

The Free Flighter

Journal of the NSWFFS Inc

May 2010



Terry Bond

**Checking the temperature just before launching
in New Zealand**

Minutes of General Meeting

19th March 2010

Meeting opened: 7.47 with President Terry Bond presiding

Present: T Bond, R Summersby, B Lee, T Stowe, W East, W Bolliger, Reg and Lyn Towel

Apologies: Jim Christie, Phil Warren, Frank, Barsanti

Guests: Chris Behr

Minutes of previous meeting: Minutes accepted as a true record: B Lee / W Bolliger

Business Arising: Field will be slashed in late April or May

Correspondence In: Flypaper Jan & Feb issues, MAAA correspondence MOP 20/10, Tele Con Feb 2010 R Martini re cards, NZ Scale Soc, re comp in July at Richmond

Correspondence Out: The Free Flighter,

Treasurer's Report: Tabled Jan/Feb Moved B Lee/ T Bond Moved W. Bolliger / T Bond that reimbursements be paid to Barry (B-B -Q) , Roy,(Post) & Terry (Fuel for SCC) Jan/ Feb 2010 summary. Credits Nil as cheques had not been banked

Debits

Affiliations \$420	Dixie Prizes \$175
Ladder \$249	SCC Prizes \$150.96
Paper \$ 34.75	Total Debits \$1029.71

New Business: Scale Rally/Tran Tasman will be run by NSWFFS 3-4th July Tahn to organise. Treasure to move surplus funds to investment account. Discussion on SCC, Shade, Battery's, Contest Directors, Tahn explained that he and Liz have run The SCC for ten years now and it is time for someone else to have a turn, so has put us on notice.

Meeting closed 8.30pm

Roy Summersby Sec

Editorial May 2010

A lot of water has gone under the bridge since the last editorial. 2010 has been a qualifier year for the world champs and I have been very busy. It has also seen the Australian team to do battle with the Kiwis and return the Rose Bowl to its real and proper place; Australia! The Rose Bowl is now resident in Nth Carlton, Victoria at the Morgan's home complete with the roses.

The results of the NZ contest and the VFFS comps are included in this newsletter so nothing to say there. The holiday after the TT was the best part of the trip and I can assure you that Bluff oysters are the best I have tasted, and probably the most expensive. I am waiting for a condition report on Lake George to before finalizing the location of the state champs. Hopefully all will be well. I am still canvassing ideas about a new state field and any new idea about location would be handy for a brainstorming session. Some suggestions so far include Broken Hill, Bourke, and Canowindra. Remember that the MAAA would support a state field purchase if an application is properly put together. I have been absent from the field on Fridays for the last six weeks and am looking to get back for practice. I hope all of the usual die hards are still going on a regular basis. Not much to say in this edition as most of the information has been covered by others. See you on the flying field.

President Terry Bond

Letter from Chris Behr (WA)

I would like to thank all those in the NSWFFS for their assistance and making me feel part of their club even when I am not a member, since I have been here in Sydney I have received nothing but help and camaraderie with all those at the flying field and everywhere I have been. I am truly grateful for the help, Terry and Roy have gone out of their way if I needed some assistance. Thank you to all in NSWFFS, I hope I can give them the same help one day.

Regards

Chris

Next Meeting

In case you don't get to read page four of this newsletter I am letting you know now that we will be having our general meeting this coming Friday 21st 7.30pm at the hall in Harris Park, come along and have a chat.

Contest Results; State Champs 21 March 2010

You have probably heard the words "it was a dark and stormy night" well. This day was perfect, no wind, no rain, not even a hint of anything unpleasant. Even smiling faces on the field. Nothing could go wrong on a day like this except!!!! Three starters lined up for the champs, dangerous and very, very expert Jim Christie with his F1G, Chris Behr from WA with a not so well trimmed F1G, (but with a very good F1J in his model box), and Terry Bond with a well used F1J ready to fly. Jim Christie is a cunning old dog and he was away early with most of his flights maxing in the absolute calm of the morning before the rest of us worked out what he was doing. He had three rounds in before Bondy started to fly. Chris was having trimming problems with his coupe and dropped early. Bondy started flying and with two maxes on board, Dt'd early in the third round to let Jim have it. The timer was adjusted and the next flight was a max, but the damage had been done. At this stage Chris had pretty much blown it so it was out with his F1J. A small trimming error saw this model spear into the hard earth just near the dam to end his flying for the day.

Results; Jim Christie 600; Terry Bond 456; Chris Behr 423.

The day did not stop there; there was John Corby flying a power model breaking new ground; Chris Dudley flying his amazing foam scale models testing the strength of Uhu glue and sticky tape; Tahn Stowe with his revolutionary new chuck glider, going negative at every launch; Walter Bolliger with a new scramble model doing control line circles on the field (without lines); Dave Hegarty back in the loop with a variety of models just cruising; Gary Pope with a healing message for us all and a packet of Tim Tams; and last of all, The Braidy Bunch, with happy John and jolly Peter to have a great and entertaining day.

George Fuller

On the following page is an article that I wrote and was published in the last issue of FFDU. The man in of course is Mr. Dixielander, I thought it was worth reprinting in our little magazine for those of you out there that are not members of the Australian Free Flight Society.

Australian Free Flight Society

If you are a member you will receive four issues of its magazine, Free Flight Down Under a year. The cost is only \$20 and well worth it. Get yourself on the list and keeping up to date with all Australia's free flight activities by phoning Vin Morgan on 0393872531

F1Ceasy See FFDU Volume 40 Number 4 by Terry Bond

Not so, Terry was away to a good start in F1C at the Vic state champs with four straight maxes then something went wrong, he dropped three seconds in round five and let the teacher win.

A Legend in His Own Time

In the modelling world, very few people become a legend in their own time. One man that I consider has this status is **George Fuller**. George is the designer of the famous Dixielander. The Dixielander must be the most built model of all time. In the western world every modeller that loved the smell of fuel, diesel or glow, would build one, either from the kit or from scratch, you just had to have one.

George was born in Islington North London in 1929 and remained there until being bombed out in the London blitz. Soon after he moved to St Albans Herts and started modelling, he was then nine years old building little experimental flying machines. He left school and went to work at De Havilland machine shop. National service caught up with him and the next two years were spent in the RAF, who sent him to Germany as an Airframe fitter, working on Hastings aircraft for the Berlin air lift.

Back in Civvy Street, George went to work for A E Hales toy wholesalers. George as a sales rep talked them into taking on the agency for the Cox 049 ready to fly scale control line models. This was very successful and is what made George keen on models again.



George Fuller with Dixielander

Georges modelling progressed to free flight competition power models of his own design, the highlight must have been his second place with his Zoot Suit at the world championships in Cranfield 1953. Prior to this, George had designed the Stomper, which was and still is very popular in Australia. The Stomper was my first competition power model and, with an Elfin 1.5, was a wonderful combination that gave me so much pleasure in my youth. The Zoot Suit was based on the Stomper, but made to fit the FAI rules of the time.

Plans for both these models have been produced in many countries, and no doubt many sold. Further development, and a few years later (1959) we saw the Dixielander kit advertised by A Hales Ltd. It was a quality kit for its day and everyone just had to have one. Easy to build and fly, if you followed the instructions and didn't go too mad with the power. If one fitted a hot Super Tigre G15 and I have, all hell can break loose. There must have been hundreds of these models flying in Australia in the 1960s. I guess there would be 40 in the country at present.



With Zoot Suit

(continued on next page)



George also produced a series of chuck gliders called Fullers Fun Flyers, there were 12 types, these were suitable for children 7 years and upwards, and Yes, I have made a few of them also.

George now lives in Devon, England with his wife Kathy. I stayed with him a few years back. Looking in George's workshop you find that he is one of those modellers that builds everything. At present, he is very keen on electric power, perhaps at 80 he is looking for something new to keep the mind active. While I was there, and George knowing of my engine collection, promised to leave me in his will his 1.8 Elfin, which he used in the 1953 world champs. Just before Christmas a parcel arrived from England containing the very Elfin, with a nice letter saying "*Well mate, the years are slipping by and I thought I better keep*

my promise and give you my Elfin 1.8 that flew to 2nd place in the 1953 World Champs. It's yours as a bond of our friendship. Have a nice Christmas." The motor as you would expect is not in pristine condition but it still feels very good. I have cleaned the motor and just had to give it a run; it turns an 8x4 prop at 11,250 rpm. I would love to build a Zoot Suit for it but would I be brave enough to risk losing an engine with such history? To me, it is irreplaceable.

The Fuller Elfin 1.8



Thank you George, not only for the engine, but giving modellers the world over so much pleasure with your designs, Stomper, Zoot Suit, and most of all the Dixielander.

Roy Summersby

Next George Fuller Weekend - 3, 4 October 2010, Springhurst



After all the good feedback from last year's Dixielander weekend it will be on again. October 3rd & 4th. NSWFFS will hold at Springhurst, what will be called a **George Fuller Weekend**.

It will be along the same lines as last year's very successful Dixielander weekend except Georges two other models will be allowed along with the Dixielander these are the Stomper and the Zoot Suit. We are not sure about the rules; maybe we will have some, maybe not. What we are sure of is a great weekend, plenty of prizes in fact everyone will get something good to take home. Last year 19 Dixies made it to the field we should be able to beat this with the addition of the Stomper and the Zoot Suit models.

If you haven't already one of these models hanging on the wall.....

Start Building Now!

Veterans Gathering 1st & 2nd May

Modellers from Qld, Vic and of course NSW, descended on Muselbrook for the 22nd annual event. Muselbrook put on a super weekend, with perfect conditions for both days. Free flight modellers were able to fly their creations all day, instead of just a few hours in the morning. The field is only good for sport type models and even these can have their problems if the DT is too long as Walter Bollinger found out when he put his Ballerina in the very top of the tallest tree in the paddock. The model will stay there until the wind blows strong enough or the rubber bands break letting it fall to the ground. Many types of models were flown over the weekend including giant scale wireless jobs, F2B electric stunters, and combat wings. Steve Rothwell was seen testing his new R 3.20, a very powerful diesel which is used in England's vintage combat, while Dave Owen was trying out his copy of Gordon Burford's Taipan 2.5 which he is producing. Both engines looked great. David plans to build 150 of these engines. Overall a top weekend, enjoyed by everyone. Thank you Muselbrook for organising it and we look forward to next years which will be held on 30th April & 1st May.

The badge this year was in memory of Gordon Burford and David Boddington.

We are not a Sport ???

As you are aware, for some time now the MAAA have been preparing for, and made application to have our sport recognised by the Australian Sports Commission. The application went before the ASC Executive in late March 2010. The outcome from this Executive meeting was that it determined that the activities associated with MAAA, building and flying model aircraft, are generally considered as being a hobby or leisure pursuit rather than a sport. As a result the ASC Executive has determined not to grant ASC recognition to MAAA.

While this is a set back, the MAAA will be looking at appealing this decision by providing additional information in line with information received back from the ASC on our application.

Info from Secretary MAAA. Kevin Dodd.

Field Slashing

We expect to slash the fields next to where we fly this month. With winter coming the grass should stay down for quite a few months. We need to hire Charlie's slasher, when this is available we will make hay.

NSW State Champs F1A,B,C

These will be held on the June long weekend 12th to 14th. Lake George will be the venue if it is suitable i.e. not wet. The final choice will be made after inspection in the next week two weeks. Narrandera will be the alternative field, if you intend to go check with Terry or Roy before you make the trip.

Stop Press !!!!!!!!!!!!!!!!

At the time of printing (10May), the field is perfect, so unless the heavens open up it will be all go at Lake George. The events A, B & C will be held over the two days with split rounds as we did last year. This allows you to fly more than one class if desired. Four rounds on Saturday, 12th and three on Sunday the 13th leaving Monday spare, if needed. Start time will be at 8.00am

Next Meeting Yes this Friday 21st May

How about you bring something along for show and tell, it doesn't have to be on Free Flight anything to do with or can be used in modelling, be it an old or new engine, a tool, or something that you feel might be of interest. We have the time after our short business session.

Narrandera

A full report on this will be in FFDU. Far too much to tell here, but the Chinese visitors took home too many of our prizes, we will have to sharpen up our act if they come again.

Aussies in New Zealand

Twenty two Aussies made the trip to NZ for the second stage of the Southern Skies Series which was the Kotuku and Omarama Cups. The NSW boys did very well and along with flyers from the other states brought home the much cherished Rose Bowl. I haven't a set of results but they will be in FFDU which will be out soon. Make sure that you are financial so you don't miss out. The last issue on the Nat's was a beauty and with Malcolm running around NZ with his new camera I am sure this one will be even better. Overall the weather for both comps was kind and not a lot of time was lost due to the wind which can be a problem in Omarama. Terry and Alan Jack from UK managed to put models in trees and Col Crowley from WA had a fly away but all were recovered with out damage. Winners of the Southern Skies Series were Phil Mitchel F1A Terry Bond F1B & Alan Jack (UK) F1C

George Fuller Weekend 2nd & 3rd October

This is advertised else where in this newsletter but for those interested some of us have booked in to the Woongarra motel in Rutherglen 0260329588 This has a Bar-B-Q area which we make good use of, plenty of rooms available at this stage.

Vic State Champs

Sorry, once again I don't have full results but those that I can remember are listed below no doubt there will be a full report in FFDU. The weather was very good with just a light breeze in some rounds.

F1B 1st Gary Pope with his first ever maxout congratulations Gary

2nd Richard Blackam (dropped 1 sec) 3rd Vin Morgan

F1A 1st Vin Morgan maxout 2nd Tahn Stowe (dropped 71sec)

F1C 1st Roy Summersby maxout 2nd Terry Bond (dropped 3 sec) 3rd Percy Wright

Combined Vintage 1st Roy Summersby (Playboy Sr 1940) maxout

Open Power 1st Col Collier 2nd Garry Odgers (flyoff)

Open Rubber 1st Col Collier 17+ min 2nd Garry Odgers 8+min in flyoff

For Sale from the maker

While a yagi has the best Directional loop antenna for model location range and directionality it is not particularly convenient to carry especially if you are on a bike or fighting your way through the bush. And although the small helical 'rubber ducky' antenna is compact it is not very sensitive and since, by itself it is non-directional, direction has to be obtained using the body shielding technique. This often doesn't work very well especially near metal fences and it is also has the disadvantage that when you hold the antenna low down against your body the sensitivity is even greatly reduced.

The new direction finding loop antenna is a good compromise between performance and convenience. Its direction finding is as good as a yagi and in practice its sensitivity is good because it can be held up higher from the ground.

The loop gives a broad maximum signal when the transmitter is in the plane of the loop and a sharp null at right angles. It doesn't tell you which side the transmitter is on but if you are close enough to be unsure the body shielding method can be used to see which direction gives the stronger signal.

The loop antenna weighs just 36 g so it really helps keep the excess baggage down. They cost \$35 from Vin Morgan.

See one at the meeting this Friday

NSWFFS 2010 Contest & Fixture Calendar

Date	Event	Venue	C/D
May 16	State Champs Scramble, --Combined %, Control Line Flying, BBQ Lunch	Richmond	Terry Bond 0417027579
May 30	State Champs, P 30, & Vintage Rubber	Richmond	Gary Pope 0417268478
June 12-14	NSW State Champs F1 A, B, C	Narrandera	
June 20	Vintage Power, Vintage Glider, Combined Mini Vintage	Richmond	John Corby 0403498109
June 27	Russell Forth Scramble	Illawarra	
July 3-4	Trans Tasman Scale	Richmond	
July 11	Fun Fly, Mentor Day, Control Line, BBQ Lunch	Richmond	Barry Lee 0402329078
July 16	General Meeting	Harris Park	
July 25	Combined%, Combined Vintage	Richmond	Roy Summersby 0413588720
August 8	Precision, Gotch, No Doc Scale	Richmond	Chris Dudley
August 22	OZ Diesel & Diesel Duration%, Combined Vintage	Richmond	Peter Braid
September 12	½ Hour Campbell Scramble, Combined%	Richmond	Jim Christie
September 17	Annual General Meeting	Harris Park	
September 19	1 Hour Scramble, P30, Vintage Power BBQ Lunch, Control Line Scale (not comp)	Richmond	Terry Bond 0417027579

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

Special Edition March 2010

Vale Gordon Burford 1919 – 2010

It was with sorrow that the Australian and International model aviation community received the sad news that Gordon Burford had found his last flying field, hopefully with blue skies and where there is no wind or rain. Gordon and Jose (you can't really talk about one and not the other in an MAAA context) were very much leaders and visionaries in the early MAAA days and devoted a significant number of years to the Association.

In the 'History of MAAA' written by John Marquette, Gordon states: *"I started aeromodelling in 1929, when I was ten years old. My first model was a tractor model from a plan in Boy's Own magazine, made from hardwood (courtesy of a paling fence) and oiled silk. I later discovered that balsa was a better medium for model building.*

I flew free flight rubber models in contests at Victoria Park Race Course (South Australia) together with Jack Black and Boyd Felstead and others and have continued my interest in free flight over the years, my main love being A2 gliders.

Gordon described how in 1937 he bought his first engine, a Mighty Midget supplied in pieces which had to be assembled. It cost three pounds nineteen and sixpence. From then on his interest in model engines never ceased. He went on to recall, *"I always wanted to make my own model engines. I felt that reasonably priced, Australian made engines should be available. For a number of years I worked as a licensed Instrument Technician, making a few engines in my spare time.*

In 1949 I decided that my hobby of making engines should become a full time job. With Jose's blessing and opinion that 'we will never be rich but we will never starve, go ahead and give it a try' work commenced.

The first production engine was a fixed head Diesel, based on the 'Drone' which we called a 'Gee Bee'. Later came the Sabre 2.5cc followed by the Glo Chief engines. Brian Horrocks won the English Gold Trophy using a Glo Chief 49.

Until this time I had been working in a back yard factory at my house in Grange South Australia, subcontracting work to Frank Bargwanna and Ken Garrett. Jose and I decided to buy a block at Belfast Street Grange where we built our factory and eventually employed up to 20 people including my son Peter who joined the firm in 1958.

The factory production reached a maximum output of 1,000 units per month. Late in 1956 we decided to use the name 'Taipan' for future engines until production ceased in 1976. I have lost track of how many different versions of each size were made as well as a range of Taipan Glo Plugs and propellers. I 'retired' from manufacturing in 1974 and set up a business importing OS Engines and Pilot Kits (if you can't beat them join them)"

When the late Ron Neville decided to retire as MAAA Secretary, Gordon offered to take on the position as a joint effort with Jose. At the 27th Nationals Conference in December 1973, Gordon and Jose were introduced as the incoming joint Federal Secretary and Treasurer. This position was held from 1973 to 1984.

Gordon goes on to recount his attendance at CIAM from 1974-85 then held in Paris. *"Having previously met the Chairman of CIAM, Sandy Piminoff, he helped me to be accepted into the groups at the meetings, and I was soon in the lobbying sessions and talks which go on after hours. After a while Australian submissions were listened to with interest and then accepted.*



I was elected Chairman of the CIAM Pylon Subcommittee and gained the support of members from other countries which enabled us to get Australia's proposals for a new set of rules to be accepted. I met and made friends with people from many countries, and through these friendships a valuable contribution was made to Australia's standing in the Aeromodelling World". During Gordon's time in office a National Insurance Policy was arranged, specific radio frequencies for R/C model use were obtained along with Government Grants for a number of World Championship and other events.

In July 1985 Gordon was awarded the Paul Tissandier Diploma by FAI in recognition for his services to aeromodelling. This was the first time such an award had been made to an Australian aeromodeller.

Gordon and Jose were awarded MAAA Life Membership for 'Services to Aeromodelling in Australia' in 1982/3. At the MAAA Council Conference in 1988 Gordon was inducted into the MAAA Hall of Fame as a 'Competitor at the first Nationals 1938' and again in 2000 for 'Services to Aeromodelling'

Those Australian modellers who knew Gordon have ongoing fond memories of their association with him and this will remain over time. Through the MAAA Museum and the Gordon Burford Event at the Nationals, those who did not know him will appreciate that Aeromodelling in Australia will be the poorer without his life.

Rest in Peace Gordon and Jose