

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 58 NUMBER 2
WINTER 2026

**AFFS
CHAMPS**

**NARRANDERA
IN FLOOD**

**STINSON
L5-A
SENTINEL**

**MURPH'S MAGIC MOTORS
HEAVE HO POSTAL RESULTS
HOW TO USE AI**



FRONT PAGE:

Yuan Gao is one of our regular international F1C competitors, making the long trip from China each year. His happy disposition and enthusiasm on the flight line is complimented by his will to win.

FREE FLIGHT DOWN UNDER
June 2026
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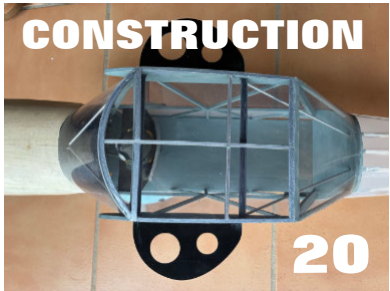
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of 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

- Vin Morgan
- Warren Leadbeatter
- Mike Pettigrew
- Roy Summersby
- Len Surtees
- Natalie Beckett
- Dave Shackelford



Your name could be here too!



The Australian Free Flight Society Championships for 2026 have now concluded following a fantastic week of competition and camaraderie at Narrandera, NSW during May. Once again, the event showcased the very best aspects of our

sport — competitive flying, international friendship, teamwork and, above all, great fun.

This year's Championships incorporated three prestigious FAI Free Flight World Cup events in F1A, F1B and F1C — the Widgiewa Cup, the AFFS Championship and the Southern Cross Cup. The quality of flying throughout the week was outstanding, with competitors travelling from across Australia as well as from China, the USA and New Zealand to take part. The international participation added greatly to the atmosphere and further reinforced the reputation of the AFFS Championships as one of the premier Free Flight events in the Southern Hemisphere.

The weather provided a range of conditions that tested competitors across all classes, however the flying field and facilities at Narrandera once again proved to be excellent. Most importantly, the spirit amongst competitors and helpers throughout the event was exceptional, with plenty of laughs, good sportsmanship and many enjoyable evenings shared after flying had concluded each day.

A tremendous amount of credit must go to Contest Directors Michael Towell and Natalie Beckett for the outstanding job they did in organising and running the Championships. Their professionalism, preparation and calm management ensured the events ran smoothly and efficiently while still maintaining a relaxed and enjoyable atmosphere for everyone involved. Events of this scale do not happen without significant effort behind the scenes, and on behalf of the AFFS I thank them sincerely for their dedication and hard work.

A special mention must also go to Tomer Obligenarz from the USA, who won the prestigious Paul Rossiter Memorial Trophy for 1st Place in F1B. Tomer made the long journey to Australia largely on his own with very limited support and assistance, making his achievement even more commendable. His determination, sportsmanship and

excellent flying throughout the Championships embodied the true spirit of international Free Flight competition, and it was wonderful to see him rewarded with such a significant result.

I would also like to extend a sincere thank you to Malcolm Campbell for his ongoing dedication and commitment as editor of Free Flight Down Under. Malcolm's work over many years has helped keep members informed, connected and engaged with the activities and achievements of the Free Flight community throughout Australia and beyond. In recognition of his continued contribution to the sport, the AFFS was very pleased to present Malcolm with a special award during the Presentation Dinner.

I would also like to acknowledge all of the time keepers, helpers and others whose efforts contributed to the success of the Championships. The willingness of members to assist wherever needed continues to be one of the great strengths of the Free Flight community.

The AFFS Annual General Meeting was also held during the Championships and was very well attended, with constructive discussion on a number of important topics affecting the future direction of our sport. Several significant decisions were made, including matters relating to Combined Open Percentage, E36 and the use of RDT in Scramble events. It was pleasing to see strong member engagement and thoughtful input from those present, ensuring these matters were considered carefully and positively.

It was unfortunate that the weather went against us for the end of the West Wyalong side of the championships and we had to cancel a number of events due to high winds and rain. However we did manage to make it to the second last day before we were shut down and the Presentation Dinner on Sunday Night was so delicious, thanks to our caterers, the Bush family, that it made staying on 'til the end very worthwhile.

Overall, the 2026 AFFS Championships were an outstanding success and a terrific advertisement for Free Flight aeromodelling in Australia. Thank you to everyone who attended, competed, assisted and supported the event. We now look forward with great enthusiasm to the next chapter of AFFS competition and fellowship.

Warren Leadbeater
President
Australian Free Flight Society



FROM THE EDITOR

The Winter edition of Free Flight Down Under is usually the most interesting, with reports from the major events run at Narrandera and West Wyalong. Vin Morgan was going to do his report on the NSW and Victorian State Champs but this event has been postponed until July because of bad weather. So you'll read about that in the Spring edition of FFDU. Roy Summersby and Mike Pettigrew can be relied upon to add some more pages between the covers and I thank them for that. Len Surtees has supplied the results of his Heave Ho international postal event. I noticed Narrandera had a significant flood in 2022. Did you know that? My little pictorial will surprise you by the areas it covered. Please think of an article for September. The Spring edition is often harder to fill.

Malcolm Campbell

2026 TEAM SELECTION TRIALS

	Class	Kiwi Cup N. American Max Men	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic St Ch	QLD St Chs	Australian Nationals	Sierra Cup	Sum of best three
		February 2026	26/4/26	27/4/26	29/4/26	30/05/2026	31/05/2026	16- 17/5/2026	23-29/10/26	8- 14/10/2024	
Phil Mitchell	F1A		840	780	960						2580
Ian Haigh	F1A		685	563	960						2208
Malcolm Campbell	F1A		823	683	683						2189
David Shackelford	F1A		692		401						1093
Albert Fathers	F1A	921									921
Matt Hannaford	F1A										0
Bruce Hao	F1B	960	379	960	960						2880
Vin Morgan	F1B	960	900	960	926						2846
Richard Blackam	F1B		900	960	960						2820
Albert Fathers	F1B	960	771	941	697						2672
Gary Goodwin	F1B		849	843	960						2652
Terry Bond	F1B										0
Roy Summersby	F1C	960	689	951	960						2871
Andrew Linwood	F1C		900	960	960						2820
Warren Leadbeater	F1C		883	839	960						2682
Gary Pope	F1C		900	632	960						2492
Murray Wilson	F1C										0
Shayne McDonald	F1C										0
Terry Bond	F1C										0
Shannon Tolmie	F1C										0

x Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.
1st round time to 240 counted

2026 AFFS Championships

Narrandera 26th to 29th April 2026

Report by Malcolm Campbell. Photos by Malcolm Campbell at Natalie Beckett

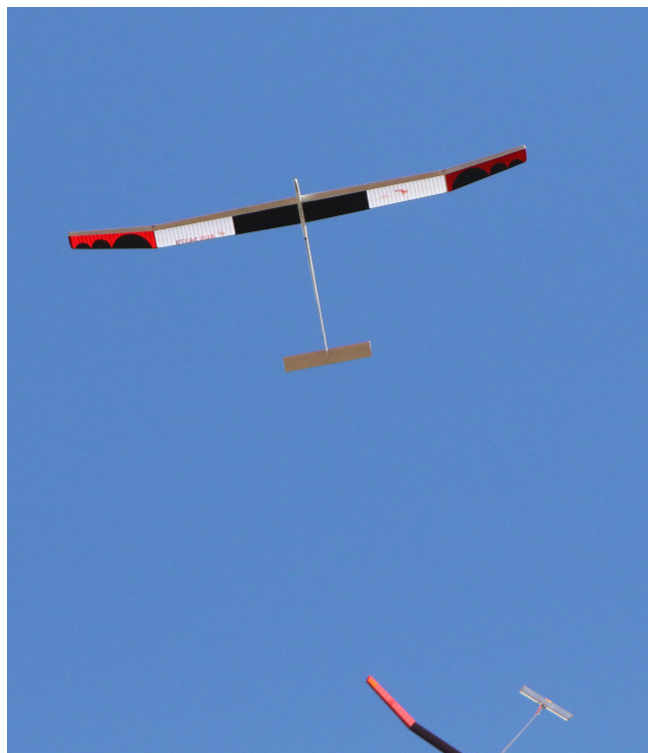
The North Oak property looked the best for many years, with minimal grass and short tufts, good for free flight but not so good for the cattle. There were more flyers staying at Morundah this year. Five or six stayed in the house across from the pub, with several sleeping in tents or vehicles parked near the house, to access the house amenities. And they all used the pub amenities, unfortunately not available until 3 pm each day. Seven stayed at the caravan park at Narrandera. International flyers stayed in town or in the Green Room adjoining the Morundah pub. Being an F1A competitor, my report is probably skewed that way because that's where I was – sorry.

There were an exceptional number of maxes in the F1B and F1C classes but the F1A flyers suffered in the fickle breeze during the last two events.

WIDGIEWA CUP

The breeze was moderate at times (5 – 7m/s) so we all crossed the fence on most flights. Being able to drive along the fence lines and the road into the flight line lessened the trek by 400 metres but another 600 - 800 metres each way on hard soil made for some sore legs after 5 flights. And then there was the dust.

F1A: It was great to see Phil Mitchell back on the line after a layoff of over six years. David Shackleford was the first and only flyaway when the timer on his ex-Vin Morgan F1A refused to co-operate in R5. Michael Towell had it on binos for 20 minutes with a strong tracker signal while Dave took off after it, fully aware there was no phone number or N & A label on the



Phil Mitchell proved he hadn't lost his touch

model! The signal was lost at Widgiewa Station and Dave commenced a mammoth search, the details of which will appear in the September FFDU.

One of Malcolm Campbell's gliders milked an amazing "floating leaf" max from a ridiculously low starting point. He was glad there were witnesses. He went on to repeat this in the SCC using a different model and yes, there were witnesses. Ian Haigh's launches can often be spectacular and one aborted flight (R5) took out two mylar poles and Wazza's Thermal Buster (See picture), with no real damage to model or equipment.



Dave Shackleford bids farewell to his F1A



Ian Haigh takes out Wazza's Thermal Buster



Albert Father's went well, most of the time



Dave Ackery maxed out in the SCC



The Master is now being beaten by his students

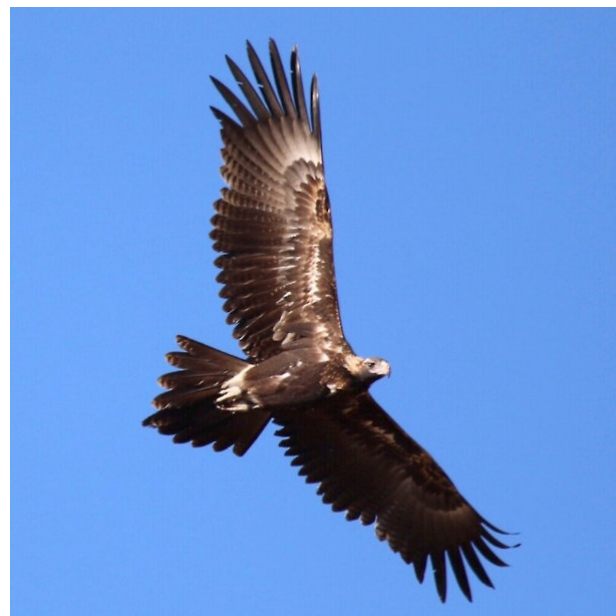
Maxes scored	Widgiewa Cup	F1A	50%
		F1B	87%
		F1C	88%
	AFFS Champs	F1A	62%
		F1B	88%
		F1C	79%
	SCC	F1A	65%
		F1B	91%
		F1C	100%
Over 3 events	F1A 59%	F1B 89%	F1C 89%

F1B: In F1B, Gary Goodwin, Dave Ackery and Albert Fathers dropped R5 and Albert, in sink, crashed into the CD's tent. Bruce Hao had a shocker, retiring after a 19 sec flight in R3 when he struck prop-start problems. With 4 in the FO, USA flyer Tomer Obligenarz (Stefanchuk model) easily outpaced Vin Morgan and Richard Blackam. Paul Squires took fourth place.

F1C: In F1C, Roy Summersby and Yuan Gao both dropped a round, with Roy Summersby also having one of those flights where one of his wings didn't unfold and he got a score of 20.25 sec. In the 3-way FO, Yuan Gao recorded the supreme time of 499 secs (highest of all events) with Andrew Linwood a fair way back but with a creditable score of 412 secs. Gary Pope was also looking good until he relaxed, folded his arms, and DT'ed his model!

AFFS CHAMPS

F1A: One astounding experience for all was when an adult wedge-tailed eagle dropped into the flight line in R3, hooking up in the same flight pattern as Phil Mitchell's circling F1A glider. It all happened amazingly close, marking good air for the Bs and Cs that took advantage of it. Phil was more



This caused a stir in the AFFS event

concerned that he might injure the bird, so he grounded his model while the eagle soared upwards with all the other free loaders, making an unforgettable scene. Malcolm was caught on the line, waiting for a breeze, without his camera – frustrated by missing a truly unique photo opportunity. He did however get some great shots of galahs during the AFFS fly-offs. So, Phil dropped R3 when he hurriedly hooked up his spare model, DT'ing off the top and Ian towed in the same round, so at that stage only 3 seconds separated the first 3 places. It was a hard day for the As, with variable winds, sometimes dead calm, and tantalising lift being taken by the Bs and Cs, just 20 metres away.



Ian Haigh weighs in on his F1A launch

F1B: Flyers took advantage of the abundant lift, with the score sheet a mass of red dots. Four made the FO with Tomer Obligenarz once again leading the way from Vin Morgan and Richard Blackam. Bruce Hao had the misfortune of breaking two motors in the FO, one while winding and another in the tube before running out of time. Models were going about 2 km.

F1C: Andrew Linwood was the only one to max out in F1C with Roy Summersby and Yuan Gao dropping later rounds. Gary Pope had a shocker in R4 and sat out the final round.



Gary Goodwin in the SCC F1B FO

Malcolm and Albert joined Ian Haigh after the event to search for Ian's SHOK glider that was lost early in the day, successfully recovering it, well off his line and 700 metres beyond the fence.

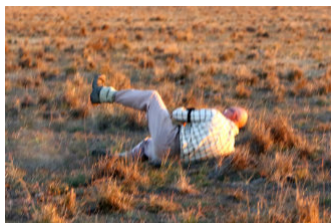
SOUTHERN CROSS CUP

Once again, there was a good choice of thermals for the Bs and Cs with the As waiting for the wind, only to find it shift 90° – 180° with monotonous regularity.

F1A: Dave Shackleford brought out the ex-Graham Maynard WHobby F1A and fast-tracked his way into launching his first bunting CF glider, improving with each flight to finally max in R5. Malcolm had another “floating leaf” max from a ridiculously low starting point. He was glad there were witnesses. Phil Mitchell and Ian Haigh maxed out. In the F1A FO, Ian Haigh, running flat out as he always does, broke a tow ring on the



Phil Mitchell and Ian Haigh, SCC F1B FO



Ian had quite a fall - tow ring broke

way up, falling unexpectedly to the ground, with enough velocity in the launch to achieve reasonable height – but not enough to catch the winner, Phil Mitchell, who made it 3 out of 3, after last flying in the 2019 World Champs at Lost Hills, over 6 years ago.

F1B: Heaps of red dots again in F1B, and this time Bruce Hao took the prize with a magnificent flight. Bruce said his models were not as ready as he would like them to be so he plans to address this and make amends at the next State Champs in July. Gary Goodwin joined in the four-way FO, taking second place. Dave Ackery was very pleased to pick up third and Richard Blackam flew the wrong



Bruce Hao launches to win the SCC F1B FO

model – great height only to stall all the way down. Tomer Obligenarz wasn't around for this - he had to continue his holiday Down Under.

F1C: So, for the first time in many years, each class had a fly-off, two in F1A, four in F1B and five in F1C. It was also the first time that **everyone** in F1C maxed out! Gary Pope didn't get airborne. His motor refused to start. And Warren Leadbeatter's wings folded out early, a problem that he kept having in the rounds, with a wing tip not folding out properly.

But the real thrill in this final flight at Narrandera was the scores put in by the timekeepers for Andrew Linwood and Yuan Gao – a tied score! It was agreed to use the Mini Neurone times, so Andrew won with 422 secs with Yuan Gao 9 secs behind. Roy Summersby followed with a respectable 326 secs.



Mini Neurone helps Andrew win SCC F1C FO

That night, Kathy and I enjoyed a nice meal in the company of the Blackams and Vin at the Charles Sturt Hotel. The night of the AGM we tried the Thai restaurant in the main street. It wasn't too bad either. Oh, and the night of our arrival, I used the caravan park BBQ – terrible lighting unfit for

dining even with the newish table and chairs. I needed my phone light to see what I was cooking! I told the manager about it but it didn't seem to bother him. We splurged at the Red Door on the final morning, having a full breakfast and the best coffee in town with the Blackams.

And while Vin headed off a bit late to pick up Leigh at Wagga Wagga, we all packed up and most of us headed for West Wyalong.



Richard Blackam in the SCC FO



Vin Morgan in the SCC F1B event



Bruce Hao winding for the win in the SCC F1B FO



Dave Ackery winds in the SCC F1B FO



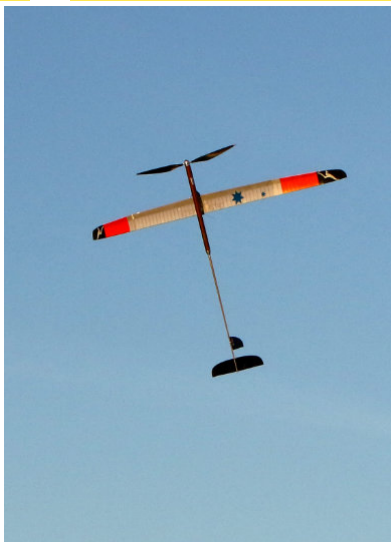
Dave Ackery in F1B



US flyer Tomer Obligenarz winds in the AFFS F1B FO



Gary Goodwin in F1B



Bruce Hao's F1B



Gary Goodwin winds in the SCC F1B FO



Two Slinky Black Things (SBTs) in the SCC FO



Roy Summersby's F1C

Frustrating weather for the straight towers



Widgiewa Cup Winners



F1A



F1B

AFFS Winners



F1C



F1A



F1B



F1C

SCC Winners

F1A



F1B



F1C

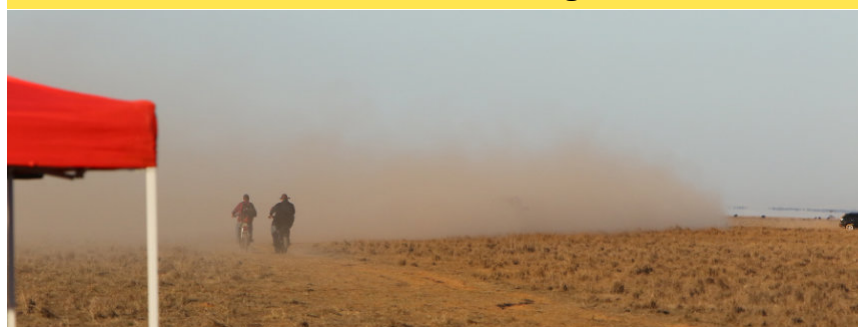


Everyone maxed out in the SCC F1C so all in the FO

**Tomer Obligenarz (USA),
winner of the
Paul Rossiter F1B trophy**



Birds of a feather stick together



Another dusty retrieve for Andrew and Warren

Results for the AFFS events flown at Narrandera

WIDGIEWA CUP

F1A		FAI #	R1	R2	R3	R4	R5	Total	FO
1	Phil Mitchell	54379	180	150	150	180	180	840	
2	Malcolm Campbell	54060	180	103	180	180	180	823	
3	David Shackelford		116	49	180	167	180	692	
4	Ian Haigh	163217	180	158	142	180	25	685	

F1B

1	Tomer Obligenarz	130968	180	180	180	180	180	900	447
2	Vin Morgan	82954	180	180	180	180	180	900	405
3	Richard Blackam	54369	180	180	180	180	180	900	331
4	Paul Squires	60990	180	180	180	180	180	900	198
5	Gary Goodwin	130336	180	180	180	180	129	849	
6	Dave Ackery	60989	180	180	180	180	100	820	
7	Albert Fathers	54374	180	180	180	145	86	771	
8	Bruce Hao	134729	180	180	19	-	-	379	

F1C

1	Yuan Gao	90603	180	180	180	180	180	900	499
2	Andrew Linwood	89999	180	180	180	180	180	900	412
3	Gary Pope	85257	180	180	180	180	180	900	111
4	Warren Leadbeatter	165080	180	180	180	163	180	883	
5	Roy Summersby	54385	180	20	180	129	180	689	

AFFS

F1A		FAI #	R1	R2	R3	R4	R5	Total	FO
1	Phil Mitchell	54379	240	180	0	180	180	780	
2	Malcolm Campbell	52060	127	110	180	180	86	683	
3	Ian Haigh	163217	240	180	0	78	65	563	

F1B

1	Tomer Obligenarz	130969	240	180	180	180	180	960	380
2	Vin Morgan	82954	240	180	180	180	180	960	352
3	Richard Blackam	54369	240	180	180	180	180	960	337
4	Bruce Hao	134729	240	180	180	180	180	960	0
5	Albert Fathers	54374	221	180	180	180	180	941	
6	Dave Ackery	60989	167	176	180	180	180	883	
7	Gary Goodwin	130336	240	180	180	180	63	843	
8	Paul Squires	60990	240	55	180	180	180	835	

F1C

1	Andrew Linwood	89999	240	180	180	180	180	960	
2	Roy Summersby	54385	240	180	180	171	180	951	
3	Yuan Gao	90603	240	180	180	180	147	927	
4	Warren Leadbeatter	165080	119	180	180	180	180	839	
5	Gary Pope	85251	240	180	173	39	0	632	

SOUTHERN CROSS CUP

F1A		FAI #	R1	R2	R3	R4	R5	Total	FO
1	Phil Mitchell	54379	240	180	180	180	180	960	316
2	Ian Haigh	52060	240	180	180	180	180	960	286
3	Malcolm Campbell	52060	155	154	180	14	180	683	
4	David Shackelford		16	7	85	113	180	401	

F1B

1	Bruce Hao	134729	240	180	180	180	180	960	396
2	Gary Goodwin	130336	240	180	180	180	180	960	285
3	Dave Ackery	60989	240	180	180	180	180	960	245
4	Richard Blackam	54369	240	180	180	180	180	960	185
5	Vin Morgan	82954	240	180	146	180	180	926	
6	Paul Squires	60990	103	180	180	180	180	823	
7	Albert Fathers	54374	240	97	180	180	0	697	

F1C

1	Andrew Linwood	89999	240	180	180	180	180	960	422
2	Yuan Gao	85251	240	180	180	180	180	960	413
3	Roy Summersby	54385	240	180	180	180	180	960	326
4	Warren Leadbeatter	165080	240	180	180	180	180	960	193
5	Gary Pope	85251	240	180	180	180	180	960	0

AFFS at WEST WYALONG

1st May to 3rd May

Report by Malcolm Campbell. Photos by Malcolm campbell andd Natalie Beckett

DAY 1:

Combined Vintage

The weather was excellent with Roy Summersby's Dream Weaver looking magnificent in every flight. Ian Haigh's Lamb Climber suffered because Ian's little winder didn't help much in telling him when the rubber was fully wound. Is there anyone out there who could help Ian by giving him a real winder? His beautifully built model has done better in the past. Terry Bond also flew rubber, a Lanzo Stick and it was way off song. Interesting to see two Y-Bars in action, Ray Harvey's came third and Harry Sokol retired after one flight when his model landed across the C/Line safety fence, breaking the wing mounting. A Zoot Suit (Peter Scott), a Stomper (Warren Leadbeatter) and an Eliminator (Andrew Lindwood) made up the rest.



Roy Summersby heaves his Dream Weaver



Ian Haigh's Lamb Climber lives up to its name

E-36

There were nine flying E-36, making it a nice competition. A few flew early and paid the price with very little help in the air. Harry Sokol's little Satellite suffered a bit too much from pilot error, except in the last flight where he got it right. The smart ones flew later and there were some great flights. Malcolm was disappointed, going early. Kathy didn't. He should have listened. Anyway, she picked the air well with three excellent flights. The Old Master, Roy, had his Blizzard going well as did Michael Towell and Warren Leadbeatter, both flying Pearls. So, these were the four in the FO. Natalie Beckett (Mini Dixielander) and Ray Harvey (Pearl) were unlucky to each drop the first round. Terry Scolari, trimming his brand-new Pearl, did well to get one max. By the time Kathy got back from her third flight, Terry and Michael had already done their FO flights. Roy went as Kathy was setting up, gaining reasonable height in 5 secs, but the glide was non-existent. Then Kathy launched. The crowd went quiet. The launch was a bit off but the Joulebox



Warren Leadbeatter launches in the E-36 FO

righted itself, unfortunately flying a bit flat but still climbing. The glide was interesting as the model picked bits of lift to keep it airborne. The chant went up "Go Kathy – Go Kathy" - and she won, with a time 15 secs greater than Mickey. Girl Power!

P-30

A couple of big willy willys (aka dust devils) went through during the morning, picking up the large and abundant star-shaped grass seeds and putting on a magnificent show for us all. Some even launched after it, one in particular being Kiwi Paul Squires who threw up his magnificently built stick and tissue P-30 and then spent the rest of the day looking for it without success. Four of the six entries maxed out with Team Beckett Towell in minor places. The FO next morning was tense; P-30 is a pro class and the best four were there to claim the big prize. Terry Bond and Ian Haigh went first with Terry higher than Ian. Then it was Leigh's turn. The Queen of P-30 sat comfortably winding the motor as Micheal Towell held her model. Leigh launched from her chair while Vin obscured the launch for my photo. As Vin needed the torque meter, he had to wait for Leigh to finish. Her flight of 187 secs was sensational. Vin then wound and launched his model. It was going to be close. Vin landed at 181 secs so Leigh claimed first

place. The flight line erupted, particularly the girls. Girl Power, again! I suggested to Vin he was gallant placing second. He disagreed.

DAY 2

Combined Minis

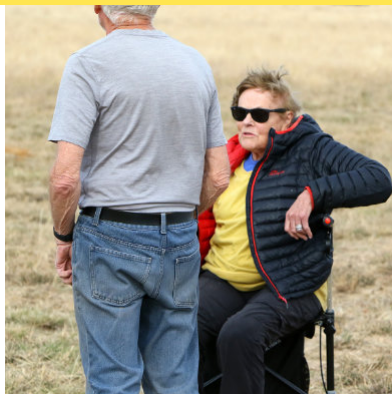
Six flew – Three F1Js, two F1Hs and a sole F1G. It was a pretty windy morning. Roy's CF F1J handled the conditions well but he had long retrieves. Mickey Towell started off well and then went of the boil. Ian Haigh's F1G produced a mixed bag of flights, but the two maxes secured him second place. Harry Sokol's pretty little 1/2 A Train suffered from a cantakerous engine, so it was retired after one flight. Malcolm and Kathy towed up their balsa F1Hs, once each to max, just to enjoy the towing experience. As they had first flown in Combined % and with the winds getting up making for long retrieves, they called it a day.



Team Morgan in the exciting 4-way P-30 FO



What a climb!



And Leigh was the winner!



Roy Summersby dominated Combined Mini



Ray Harvey's Dixielander in Combined %



Sally Knight's Dixielander in Combined %

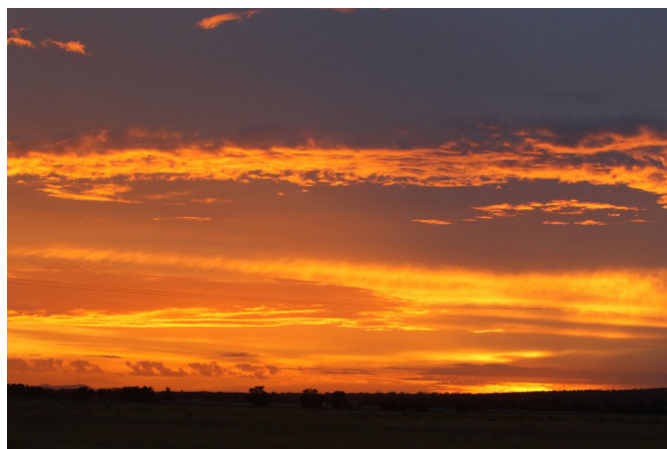
Combined %

With twelve flyers, this was the most popular event at West Wyalong, having four power models, four E-36s, three F1Gs and one HLG in the mix. Those who flew early had the shorter retrieves as the winds increased later in the morning. We flew from the eastern boundary of the field and models were going to the western boundary as the morning progressed. Thank

goodness for motorized retrieves. Roy's little electric bike was very busy. Having first won Combined Minis, he then used the same model to max out in Combined %. Natalie and Malcolm flew their E-36s early to max out. Malcolm had his 3 maxes done in the first hour, and Kathy stopped after dropping her second flight. Harry Sokol, flying an Open Power Dixielander made up the four for the FO. Vin's Raulin Coupe F1G (the Deuzio replacement) didn't max out – he dropped his last flight in what he described as "crappy air". Time was precious and he also had to help Leigh wind 2,000 turns onto her P-30. Leigh ran out of time, missing her third Combined % flight. Sally Knight did very well with her Dixielander getting a max to beat a similar model flown by Ray Harvey. Ian Haigh's P-30 was missing the thermals that came through quickly in the windy weather. Len Surtees was the first I've seen fly a HLG in Combined %. Maybe he'll try again next year? Two E-36s and two Power models were to do a FO the next morning.

Scramble

The winds had not abated sufficiently to run the 4 pm Scramble, so it was unfortunately cancelled.



Red sky in the morning, sailor's warning

DAY 3

With rain overnight and more predicted plus a nasty breeze expected for the morning it was decided on the day that Open Power and Open Rubber plus the HLG/TLG and CLG events would be cancelled. Pity. It was agreed that the Combined % FO would be conducted during the Nationals in October.

SOCIAL

Twelve of us went out to the Royal Hotel for Leigh's birthday. We had a private room and the food was pretty good. Judging by the noise I think everyone enjoyed the night. Of course, the Lamb BBQ went

Continues on foot of next page

AFFS winners at the West Wyalong events



Combined Vintage



Combined Minis



E-36



P-30



Roy Summersby Champ of Champs, again



Andrew Linwood SCC F1C perpetual trophy



Malcolm Campbell, surprised by the Editor's award

down very well and the fledgling committee did a great job awarding the prizes. Because of the weather we all ate inside. Some were in the back room, others in the main dining room and the Victorians ate in the lounge room. We spent a fair bit of time extracting grass seeds from our shoes each day as the grass had plenty of them. A tractor in the machinery shed was covered with the pesky tumble weeds! All in all it was an excellent eight days of flying. We should do it again next year. See you at the Nationals!

*The **Combined % event fly-off** has been **postponed** to the Nationals in October. Could this be the kicker that ensures you are there for the Nationals?*

Results for the AFFS events flown at West Wyalong

Combined Vintage		Design	Year	F1	F2	F3
1	Roy Summersby	Dream Weaver	1956	180	180	180
2	Ian Haigh	Lamb Climber	1940	173	166	137
3	Ray Harvey	Y-Bar	1954	140	151	142
4	Peter Scott	Zoot Suit	1954	149	125	123
5	Warren Leadbeatter	Stomper	1953	180	162	0
6	Andrew Linwood	Eliminator	1053	54	75	63
7	Terry Bond	Lanzo Stick	1940	44	95	0
8	Harry Sokol	Y-Bar	1955	105	0	0

Combined Mini, F1G, F1H, F1J		Class	R1	R2	R3	R4
1	Roy Summersby	F1J	120	120	120	120
2	Ian Haigh	F1G	80	37	120	120
3	Michael Towell	F1J	117	120	49	52
4	Malcolm Campbell	F1H	120	0	0	0
5	Kathy Burford	F1H	120	0	0	0
6	Harry Sokol	F1J	63	0	0	0

Combined % Open			F1	F2	F3	Total
1	Roy Summersby	F1J	120	120	120	100.00
2	Natalie Beckett	E-36	120	120	120	100.00
3	Malcolm Campbell	E-36	120	120	120	100.00
4	Harry Sokol	OP	180	180	180	100.00
5	Vin Morgan	F1G	120	120	86	90.56
6	Warren Leadbeatter	E-36	71	120	120	86.39
7	Ian Haigh	P-30	80	93	120	81.39
8	Sally Knight	OP	115	180	126	77.96
9	Len Surtees	HLG	49	22	55	70.00
10	Ray Harvey	OP	122	125	128	69.44
11	Leigh Morgan	P-30	120	98	0	60.56
12	Kathy Burford	E-36	120	86	0	57.22

P-30		F1	F2	F3	Total	FO
1	Leigh Morgan	120	120	120	360	187
2	Vin Morgan	120	120	120	360	181
3	Terry Bond	120	120	120	360	169
4	Ian Haigh	120	120	120	360	124
5	Natalie Beckett	109	105	103	317	
6	Michael Towell	102	115	83	300	

E-36		F1	F2	F3	Total	FO
1	Kathy Burford	120	120	120	360	84
2	Michael Towell	120	120	120	360	69
3	Warren Leadbeatter	120	120	120	360	64
4	Roy Summersby	120	120	120	360	37
5	Malcolm Campbell	107	75	120	302	
6	Natalie Beckett	61	120	120	301	
7	Ray Harvey	36	120	120	276	
8	Harry Sokol	26	107	120	253	
9	Terry Scolari	21	120	106	247	

A few Narrandera and WW extras from the Editor's camera



The galah flyover at the SCC FO was spectacular. Check out the dihedral and anhedral!



Tumble weeds take over the tractor and the shed



The WW honeymoon suite



The Mitchell wookiee?

And here's a few WW extras from the camera of Ian Haigh



Found in Ian's van. No joke.



Team Morgan mean business at the P-30 FO

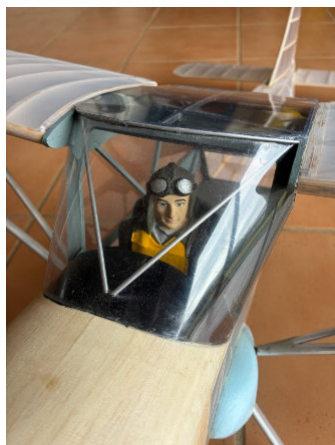


Come on Terry, it's supposed to be fun

Construction Corner

Stinson L5-A Sentinel **Part 2**

By Roy Summersby



Why did I pick this to add to the other models in the hanger? Well, for some silly reason, I thought I would like a model with the D-Day invasion stripes. Why, I have no idea. Naturally, it had to be a model that would fly, and hopefully, fly well. The Stinson seemed to fit the criteria so a plan was found. The original plan was 36" 910 mm span with a Mills .75 for power. As I had a new SAM 1.2 complete with RC throttle, I decided to enlarge the plan to 41" 1260 mm.

Fuselage is very close to the plan with a bit of strengthening where I thought it needed it. Wing has scale rib spacing and section, carbon tube internal spars have been used. Wings are fitted to the fuselage on a fibreglass sheet using the common tongue and box system. Leading edges, trailing edges, and tips are balsa with the trailing edge having a carbon strip on the rear edge. The stabilizer is made from light quarter grain sheet with ribs top and bottom. I have found this method to be reasonably warp resistant. Laminating film has been used for covering; this paints to give an appearance of metal.

Wing struts are the K&S streamlined section. These are joined to the wing using stainless steel split pins and a 1.6

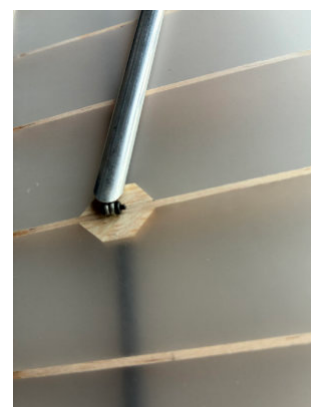
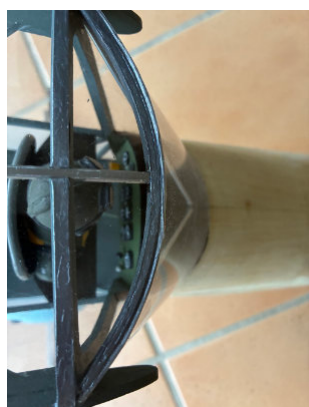
nut and bolt through the eyes. I used this on the Westland Widgeon and it works well.

Undercarriage has the same streamlined section. These go up to the bulges that the wing struts also fit to. These were carved from blue foam.

The timer is a converted Tatone engine timer which will give 20 seconds full power, before going back to half or less, and hopefully it lands under power.

Found some very nice instruments in the cupboard and I've installed these as per the full size aircraft. Pilot is a much modified commercial one, found at the Cowra oily hand day two years ago.

The model is just about at the paint stage and hopefully photos of the finished project flying will be in the next issue of FFDU.





A REAL GEM

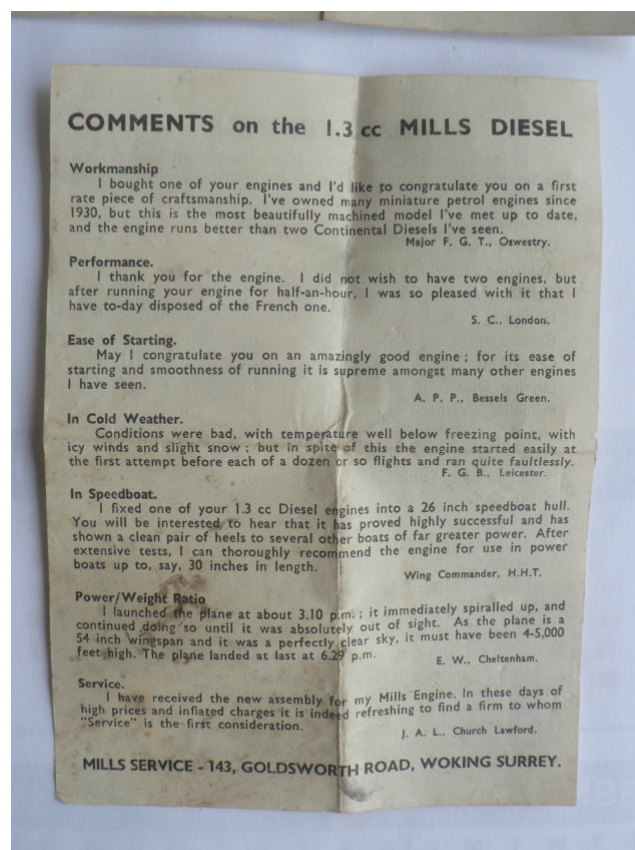
Roy Summersby has a rare "as new" Mills 1.3 in his possession. It's not often that you see such an old motor with such intact documentation.



As you would all know by now, the NSWFFS bought a job lot of models and engines. The models were all RC and not much use to us and are slowly being sold off. The engines, about 170 of them, came in all sorts of condition and sizes. They ranged from brand new in box to very, very dirty. They also ranged in size and types, diesel, glow 2-stroke and 4-stroke, and from Cox 049 to massive lumps of metal up to 23cc, so there was something for everyone.

There were, off course, some very sought after engines like the Oliver Tigers and the OS 15 Diesel. These were sold just minutes after the first newsletter went out, messages were coming in and the phone was ringing at the same time.

Among the engines there were what I would call some real gems, like a Mills 2.4, as there were only 2,500 made. So what, you say, these aren't very rare. They come up now and again on eBay. Yes, but do they



come up in the original box? I have never seen one in the box. And now for the real gem in my opinion, a Mills 1.3 Mk1, not only in the original box, but with the guarantee card and paper work. I might add the box and card both have the engine number on them, 10902. For the connoisseur the numbering is from the rear, 109 left lug 02 right lug. These Mk 1s were made in 1946/47 before they changed to the Mk 2. Yes, the box could be in better shape, sadly it's 79 years hasn't been to kind. What's inside is an engine which is near perfect. It has been run, the mounting holes and fins are good, and it has super compression. At the time of writing no one has put their name on it.

I hope you can read the comments from some of the first buyers of these engines as they are quite interesting. Keep in mind this was 79 years ago.

Roy Summersby

Michael Glaister's obituary for Colin Collyer

6 September 1946 - 8 April 2026

As seen in the May "Flypaper" and republished with Michael's permission



My last photo of Col, taken at West Wyalong on 21-10-25 Editor

Colin Collyer, a friend to all that were fortunate to know him, passed away on the 8th. of April 2026. The memorial service was held at the LePine funeral parlor on Springvale Rd, delayed until the 20th April in order to allow sufficient time for his many mourners to attend. Such was his popularity and the high regard in which he was held that the chapel proved too small to accommodate the approximately 150 attendees, some of which spilled onto the outside pavement.

The service, live-streamed to those who could not attend, was a celebration of a life well-lived and in the closing pictorial reflection of his life, I was moved by the fact that, even in extremis, that slightly mocking smile was still in evidence. Colin passed away having fought a long battle with cancer, never complaining and always cheerful to the end.

I first met Col in somewhat unusual circumstances: I was flying a control line model (unknowingly) under the windows of the Vice-Chancellor designate of Monash University, at that time, under construction.

After enduring the steady drone of my model for some period of time, I was approached by the V-C and during the ensuing conversation/confrontation a quite fearless 10-year-old appeared and interrupted the debate by addressing me with "Are you Polly" my nickname at the time.

His appearance, smile and forthright attitude defused the situation and we parted amicably, the V-C having

suggested that we change the theatre of operations to another part of the campus.

Decamping to a position several hundred metres to the north (yards in those days), I started to talk to this kid, something a 14-year-old would not normally do, but even at that early age, his personality and vivacity shone through.

From that point in time forward, I became his mentor, and it was not long before his talent, ability and dedication surpassed what little skill I possessed. In talking to him in later years he could recall many of the adventures we shared (and which I had forgotten).

One particular shared experience stands out in my mind. At the time (1958-9), George Fuller's "Dixielander" design, kitted by Yeoman, became available and as a student at RMIT, I often passed/haunted the Model Dockyard where, to my delight, I found the above-mentioned kit.

Having extracted the kit from Tony Farnan's grasping hands by the simple expedient of passing over the required amount of d'argent, I hurried home and contacted Col. Together we built the model, and in short order were flying it.

Now at the time, Col had obtained employment in a toy and wool shop and was badgering the owner to stock some aeromodelling paraphernalia. To encourage said proprietor, Col invited him out to watch us fly the Dixie. As I recall, it was a wet and blustery Saturday afternoon, entirely unsuitable for free flight, but we reasoned that if we limited the motor run to five seconds we'd get away with it.

Not so! The heretofore indestructible Dixie succumbed to the elements in spectacular fashion. Having launched into the teeth of the wind, we watched in consternation as, a second or two later the wings folded and the whole mess crashed at our feet, nearly taking out said proprietor! We always had a laugh about it in later years, but at the time it put paid to the possibility of having ready access to modelling materials.

Over the intervening years we never lost contact with one another, meeting often at various places, not necessarily at modelling events. Col went on to become

president of the VARMS club, where his negotiating skill and savoir faire guided the club through several unpleasant encounters with the local council. His attention to detail, and in particular to paperwork ensured that when push came to shove, VARMS was in an unassailable position and extracted major concessions during their forced relocation.

In closing I just wish that I could see that beaming, fun filled face and hear that infectious laugh just one more time. Farewell Col, I will never forget you or the times we shared.

Michael Glaister

Photos from Vin Morgan and Malcolm Campbell



Col's 1-hour service was live-streamed and is still available. Copy and paste this link into your browser.

<https://view.oneroomstreaming.com/index.php?data=MTc3NTgwNDg3MzQwODg1NiZvbWVyb29tLWFkbWluJmNvcHlfbGluaw=>

How to use AI

Written by *Warren Leadbeatter* using AI

Many people are cautious or "scared" of AI, though the sentiment is often a mix of concern and excitement rather than pure fear. Recent global data shows that roughly 34% of adults are more concerned than excited about AI's growing presence, while about 42% feel a mix of both.

Using AI is about treating it like a **highly capable assistant** rather than a search engine. Whether you want to write a professional email, learn a complex topic, or generate creative ideas, create a webpage or write a computer program, follow this simple process to get the best results.

1. Choose a Tool

Different AI tools are better suited for different tasks:

- Chat and Reasoning: ChatGPT, Google Gemini, and Microsoft Copilot can help with writing, brainstorming, and answering questions.
- Creative Visuals: Tools like Midjourney or Runway ML can generate images and videos from text.
- Research: SciSpace can help simplify complex scientific papers.

2. Create a Detailed Prompt

Provide the AI with context instead of just asking short questions. Use the ASK framework:

- Action: Clearly state the desired outcome (e.g., "Write a cover letter").
- Style: Specify the tone or format (e.g., "Make it professional and concise").
- Key Details: Include background information (e.g., "Here is my resume and the job description").

3. Refine Through Interaction

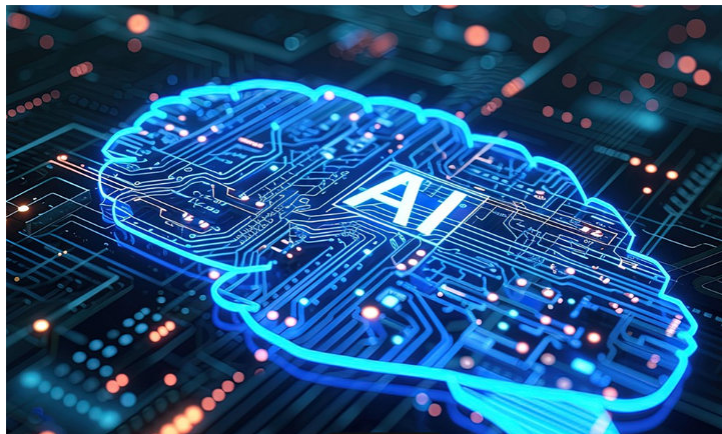
Consider the first prompt as the start of a conversation, not the final command.

- Chain of Thought: Break down large tasks. Ask for an outline first, then the introduction, then the body instead of requesting an entire essay.
- Feedback: If the output is not what you need, tell the AI what to change (e.g., "Make the second paragraph more enthusiastic").
- Interactive Exchange: Ask the AI to test your knowledge on a subject.

4. Critical Verification

AI can sometimes generate incorrect information. Always:

- Fact-check important details using reliable sources.
- Review and edit AI-generated text to ensure it is original and sounds accurate.
- Protect privacy by avoiding the sharing of sensitive data in prompts.



Example:

Let's Use **Google Gemini** to write a simple email.

1. Go into Google and choose AI Mode
2. In the Ask Anything box type:

Write an email to Roy asking him to confirm the pricing for the presentation dinner and if he will provide the prizes for the Southern Cross Cup competition. and let him know we have allowed \$25 per person on the entry form. Also congratulate him on his recent win at the North American Cup.

Result:

Subject: AFFS Presentation Dinner and SCC details

Hi Roy,

I hope you're doing well. First off, a huge congratulations on your recent win at the North American Cup! That is a fantastic achievement—well done.

Regarding our upcoming events, could you please confirm the final pricing for the AFFS presentation dinner? Just so you're aware, we have allowed for \$25 per person on the entry form.

Also, could you let me know if you will be providing the prizes for the Southern Cross Cup this year?

Lastly, we should probably send out a reminder for everyone to bring their MAAA cards to show to the CDs.

Looking forward to hearing from you.

Best regards,
[Your Name]

Google AI then responds with some additional questions below...

To finalise this, would you like me to:
Include the specific date and time for the dinner?
Mention a preferred way for members to show their MAAA cards (digital vs. physical)?
Ask Roy for a final headcount deadline?

You can ask it to make changes or add more questions or information. This can then be cut and pasted straight into the email. You can also add anything further to the email.

Have go yourself, see what you can make it do!

Narrandera flood in November 2022



Aerial view of the service station

I saw the photo on the left in the service station opposite to the caravan park. The servo is in the middle of the photo with the van park centre left. This photo got me investigating and I turned up these telling photos.



The levee bank at the caravan park



Flooded SUV outside the caravan park



The abandoned motel beside the caravan park



SES boat on the exit road of the caravan park



Turning left out of the caravan park



The view turning left on to the road to Jerilderie



Even the town centre was affected



Looks to be near one of the coffee shops



An aerial view showing the extent of the flood

CHARGING LIPO BATTERIES from May 2026 Free Flight News



A modeller in the UK has suffered a major house fire which started from a Lipo battery left on charge unattended. The battery was reported to be 2200 mAh, which is a lot smaller than the electric bike/scooter battery fires that hit the headlines. The same could happen with the smaller batteries we typically use in free flight, such as batteries of about a quarter of that capacity.

Some points from Harry Grogan's article last year are worth repeating:

Always charge LiPos using a current of 1C and never more than 2C. This means setting the battery charger between 1

and 2 times the battery's capacity (C) converted to amp-hours. For example, a 600 mAh battery should be set to $1 \times 600/1000 = 0.60$ amps, or a maximum of 1.2 amps. Some chargers automatically set the current to 1C when the battery capacity has been input.

Do not leave batteries unattended while charging. Do not leave a battery fully charged for more than 2 or 3 hours.

After a day's flying, return batteries to 50% charge, which is about 3.8 V/cell. Many chargers can do this using Storage Mode.

If a battery has swelled up or is damaged from a crash, it should be discarded. If a battery voltage drops to 3.4 V. per cell or less with no load, it could be permanently harmed, or it may not take a charge.

If a battery is too hot to touch after a motor run, it is being discharged at too great a rate. The case temperature should never be higher than 140°F (60°C)

Battery life is shortened by overcharging, over-discharging, or excess heat.

To maintain LiPos in top condition, they should be cycled every six months or so. Charge them to 4.2 volts and discharge back to 3.8 volts. This is about a 50% swing in the state of charge.

Trans Tasman Scale Weekend Richmond NSW



ENTRY FORM

NAME: _____ AUS No: _____
ADDRESS: _____
PHONE: _____ EMAIL: _____

Events (no entry, just \$5 parking fee per day):

Free Flight Scale	Control Line Scale	Scramble
☐ F4A	☐ F4B	☐ Mills Trophy Scramble
☐ Kit scale		
☐ Rubber Scale		

Program:

Friday 3rd July:
8am – Static Judging

Saturday 4th July:
8am – Flying Judging
6pm – Dinner at Richmond Club

Sunday 5th July:
8 – 9am – Mills Trophy Scramble
9am – General Flying
11am – Presentation/BBQ

Please notify Michael by 1st July if wanting to attending dinner together at the Richmond club.

Enquires:
FF - Phil Warren 0405 579 904
CL - Michael Towell 0433 175 295.

PLEASE SUBMIT ENTRIES BY Monday 30th June. ALL ENTRIES
EMAIL TO mtowell5@icloud.com



75th NATIONALS 2026 PROGRAM WEST WYALONG 23rd – 29th Oct 2026



	Free Flight AB field	Social	CD
Friday 23 rd Oct	Registration and practise		
Saturday 24 th Oct	8am – 1pm Open Power and Rubber (3 flights, 180 sec max) Dixielander Event (3 flights, 180 sec max) 8am – 11am CLG/HLG (6 flights with top 3 counting, 60 sec max)	5:30pm Swap Meet 7pm Country Lamb Roast Dinner and Wine	
Sunday 25 th Oct	7am – 9am F4A 8am – 1pm Oz Diesel (5 flights, 120 sec max) E36 (3 flights, 120 sec max)		
Monday 26 th Oct	8am-1pm F1A, F1B and F1C (5 rounds, 180 sec max) (1 st round 240 sec max)	2pm – 6pm Indoor Hanger Rat, Peanut, and HLG/CLG.	
Tuesday 27 th Oct	8am-1pm Combined Mini (5 rounds, 120 sec max) (1 st round 180 sec max)		
Wednesday 28 th Oct	7am – 8am Day scramble 8am – 1pm Combined Vintage (3 flights, 180 sec max) P30 (3 flights, 120 sec max)	5:30pm Swap Meet 6:30pm Country BBQ (sausage sizzle) and Can	
Thursday 29 th Oct	Layover Day		



All presentations will be conducted at the house from 5pm



75th MAAA Free Flight National Championships

West Wyalong - 23rd - 29th October 2026

Pilot Entry

Surname	First Name	MAAA / FAI Number
Street Address	Town/City	Post Code
Home Phone	Mobile Phone	Email Address

FREE FLIGHT - Outdoor	
☐	F1A Gilder
☐	F1B Rubber
☐	F1C Power
☐	Combined Mini (F1J, F1G, F1H)
☐	Open Power
☐	Open Rubber
☐	E36
☐	Day Scramble
☐	Outdoor HLG/TLG
☐	Outdoor CLG
☐	P30 Rubber
☐	Combined Vintage (Power, Rubber, Glider)
☐	OZ Diesel
☐	F4A Scale
☐	Dixielander

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

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

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 & Can		\$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 the running of the Event if I am asked.

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 OPTION

EFT DETAILS -
A/C Name - NSWFFS Inc
BSB - 062 293
A/C # - 00901281
Ref - MAAA Number + 1st three letters of your surname

ENQUIRIES -

2026 Nats Registrar – Nat Beckett
Ph: 0402675037
Email: natbeckett82@icloud.com

2026 Nats Organiser - Michael Towell
Ph: 0433 175 295
Email: mtowell5@gmail.com

GET YOUR ENTRY IN EARLY!

Closing Date for Entries is
25th September 2026
we will accept a
Late Fee of \$50
for any late entries

MURF'S MOTORS – By Mike Pettigrew

Who is Murf, you ask?

Well, that's the problem with our sport of model aircraft flying these days: Apart from us "older" people, nobody seems to know anybody outside their immediate circle of involvement, nor do they know much, if anything, about that other person's niche of model flying.

The sad part is they often couldn't care less about what others do, or what their models are like or what they can do, and as a result; they miss so much.....

I've jumped up on this soap box before to bemoan the loss of the "all in together" National Championships even though I know they can never return, as the sport and all its various subdivisions is just too big to allow such an event to be held nowadays. Too many classes over too many categories for it to work.

Gone are the days when we, the R/C flyers, as I was once, would head into town to the local oval to watch the C/L stunt final to witness the pure artistry of flyers like Paul Turner and Reggie Towell, or go out to the F/F field and watch some free flight events, and, of course, the uniquely Australian "Power Scramble".

The Nats that gave us those opportunities don't exist anymore, but back then we got to know various people from the other categories and classes of model aircraft endeavour, and it was from my friendship with Arthur Cooper (Coop to his mates) of free flight fame, (he was one of the top glider and rubber F/F flyers back then), that I ended up becoming a free flight competitor. I was an R/C aerobatic flyer and also flew other R/C classes back then, and I remember Coop walking up to me one day at a Nats with a fully assembled A/2 glider, as they were known back the day; it was ready to fly and he handed it to me saying "here, this is yours now, it's what we call a real model aeroplane, not one of those 'wireless' things you've been flying. See if you can learn to fly it!"

I did; and flew gliders for Australia a few times back in the days of the Trans-Tasman Competitions.

It may surprise some of our readers to know that many really nice, genuine, and highly skilled people exist out there in these "other classes and categories" just like Coop and others like him did, and still do, and I'm very glad to know some of them!

This is where Murf, AKA Barry Murphy, comes in. This is Murf assembling one of his Pylon Racers, a very sleek and impressive model aircraft and very fast indeed!

I'd put Murf into the abovementioned category of gentleman and he's very good at his area of model aircraft expertise. Let's now call him Barry, or Baz, as he sometimes signs-off these days. Barry and son Beau, a QANTAS engineer, are big names in R/C Pylon Racing with Beau having a number of podium finishes at world champs level. Barry lives a five hour drive away, so getting together with him isn't a frequent event, but not long ago the chance came up to spend some time together and during that, we talked about his engines.



Barry started out making tuned pipes for his 40 sized pylon motors – he'd machine them out of solid stock to end up with a tuned pipe in its typical double tapered form, machined to exact dimensions to suit the RPM range of his motors. They had a wall thickness of a bit over 1mm thick and he would even Aluminium braze the two parts of it together.

That's a top-level engineering task to start with, but it didn't end there; he also started making his own Pylon racing motors. I pause here to say that Barry wasn't alone in this sort of activity.

Let me explain: Our Australian free flight fraternity all know of a very industrious F1A flyer by the name of Ian Haigh; he's often seen towing an all-carbon glider up into the sky or flying an open rubber model, but I wonder how many people know that he is also very skilled at making Pylon Racing motors? Like Barry, he also made them and was very good at it. He also flew R/C pylon racing with much success!

So, our friend Murf wasn't alone at doing this which shows we have depth to our pool of talent!



Here's a photo of one of Barry's pylon racing motors – you can just make-out the B&B 40 logo on the side above the engraved No. 8, and I'll go out on a limb here and suggest that the B&B stands for Barry & Beau!

I'll come back to the "PROFI" above the B&B a bit later....

Barry has a number of these motors in a smallish briefcase, each motor has its own spot carved out of the foam lining and, of course, they are numbered and no doubt graded in order of performance.

Let me repeat a statement I made in a previous article: Maris Dislers I'm not! This means that my description of these motors will be elementary at best, as I'm not trying to go into technical detail; it's mainly a story about the guy that makes them and what he made, but I'm sure you'll get the idea I'm trying to convey.

The motors Barry has made bear a resemblance to the Rossi 40 Pylon Race Motor and it also has a bit of PROFi heritage as well. Everything you see of this motor is made by Barry, apart from the cylinder and head, which are of PROFi manufacture. The crankcase is a Murphy sand casting cleaned-up, machined and then painted black with firearm paint which is a baked-on finish and reported by Barry as being very durable.

Why the PROFi cylinder you ask? Barry's response to that question was it was a machining operation he wasn't prepared to take-on as the cylinder and fins are machined as one from bar stock. He also decided to use the PROFi head that goes with it.

A few little differences to the average engine may have caught your attention: The intake, which looks much bigger in real life, is at the rear and on the underside of the motor (The motor is inverted in the model) and there is no needle and spray bar. The fuel metering arrangement is remote and in this case it is mounted on the firewall and comprises a needle valve and body connected via fuel tubing to the fuel inlet you can just see attached to the side of the air intake. The fuel is delivered through a small hole in the side of the air intake and is angled down into the venturi.

Note also the 6-bolt engine mounting arrangements.

Muffler pressure is used, and engine timing is accomplished with a rear rotary valve, but I'm not allowed to talk about that in any detail. I can only say it's impressive and I like it!

Barry says that bearing fit and tolerances are critical to good performance and in this regard, he gave tribute to Rob Metkemyer from the Netherlands who is the designer of the MB PROFi 40 F3A pylon racing engines and who gave him a lot of advice along the way. The PROFi engine is used almost universally in this class of racing these days.

How good is Murf's B&B 40? According to his notes, the motor I looked at turned a 6.5" x 8.25" propeller at 32,500 RPM in the air (sorry about the inches used for this one). So, it goes quite well actually!

After we'd talked about the B&B 40, he placed it back into the briefcase and then handed me a couple of 2.5cc diesels he'd made.

Why make them? was my first question, and the answer was logical, "I had some offcuts from the stock I used to make the 40's and I thought it would be fun!"

Here's a photo of the first one of these he had made, so we'll call it MK1, and also, following further down, is a photo of the MK2 motor which I would describe as a very elegant looking motor. Both have

been run and are entirely made by Barry. They are based on the Nylon Viper first produced in the mid-1950's.

The Nylon Viper was intended to compete with the Oliver Tiger MK 3 and was, according to Peter Chinn, quite capable of doing so. It was manufactured from barstock and was of twin ball race design and had disc rear rotary induction; and so, these are the same.

The designer of the Nylon Viper was Norman Long, a one-time designer/manufacturer of the Yulon motor.

Subsequent modifications to the Viper led to production of a MK2 version, but I'm not sure of the difference between the two. Each

Nylon Viper motor was reportedly made by hand.

You will note that the MK1 of Barry's copy of the Viper has a traditional 4-bolt head securing the upper components to the crankcase, but Barry found that unless those bolts were torque equally, distortion of the cylinder liner could occur, so he adopted a different approach for his MK2 motor. In the second version, Barry secured the liner to the crankcase with a bolted flange arrangement and then the cooling fins and cylinder head were screwed onto the liner. This fixed the problem and the finished product looks quite smart.

I understand that back in the day, the Nylon Viper

motor was popular with home machinists as a construction project, mainly because of the barstock crankcase.

I found the whole discussion with Barry about his motors very interesting, hence this missive, and I hope our readers do so as well! I believe we should celebrate engineering skill within our field of endeavour, not just engine making, but also straight-out construction skills.

We should celebrate skill and achievement within our sport.

Skills such as engine making and also; the ability and dedication needed to make a near perfect flying giant scale model from a collection of balsa strip and sheet, and some ply with nothing commercially made other than an engine and perhaps a pair of wheels, and I'm not completely sure about them being commercially made either.

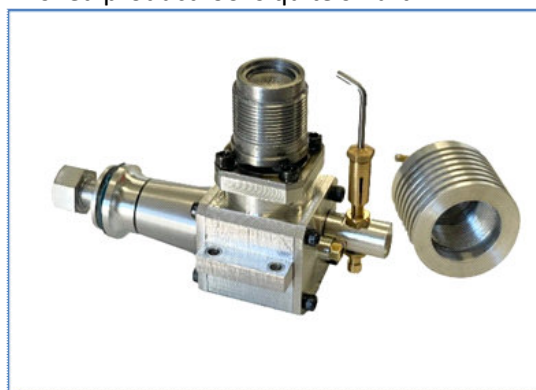
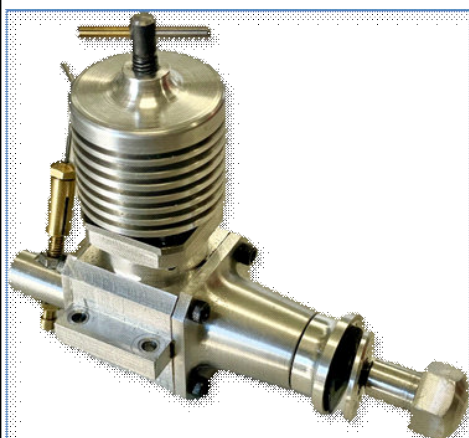
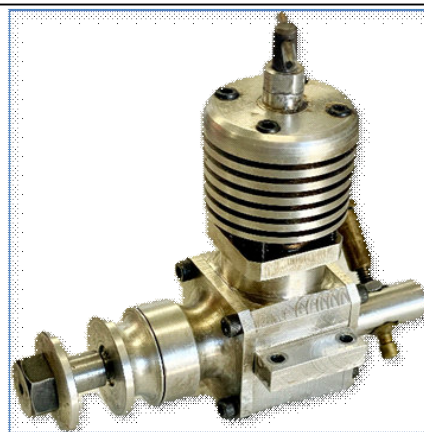
I have such a model in mind, built by one of Australia's master model aircraft craftsmen. All I have to do is get access to it so I can photograph it comprehensively as a basis to write an article about it. No, it's not Free Flight, but like I said at the start, we should celebrate all forms of the excellence in this field of endeavour we pursue, shouldn't we?

Mike Pettigrew

September, 2025

Postscript!

Just as I wrapped this article up and handed it in to our esteemed editor, Murf rang me and said, "I've just made a two-cylinder version! I'll send you some photographs and a video of it running."



Well, he did just that and I saw a video of the motor running, so I've done this little update to include the story of the 5.0 CC twin as well.....



And here's a photo of it. It's not as complicated as one might think. If you have two motors of that style of construction with the crankcase machined from stock, it becomes relatively simple to make up a spacer complete with intake and bolt the whole lot together!

They are 180 degrees apart in cycle, so that when one is at top dead centre, the other is at bottom dead centre, which all sounds logical, but I'm glad it's Barry that had to work out how to link the two crankshafts and get the intake timing working right for both.

I can picture what's needed in my mind but wouldn't want to be the one to engineer it!

I put it to Murf that if you follow the logic of what he's done to make the twin; you could also make a four-cylinder version!

I'd say there is a limit to how far you could go with that of course and that would be controlled by metallurgy and crankshaft strength at the output end, but it would be interesting to find out where that limit is!

I wouldn't put it past the ever-resourceful Murf to make a four-cylinder version, so I'll wait and see what he comes up with next, but I still like to dream of a straight eight appearing one day.

We shall wait and see...

MP

Flying free flight is an exhausting pastime



A group of undesirables passed out on the grass outside the Morundah Pub

a Dave Shackleford photo

FOR SALE

Len Surtees has these items for sale.
lensurtees@hotmail.com 0409 891 008

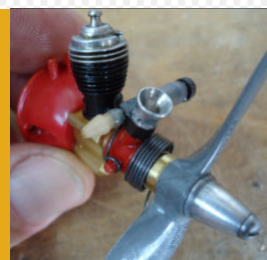
Orwick 64 spark ignition motor \$300 (includes notes from George Aldrich who rebuilt motor and running in details)



Thermal detector
 by Warren
 Leadbeater, never
 used, for sale at
 half-price \$60



WANTED



Wanted **Cox .010**, with tank
 mount, prop and starter
 spring.

Contact Shannon Tolmie at
smtolmie@gmail.com"

2026 HEAVE HO WORLD POSTAL RESULTS.

Congratulations to all winners and to those who participated in this anual event.

I enoyed reading descriptions of flying from Alec Fuller NZ, Don Slusarczyk USA,
 Bradley Le Vine USA and Lindsay Muffett AUS, thanks for taking the time to report.

INDOOR F1N 150 (6") CLG class

First - Don Slusarczyk USA 88.7 sec. 2nd - John Kagen USA 70.7 sec. 3rd - Tom Sova
 USA 68.1 sec.

INDOOR F1N Hand Launch Glider

First - Don Slusarczyk USA 102.6 sec. 2nd - Chris Glynn USA 95 sec. 3rd - John Allen
 NZ 54.5 sec.

First Jnr - Caleb Finn USA 42 seconds.

OUTDOOR - HLG (Javeline Launch) name engraved on the perpetual HH Trophy.

First - Don Slusarczyk USA 170 sec. 2nd - Bradely Le Vine USA 91 sec. Lindsay
 Muffett AUS 59 sec.

OUTDOOR - TLG (Discus)

First - Josh Finn USA 215 sec. 2nd - Don Slusarczyk USA 197 sec. 3rd - Stephen
 Wrigley USA 193 sec.

First Jnr - Paul Finn USA 110 sec. 2nd - Caleb Finn USA 44 sec.

OUTDOOR CLG - First - Lindsay Muffett AUS 186 sec. 2nd - Josh Finn USA 111 sec.
 3rd - Bradely Le Vine USA 63 sec.

LUCKY ENTRY WINNER - Bradely Le Vine receives a STING MK2 15" CLG kit.

Well thats it till April 2027, From the feed back i get everyone had fun and enjoyed
 this once a year event to just participate in this truly rewarding flying of small Free
 Flight gliders, indoors and outdoors. A big thank you to Josh Finn from J&H
 Aerospace who sponsors kits to the indoor winners. The outdoor winners receive my
 mighty STING MK2 15" CLG kits. Check out my website for world class glider kits at
stingmk2gliders.com or email lensurtees@hotmail.com Till next year, Len Surtees.

**New Sting 12" CLG kits, only
 \$10 from stingmk2gliders.com**

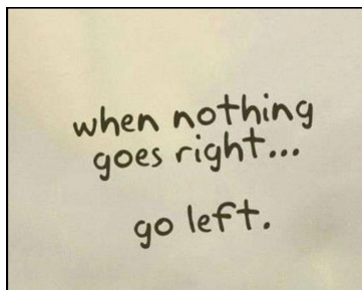
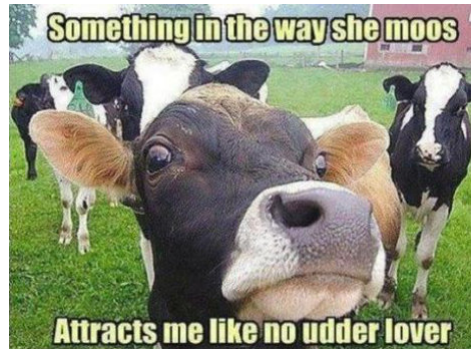


Time challenged?

Here's a thought!

Buy 6 for CLG comp - only \$60
 Bang, bang, bang! 3 maxes.

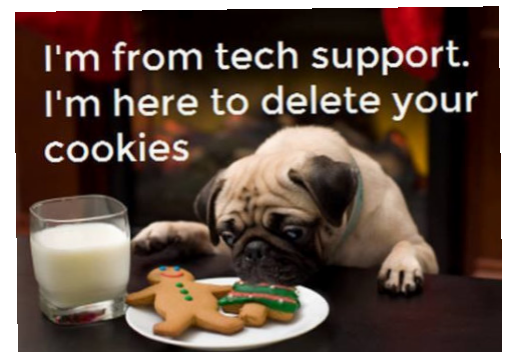
Jokes Page



I hate spelling errors..

You mix up two letters and your whole post is urined

COMMON SENSE
IS LIKE DEODORANT.
THE PEOPLE WHO
NEED IT MOST
NEVER USE IT.





NSW FREE FLIGHT CONTEST CALENDAR 2026 V1

Date	Event	Venue	Time	CD
January 11	½ Scramble and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
January 16	General Meeting	Dundas Sports	7:30pm	
February 8	P30 State champs and Combined Vintage	Richmond	7:00am – 12:00pm	Peter Scott
February 22	Unorthodox Day, Abomination Mass Launch and Scale Rally BBQ – BYO food	Richmond	8:00am - 12:00pm	Michael Towell
March 7 - 8	Hunter Valley Championships CL & FF	Muswellbrook	See program	See program
March 15	1 hr Scramble State Champs and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
March 20	General Meeting	Dundas Sports	7:30pm	
April 12	E36 State Champs and Combined Vintage	Richmond	7:00am – 12:00pm	Michael Towell
April 26 - 30	AFFS Champs + Widgiwaa Cup (World Cup Events) + Southern Cross Cup for F1A, B and C	Narrandera	See program	See program
May 1 - 3	AFFS continued at WW – 1 st Combined Vintage, E36, P30 – 2 nd F1 G, H, J, % & Scramble – 3 rd Open Power, Open Rubber, HLG, TLG & CLG – See FFDU - Evening Presentation Dinner	West Wyalong	See program	See program
May 16 - 17	Muswellbrook Veterans Gathering	Muswellbrook	See program	See program
May 22	General Meeting	Dundas Sports	7:30pm	
May 30 – June 1	F1ABC State champs + Open Rubber/Power State Champs + Victorian State Champs for F1ABC	West Wyalong	See program	See program
June 14	Combined F1G, H and J State champs and Combined %	Richmond	7:00am – 12:00pm	Gary Pope
July 3 - 5	Trans Tasman Scale Rally + CL Scale (Fri to Sun) + 1 hr Scramble and Fun Fly BBQ – BYO food	Richmond	7:00am - 12:00pm	Phil Warren Michael Towell
July 17	General Meeting	Dundas Sports	7:30pm	
July 25 - 26	Mid Winter Mini Maxout 2min max models (5 flights per day)	West Wyalong	See program	See Program
August 9	Combined Vintage State Champs & Combined %	Richmond	7:00am – 12:00pm	Gary Goodwin
August 29-30	Cowra Oily Hand Weekend	Cowra MAC	See program	See program
September 6	½ hr Scramble and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
September 18	General Meeting & AGM	Dundas Sports	7:30pm	
September 27	HLG/CLG State champs and Combined Vintage	Richmond	7:00am – 12:00pm	Nat Beckett
October 11	Ebenezer Day and George Fuller Event BBQ – BYO Food	Richmond	7:00am – 12:00pm	Michael Towell
October 23 - 29	75 th Free Flight Nationals	West Wyalong	See program	See program
November 8	Precision Power (sport models)	Richmond	7:00am – 12:00pm	Nat Beckett
November 20	General Meeting	Dundas Sports	7:30pm	
November 21	Presentation Dinner	See invite	5pm	
November 27	Friday Xmas Party	Richmond	7:00am-12:00pm	Michael - Lyn
December 6	½ hr Scramble + Christmas Party BBQ – BYO Food	Richmond	7:00am-12:00pm	Michael Towell

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

STOP PRESS!

The F1ABC State Champs for NSW and Victoria plus Open Rubber/
Power State Champs have been rescheduled to 25 - 27 July 2026



BRISBANE FREE FLIGHT SOCIETY 2026 Flying Calendar



Month	Date	Start	Events	Location
February	Sat 21 st	12-4pm	Bar-B-Que lunch & General Meeting	John's place
March	Sat 7 th	3-6 pm	Indoor – Delta Dart	BSHS
	Sun 8 th	8-12pm	Club Day 2 min class models/trimming	POSTPONED
	Sun 22 nd	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	POSTPONED
April	Sat 11 th	3-6pm	Indoor - EZB	BSHS
	Sun 5 th	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 12 th	8-12pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	Sun 26 th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 26 th to 3 rd May		AFFS State Champs & Southern Cross Cup Narrandera and W-	Wyalong
May	Sun 3 rd	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 9 th	3-6pm	Indoor - HLG/CLG	BSHS
	Sat 16 th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 17 th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 24 th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 30 th	8-1pm	Reserve F1A	Dalby
	Sun 31 st	8-1pm	Reserve F1B	Dalby
June	Sun 7 th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 13 th	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 14 th	8-1pm	Club Fun Day including P20 and ½ hour Walking Scramble	Coominya
	Sat 27 th	12-4pm	Bar-B-Que and AGM	John's place
July	Sat 4 th	3-6pm	Indoor - P18	BSHS
	Sun 12 th	8-1pm	Scale State Champs and testing	Coominya
	Sun 26 th	8-1pm	Fun Fly and testing day including E36	Coominya
August	Sun 8 th	3-6pm	Indoor – Peanut Scale	BSHS
	Sun 9 th	8-1pm	Mini Power and QDP (each 3 flights)	Coominya
	Sun 23 rd	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 13 th	8-12pm	P30 State Champs (3 flights)	Coominya
	Sun 27 th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 11 th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 25 th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 1 st	8-1pm	Reserve day	Coominya
	Sun 15 th	8-1pm	Col's Vintage and RC assist Sports model Rally	Coominya
December	Sat 5 th	12-4pm	Christmas Party and prize presentation	John's place

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

2026 FREE FLIGHT CALENDAR

Ver 3 as at 24 May 2026

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