR Models, reliable timers and motors from Texas Timers makes setting up an E36 model straightforward and enjoyable. With careful setup and trimming, you'll be well on your way to competitive flights and satisfying performance.

Happy flying!

I would like to share comments made from a customer, Bob Montgomery from Ireland, who has kindly given me permission to publish them. Bob mentioned how disappointed he was not able to submit an entry in my Heave Ho International glider event due to weather and a herd of 250 deer in the middle of his flying area. **Len S**

"Regarding the Predator (38") I've been flying it locally and am very impressed. It's quite a heavy model (almost spot-on 100 gm) so has pretty good penetration into the wind and the glide is exceptional. I made one small

modification which was to simplify the D/T thread and spring. I've tried to understand just why it's so good. As an ex full-size glider pilot, I can't help but credit the high aspect ratio wings but I would never have thought of swept-back. This may play a part in the climb but not sure after that. Whatever the reason, it's a superb model. Congratulations. My plan is to get a second kit from you when I've done more flying with this one. So, thanks and sorry to let you down with the Heave Ho entry.

Best Regards, Bob "



Richard Blackam

richblackam@gmail.com

- *** 1 x 152cm Andriukov F1B, VP prop, electronic timer, LED flasher \$1200
- *** 1 x 180cm Andriukov F1B, VP prop, electronic timer, LED flasher \$1500
- *** 1 x Blazeovich F1B variable pitch front end with Stephanchuk blades, 30mm diameter. \$150
- *** 1 x NAN Sophia (aka Radina II) F3K kit. \$180

MODEL AEROPLANES.....WHAT???

I am what people would say is a new modeller. I am Natalie Beckett, partner of Michael Towell. This is how I got into modelling and my journey.

I never knew what model planes were or that it was a hobby, until I met Michael Towell in Sept 2022. He told me that he flew model aeroplanes. I still remember what I said in reply "That's nice". But I thought, whatever. But not just that, soon I learnt that Michael lived and breathed model planes.

Michael then took me to Richmond a few weeks later for a Sunday competition day. This is where I met Di Hanna and Roy Summersby. Di was so nice and welcoming. She shared with me about her flying that she used to do, but more about what Roy flew. I met lots of other model flyers that flew with Michael. Michael had built my very own catapult glider for me to fly. He showed me how to launch it and got me to have a go. After a few tries I got the hang of it. Then I realised that he was serious about this hobby. After that, I continued to go with Michael to different flying events at Richmond.

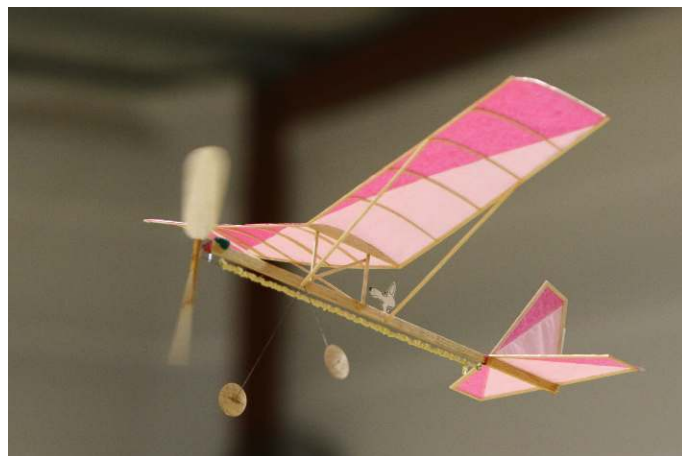
Then we decided to go to St Ives for the club Christmas Party, where people fly control line. To my surprise this is where I was going to learn to fly control line. The model was Roy's "Demon", that he donated to us. I first thought this looks easy, no worries. But after trying to take the handle from Michael and doing a few circles. I was dizzy and thought to myself this is harder than I thought. I tried a few times more, then decided I couldn't. But Roy had other ideas. Roy took me to the middle of the circle and said focus on the plane only. I remember thinking I will never get this. Roy guided me to be able to fly around in circles. By about 10 flights I could take off and land.

I continued to fly control line at Whalan, mastering the take-off and landing. I asked Michael if I could learn to loop. Then Michael tried to teach me to loop. But every attempt was not so successful and a number of planes ate the dirt. I even ended up inverted and doing a few laps before crashing. This is when I decided control line is maybe not my thing.

I went to my first trip away in March 2023; the Hunter Valley Champs at Muswellbrook. I met loads more modellers and it was a lovely time away. I completed in my first comp, catapult glider. I ended up with 3rd place just behind Michael. You can say this is when I got my first real taste to be a modeller.

Michael encouraged me more when modelling. We were going to my first AFFS championship in West Wyalong in April 2023. For the event I built my first indoor model plane, a two-tone pink (my favourite colour) Hanger Rat. We test flew it in the house and it was great. We camped on the grounds at West Wyalong and I was so excited for the week ahead. I then again met more people, mostly from other states, that also flew model planes. I met Kathy

Burford and Leigh Morgan. I was super excited to meet them and see that other girls flew model planes. They shared their journey with me and I even read an article about Kathy. I remember just being so excited to see two other females flying model planes. At the event I also learnt to fly P30 for the first time. I came away with 2nd in Hanger Rat and 3rd in Catapult Glider.

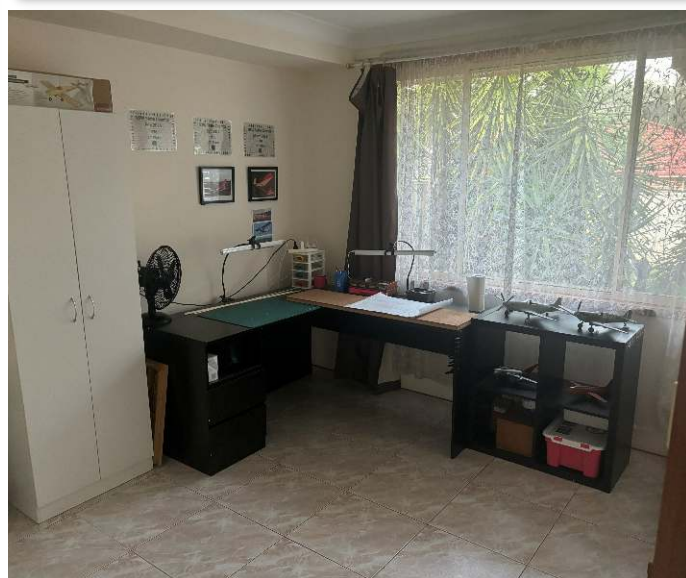


After the AFFS there was no stopping me. I was inspired and encourage by Di, Leigh and Kathy. I could join Michael with this hobby or lose him and a great experience. So, I decided to take this hobby in both hands and run with it. I then just didn't want to fly model planes, but I wanted to learn to build my own model planes too. Michael suggested that I make a P30. I choose a P30 model to build from Free Flight Quarterly, that was in the library at West Wyalong. My first P30 was a model called a "Winner". So I

could build in peace, Michael and I created my own building space with a building board. I actually made two P30s at the same time. One ended up being pink, then other yellow. These are my two favourite colours, and that started a theme with my planes.



Then we were off to my first Nationals Dec 2023 to Jan 2024. I remember being super excited, not just to see the people I met at the AFFS Champs, but to fly my first model that I built in P30. At the Nationals I flew P30, Catapult Glider and Hanger Rat. I placed 5th in P30, dropping one flight to miss out on the fly off. But got 1st in Hanger Rat, the first time to beat Michael and 3rd again in Catapult Glider.



Michael decided on the day that I would fly E36 for the first time. I only dropped one flight in E36, managing to pick up 2nd place. Then I decided I loved flying E36 and I wanted to build my own. I built a Michael designed E36, a modified "Civi Boy", with yellow wing and pink tips.

We moved at the beginning of April 2024 into a bigger house with four bedrooms. This meant I could now have my own building room and a place for my models. As time has gone by, this room has become very full and super cool.

Next event was the AFFS Champs at end of April 2024, soon after we moved. I flew more this time. Flying P30, Catapult Glider, E36 and Combined % with my new E36. I made my first flyoff ever in Combined % but managed to only get 5th. This is when I learnt about lift and the importance of picking good air. But I was proud to beat Michael for the first time in Catapult glider, getting 2nd.

In July 2024 which was the Scale weekend at Richmond. I decided I wanted to build a rubber scale model called a "Citabria". It was the first model that had to be 100% right. I built the framework and covered it in Polyspan, then airbrushed it to look like the full-sized plane. I managed to just finish it in time and placed 3rd overall. (See next page)



In August 2024, we went to Cowra Oily Hand weekend, somewhere I could go and just relax (no flying for me). But this was soon going to change. I saw a DC Dart with a spring-start; it was the prize for the lucky draw raffle. I asked Michael, can I start this. Michael replied yes and showed me a Cox spring-start engine. I brought \$10 worth of tickets, but no luck. What Michael didn't know is this would be the start of my building and flying planes with engines.

I then looked around the garage at home and saw an old plane, that I could put the Cox in. The plane was old sports model of Jacko that was given to Michael. I decided to saw off the nose and screw on the Cox engine. I added some pink strips to it, of course (my trademark colour). Then I took it to Wings Over West Wyalong in Oct 2024. This is where I learnt how to fuel and start my first engine. It wasn't long until I could do this myself and have a few flights. I also picked up a "Tomboy" kit and built a pink "Tomboy" with a Cox spring-start engine.



At the event it was also a "Dixielander" festival. But not being able to fly with engines yet, I decided to build an E36 "Dixielander" with a rainbow wing and tail. Unfortunately, I didn't finish it in time. The first outing for that model was the AFFS Champs in 2025.



At the AFFS Champs, I went to Narrandera for the first time to assist with contest directing the F1A, B and C events. Michael was contest director. Then at the AGM for the AFFS I was appointed Secretary.

At West Wyalong I competed in E36 and Combined %. To my surprise I did really well. After a couple years learning about lift and picking good air, I maxed out in both events and made two flyoffs. In E36 there were four of us, Michael being one of them. But only managed 2nd place, just behind Michael. In Combined % there were 5 of us. But not Michael, so won against him then. I launch very badly and flew into the ground, getting 4th.

I have to say that I have been inspired and encouraged, making a load of new friends on my journey. But for me this is just the beginning of my journey. The sky is the limit and who knows where my flying will take me next. See you on the flying fields.

Natalie Beckett

RAMBLINGS OF AN OLD MODELLER

By Mike Pettigrew

This is the concluding part of an article published in two parts,
the first appearing in the March 2025 edition of FFDU.



As proportional radios became available, we were quick to embrace them and found the system vastly more reliable than the tuned reed sets of old. We were still limited to only a few bandwidths and could fly no more than 4 or 5 models at a time because of that. This is a Jerry Nelson designed "Sultan" that I built and flew for a while in the mid-1960's. The Micro Avionics radio was my first real proportional set as previously I was using a 4-channel

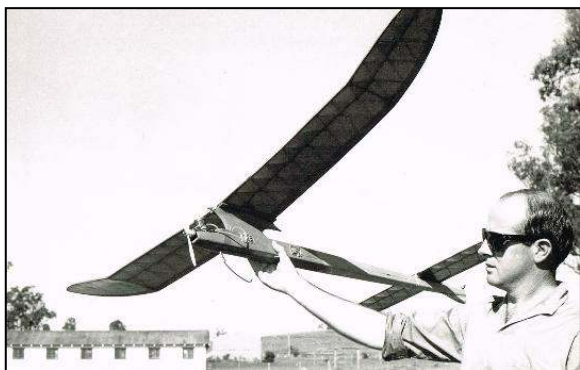
version of the Digitrio proportional set which was something a few of us got together to build from scratch. They were flawed however as now and then they would "go out of sync" I believe the term was, which was an occasional mid-flight occurrence in which the receiver pushed all servos to their limit one way or another making the model perform wild gyrations and head towards mother earth. The problem could only be remedied by switching the transmitter off and on again to re-start it. No fun in the middle of a final landing approach or half-way through the aerobatic pattern!

I was, nevertheless, running out of new challenges in R.C; I suppose as it started to become same old/same old.

A change in direction arrived because ahead of the 1965/1966 Australian Nationals, three of us radio flyers got together to build one of Peter Nash's Eclipse FAI power models.

One of our group built the wing, the other the tailplane and did the doping and finishing, while my job was to build the fuselage. Keith Murray sold me a Super Tigre G15, which was the hot motor of the time, and we put it all together and had it ready to fly by Christmas 1965 at the nationals in Canberra. I was charged with the job of flying it and I must say it was a fine-looking model. By the time we got to trimming flight number three we had it going hard, and that was about the time that it clapped hands during the climb and came to ground in very poor condition. Not a design fault Peter! The wing builder used very soft balsa for the main spar.....

At the same Nationals, and I've told this story before but I repeat it again because it was this incident that locked me in as a free flyer: Basil Healy and I each built a Fizzlequick Jetex model and somehow, I won the Nationals Jetex event with an 18 minute flight with the model remaining within the confines of the field and never higher than 50 to 100 feet! I became the proud owner of the Jetex Perpetual Trophy because that year was the year the MAAA decided to give-away some of the perpetual trophies to the winners of the event at that particular Nats. I have it stored safely somewhere in my shed and promise to find it again one day soon.....



I threw myself into F1C or FAI Power as it was called back then and built a series of such models over the following fourteen or fifteen years.

This one in the photo was the FAI size Uranus which was a very nice model although it was fiddly to build.

The odd tree and fence on our flying fields used up a few models so I preferred a quicker build

design in the end. I also lost one of these models to a flock of sheep – it DT'd amongst them and in the resulting stampede all I had left was some very flat bits.

We also had a free flight Trans-Tasman event that started up a little after the R/C version and I flew in the Australian team in a number of those events as well, flying both FAI Power and also what we knew then as A/2 glider. This photograph, which I have used before, was taken in the early 1970's at the Richmond NSW field during one of the free flight Trans-Tasman events and it shows the top



three placegetters in A/2 as it was then. Me in the middle, Tony Hill from NZ on my left (he won it) and I'm in trouble remembering the name of the third gentleman, although it might be Brian Beashell?

I built and flew a number of Zingo's, an American design, that's me in a later photograph holding one of them during the 1977 World Championships in Denmark. The original model design didn't even have auto rudder let alone auto anything, but my later versions did; they had auto rudder as well as VIT and an engine brake.

All up, I flew F1C, as we will call it, in that phase for 15 years and I guess I did reasonably well, always up there and fighting for a place against Roy Summersby and John Borrill amongst others.

My A/2 flying was back in the days when they had a fixed, wire tow hook and we'd never heard of circle tow. Arthur Cooper introduced me to the class, and I enjoyed it enough to compete in both classes (F1A and F1C as we now know them) as well as the usual standby, Open Power and as mentioned, I flew in a few Free Flight Trans-Tasman events back in the 1970's flying both F1C and A/2 in some cases with average to reasonable success.



At the 1973-74 Amberly Nationals I was lucky enough to win the Champion of Champions trophy.



A few years later in 1977, a full Australian team attended the World F/F Championships for F1A, B & C (I think it was the first time a full team attended from Australia) and we went to Roskilde in Denmark. We all had a great time and I may produce an article on that also some time.....

By about 1980 a growing family and business pressures drew my efforts away from modelling for a while – it was the combination of the building plus flying time that I didn't have, and I gravitated towards

sailing on Saturday morning and ended-up racing on Hobie 16's at Frankston Yacht Club for a few years.



During that time, I found the time and energy to construct a Mirror Dinghy from a kit of parts but never raced it and soon sold it to another aeromodeller by the name of Bill Seward who raced it at Blairgowrie with great success. I was getting all the sailing kicks I needed by being out on trapeze at high speed on the Hobie 16.

In 1985, the modelling bug was still

biting me and after some urging by John Quigley, I became involved in R.C Old Timer modelling and also did a bit of Vintage Free flight. I stopped competitive sailing although we still found the time to cruise-sail with friends in the Whitsundays a number of times, so I didn't completely abandon the smell of the ocean and the wind in the face thing.



For vintage free flight I built a San De Hogan which I fitted with a replica Elfin 2.49. The model didn't



climb very high as it was under powered, but it was very light, and it certainly hung around to make up for the lack of climb! I still have it and must dust it off one day and see if it still works.

I joined SAM 1788, flew a variety of RC models including the Buzzard Bombshell, Trenton Terror and the lovely old Powerhouse. For a year or two I was president of SAM 1788 which was a NSW based club, but business pressures took me

away from that scene for a while and I found it necessary to step aside from SAM 1788.

A few years later, SAM 600 was starting up in Victoria and being more local for me (we had moved to Victoria in 1970) I became part of the formation of that body and held the position of president of SAM 600 for a few years in its early days.

The pressure of work was beginning to cause issues of time once again; as well as running a business with 25 staff, I was also President of the Victorian Swimming Pool Association from 1980 for a few years even though I was predominantly a commercial contractor building aquatic centres. That led to me being elected as Australasian President of the head body of the swimming pool industry covering Australia and New Zealand, a position I held for 8 years and I was also vice chair of the International Pool Association based in Washington. All of this involved interstate and international travel as well as spending much time in Canberra chasing politicians while presenting the industry's position regarding the government plan to impose sales tax on swimming pools as well as other legislative issues, I also spent time on a number of Standards Association Committees drafting Australian Codes of practice for the pool industry. Anyhow, the mid to late 1980's was a time when not a lot of modelling went on other than the dabbling in Old Timer RC and free flight.

By 1992, I'd moved-on from the association work, sold-off part of the business, dropped back to three staff and had more time on my hands but rather than turn directly back to modelling, I elected to help one of our sons, Philip, to put together a 2-litre sports sedan and assisted him in campaigning it in the state race series. It cost a bit, but he was a very good driver, and it was worth it. He won three class state championships, four Champion of Winton cups and set lap records for the 2-litre sports sedan class at Winton, Sandown Park Raceway and Phillip Island. I think most of those records still stand to this day although some may have been illegally usurped by a certain dark blue 2.5 litre Alfa masquerading as a 2-litre car. Those that know Phillip Island race circuit will recognise 1:42 as



a pretty quick lap time given that the course is around 4.5 km long. That equals an average speed of just under 160 km/hr or nearly 100mph in old numbers which made it a very rapid Ford Escort.

We stopped campaigning the car around 1998 but to this day, very few cars in that class are doing the lap times Philip did. We had a win rate of just on 40%, and around 85% of finishes ended up on the podium over those years. Note that to add a bit of excitement, about one third of those races were "reverse grid" races where the quickest cars started at the back. To win, the quick cars had to pass 30 or more cars in 5 laps to get to the front. This car has done that in just 2 laps a few times and gone on to win 3 seconds clear of second place, so it was quick!

There was some modelling experience used in campaigning this car and I confess it wasn't your normal Ford Escort; it has been speed-checked on the main straight at Phillip Island at 247 km per hour, has a mid-mounted quad valve twin cam engine of Nissan origin full of Cosworth bits with a Porsche transaxle at the back with independent suspension, and it's a very light spaceframe with not much metal in that bodywork!

It was a great project and as always, there's something to learn from whatever you do, but I have digressed too far.....

Work got the better of me again around 2001 as I dropped all contracting and changed my business direction to providing design assistance to a number of consulting engineering firms in relation to aquatic facility design. Some of these facilities have build costs in the \$60m to \$120m range, so there was much to do and in the middle of that we also moved to country Victoria and built a house!

No time for modelling again, but fast forward to 2014, and as I slowly reduced my involvement in the pool industry, the Swimming Pool and Spa Association reached out to me and awarded me a life membership for services to the industry over many years. That same year I also decided to pay a visit to my old mate Roy Summersby while we were travelling up the Pacific Highway to Noosa for a holiday. Roy and I go back to the mid-1960's but I hadn't seen him for a while, and I wanted to give him a pat on the back for winning the 2013 World Champs. I thought it would be nice to catch up again.

While there, I remember saying, "Let's go down to your workshop and you can show me what a modern F1C looks like....."

Not long later I acquired two fixed wing Slava models and had the clockworks removed and replaced with electronic timers via Roy who had the work done by Slava at the 2015 Mongolia World Champs. I took them to West Wyalong and with Roy and Terry's help I began my acquaintance with F1C again.

In 2016 I turned-up at the AFFS Champs with my two models. I discovered a whole lot of new faces from when I last was a regular at the flying field and flew in the Dave Anderson Memorial Trophy, my first F1C event since 1979-80. Thanks to my opposition dropping rounds here and there plus more guidance mixed with a little bit of sledging for old time's sake from both Roy and Terry, I won that event and was suitably inspired to buy a handful of folders from Slava. To my surprise, the routine of fixed round times again and of picking air came back easily.



I've been around ever since flying only F1C – this adjacent photo shows me in good company at one of the Australian Free Flight Society events at Narrandera a few years ago; happy to be “on the podium” with flyers of that quality and to spend time with them!

For those that have an unclear photo, that's 2015 World Champ, Slava, in the middle, and the always smiling and

consistently high placing, Yuan Gao from China on his right and me in my baggy cold weather gear with the silver model.

Also, as time went by, I took on the job of President of the Australian Free Flight Society (AFFS), a position I still hold at the time of writing, and this includes me representing Australia on the CIAM F1 Technical Sub-Committee.

So here I am, after a stop-start journey and a lot of model flying, I'm still throwing flying machines into the sky seventy eight years after this young modeller watched in awe as his “Skeeter” made its maiden flight!



I just look (and feel) a little bit older, and due to health issues, grinding to a halt now as far as model flying goes, but it's still fun to be involved.....

Mike Pettigrew
January 2025.

Postscript: What keeps us in modelling? I described the Jetex flights at the Canberra Nats and that was one of those magical moments, but thinking back, there was another one in, or around 1968 at Badgery's Creek flying field. I arrived there early and decided to fly my little .09 powered open power model. I lit it up, launched it and stood there watching it fly a max while circling accurately and precisely around me the entire time – it didn't drift more than a metre during the three minutes, and I walked no more than 10 steps to go and pick it up. I can still visualise that moment to this day!

That's what keeps you coming back.....

MP

Unorthodox Day & BBQ

Plus Windbag Mass Launch

Your chance to win a BNIB Cox Medallion 049

Donated by the late Big Kev



When – Sunday 12th Oct 2025 at Richmond
Time: From 8am.

Windbag plan is available on Outerzone.

Partial Kit available – See organiser.

Prize for Peoples Choice.



Windbag Mass Launch Rules

1. Built as per plan.
2. Cox 049 reed valve with standard 5cc tank to be used.
3. All models to be launched with in 2mins of start time.
4. Longest flight wins.

Organiser – Michael Towell

M - 0433 175 295 E – mtowell5@icloud.com



74th NATIONALS 2025 PROGRAM

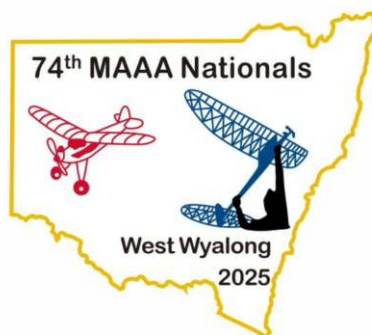
WEST WYALONG

17th to 24th Oct 2025



	Free Flight AB field	Social
Friday 17 th Oct	Registration and Practise	
Saturday 18 th Oct	7am – 10am F4A 8am – 1pm Open Power and Rubber	5pm Swap Meet 7pm Country Lamb Roast Dinner and Wine
Sunday 19 th Oct	8am-1pm F1A, F1B and F1C	
Monday 20 th Oct	8am – 9am Day scramble 9am – 1pm CLG/HLG/TLG and Dixielander Event	
Tuesday 21 st Oct	8am-1pm F1G, F1H and F1J	2pm – 9pm Indoor Hanger Rat, Peanut, Open Scale and Gliders
Wednesday 22 nd Oct	8am – 1pm Vintage Power, Rubber, Glider	
Thursday 23 rd Oct	8am – 1pm P30 and 60's Coupe 8 – 9pm Night Scramble	5pm Swap Meet Part 2 6pm Sausage Sizzle
Friday 24 th Oct	8am – 1pm Oz Diesel and E36	
Saturday 25 th Oct	Layover Day	

* All presentations will be conducted at the house from 4 - 5 pm



74th MAAA Free Flight National Championships

West Wyalong - 17th - 24th October 2025

Pilot Entry

Surname
Street Address
Home Phone

First Name
Town/City
Mobile Phone

MAAA/ FAI Number
Post Code
Email Address

FREE FLIGHT - Outdoor	
☐	F1A Gilder
☐	F1B Rubber
☐	F1C Power
☐	F1G Coupe
☐	F1H Glider
☐	F1J 1/2A Power
☐	Open Power
☐	Open Rubber
☐	E36
☐	Day Scramble
☐	Night Scramble
☐	Outdoor HLG
☐	Outdoor CLG
☐	Outdoor DLG
☐	P30 Rubber
☐	Vintage Rubber
☐	Vintage Power
☐	Vintage Glider
☐	OZ Diesel
☐	F4A Scale
☐	60's Coupe

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	
Fun Fly only		\$0	\$0	\$0	
Sub Total		A			

Goodies & Dinners	Qty	\$ Each	Total	No Limit
Metal Badges		\$5		
Decals		\$3		
Sausage Sizzle		\$5		
Celebration Dinner		\$25		
Sub Total		B		

GRAND TOTAL (A + B)		C	
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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

CAMPING AVAILABLE AT THE FIELD:

Including: Camp Kitchen with 240V Fridges, TV, Microwave, Kettle, Toaster, BBQ, Electricity, Mens & Womens Hot Showers & Toilets. Tank Water. Plenty of shade.

\$10 per person per Night (Kids free)
Contact Roy Summersby for Bookings

PAYMENT OPTIONS

1. EFT DETAILS-

A/C Name - NSWFFS Inc 74th Nationals

BSB - 062 336

A/C # - 1040 9062

Ref - MAAA Number + 1st three letters of your surname

2. CHEQUE DETAILS

Cheque Payee - NSWFFS Inc 74th Nationals

Postal address for Entries and/or Cheques is :

2025 Nats Registrar

7 Kerstin St Quakers Hill 2763

3. PAYPAL

Address: mtowell5@icloud.com

Payment Type: Friends and Family

Ref - MAAA Number + 1st three letters of your surname

Enquiries: 2025 Nats Registrar - Nat Beckett

Ph: 0402675037

Email: beckettnat@gmail.com

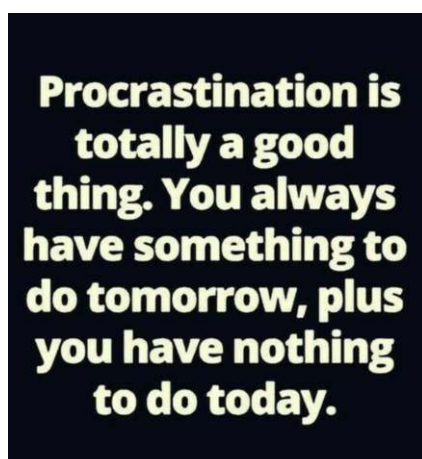
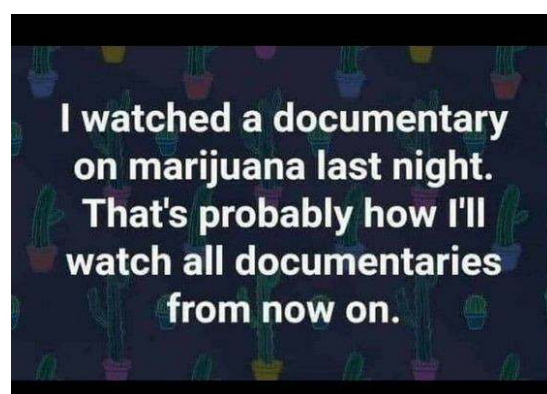
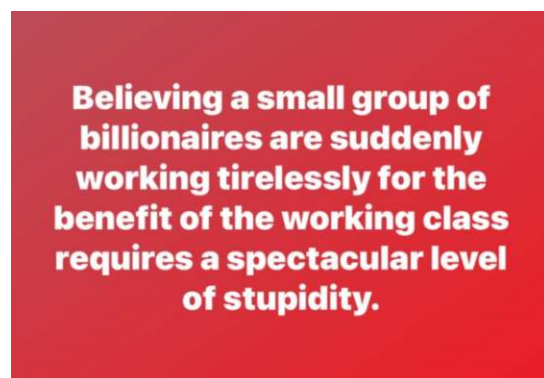
GET YOUR ENTRY IN EARLY!

Closing Date for Entries is
24th September 2025
we will accept a
Late Fee of \$50
for any late entries

FREE FLIGHT - Indoor	
☐	Open Rubber Scale
☐	Peanut Scale
☐	Indoor HLG
☐	Indoor CLG
☐	Hangar Rat
☐	Hangar Rat Scramble

Place an 'X' in the events you wish to enter

JOKES PAGE



AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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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

FREE FLIGHT DOWN UNDER

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

My First FFDU March 2010





BRISBANE FREE FLIGHT SOCIETY

2025 Flying Calendar



Month	Date	Start	Events	Location
February	Sat 22 nd	12-4pm	Bar-B-Que lunch & General Meeting	John's
March	Sat 8 th	3-6pm	Indoor - Delta Dart	BSHS
	Sun 9 th	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 23 rd	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
April	Sat 5 th	3-6pm	Indoor - EZB	BSHS
	Sun 27 th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 27 th to 4 th May		AFFS State Champs & Southern Cross Cup Narrandera and W.	Wyalong
May	Sun 4 th	8-12pm	Fun and testing day including E36	Coominya
	Sat 10 th	3-6pm	Indoor HLG/.CLG	BSHS
	Sun 18 th	8-1pm	Trimming / Reserve Day	Coominya
	Sat 24 th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 25 th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Coominya
	Sat 31 st	8-1pm	Reserve F1A	Dalby
June	Sat 1 st	8-1pm	Reserve F1B	Dalby
	Sun 9th	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 15 th	8-1pm	F1G State Champs (5 flights)	Coominya
	Sat 28 th	12-4pm	Bar-B-Que & AGM	John's
July	Sat 5 th	3-6pm	Indoor - P18	BSHS
	Sun 13th	8-1pm	Scale State Champs & Open Rubber State Champs	Coominya
	Sun 27th	8-1pm	Club testing, P20 & 2 Min event (all 3 flights)	Coominya
August	Sun 9 th	3-6pm	Indoor – Peanut Scale	BSHS
	Sun 10 th	8-1pm	Mini Power & QDP (3 flights)	Coominya
	Sun 24 th	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 14 th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 28 th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 12 th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 26 th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 2 nd	8-1pm	Reserve day	Coominya
	Sun 9 th	8-1pm	Col's Vintage Rally	Coominya
	Sun 16 th	8-1pm	Club fun and testing day	Coominya
December	Sat 6 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"

2025 FREE FLIGHT CALENDAR

Ver 4 as at 23 February 2025

CONTACTS: John Lewis 07 3848 4280 Malcolm Campbell 07 3278 7164
June 2025 Free Flight Down Under



NSW FREE FLIGHT CONTEST CALENDAR 2025

Date	Event	Venue	Time	CD
12 th Jan	½ hr Scramble and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
17 th Jan	General Meeting	Dundas Sport	7:30pm	
2 nd Feb	Unorthodox Day and E36 BBQ – BYO food	Richmond	7:00am – 12:00pm	Michael Towell
16 th Feb	P30 State champs and Combined Vintage	Richmond	8:00am -12:00pm	Peter Scott
1 st – 2 nd March	Hunter Valley State champs	Muswellbrook	See program	See program
9 th March	1 hr Scramble State champs and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
14 th March	General Meeting	Dundas Sport	7:30pm	
23 rd March	E36 State Champs and P30	Richmond	7:00am – 12:00pm	Terry Bond
6 th April	Ebenezer Day and Combined % BBQ – BYO Food	Richmond	7:00am – 12:00pm	Michael Towell
27 th - 30 th April	AFFS Champs Southern Cross Cup for F1A, B and C	Narrandera	See program	See program
1 st – 4 th May	AFFS continued at WW Evening Presentation Dinner	West Wyalong	See program	See program
16 th – 18 th May	Veterans Weekend	Muswellbrook	See program	See program
23 rd May	General Meeting	Dundas Sport	7:30pm	
30 th – 1 st June	F1A, B and C State champs (NSW and Vic) Open Rubber/Power State champs	West Wyalong	See program	See program
15 th June	F1G, H and J State champs and E36, P30	Richmond	7:00am – 12:00pm	Gary Pope
4 th – 6 th July	Scale Trans Tasman ½ hr Scramble and Fun Fly BBQ – BYO food	Richmond	7:00am -12:00pm	Warren Michael
18 th July	General Meeting	Dundas Sports	7:30pm	
25 th – 27 th July	Winter Mini Max Plus George Fuller Event 2min max models	West Wyalong	See program	Shayne McDonald
10 th Aug	HLG/CLG State champs and Combined %	Richmond	7:00am – 12:00pm	Gary Goodwin
22 nd – 24 th Aug	Oily Hands	Cowra	See program	See program
14 th Sept	½ hr Scramble and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
19 th Sept	Annual General Meeting	Dundas Sport	7:30pm	
17 th – 24 th Oct	Free Flight Nationals	West Wyalong	See program	See program
9 th Nov	Combined Vintage State champs and E36, P30	Richmond	7:00am – 12:00pm	Nat Beckett
21 st Nov	General Meeting	Dundas Sport	7:30pm	
28 th Nov	Friday Xmas Party	Richmond	7:00am-1:00pm	Terry Lyn
7 th Dec	½ hr Scramble and Combined %/Vintage Christmas BBQ – BYO Food	Richmond	7:00am-1:00pm	Michael Towell

*** NOTE: ALL SCRAMBLES START AT 8:00AM ***