

# FREE FLIGHT

## DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 54 NUMBER 1

AUTUMN 2022



### BIG EVENTS COMING SOON

2022  
AFFS CHAMPIONSHIPS

2022  
SOUTHERN CROSS CUP

- 1ST WW NATIONALS
- TRIBUTES TO ADRIAN BRYANT
- CONSTRUCTION CORNER : MASTERCLASS



**FRONT COVER:** The cover photo shows Adrian Bryant launching Dick Korda's 1939 Wakefield Champion on the BFFS field at Coominya. Rubber was Adrian's favoured class and he primarily flew vintage designs, although he'd also flown modern day F1Bs.

# Free Flight Down Under

## March 2022

Volume 54, Number 1

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

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

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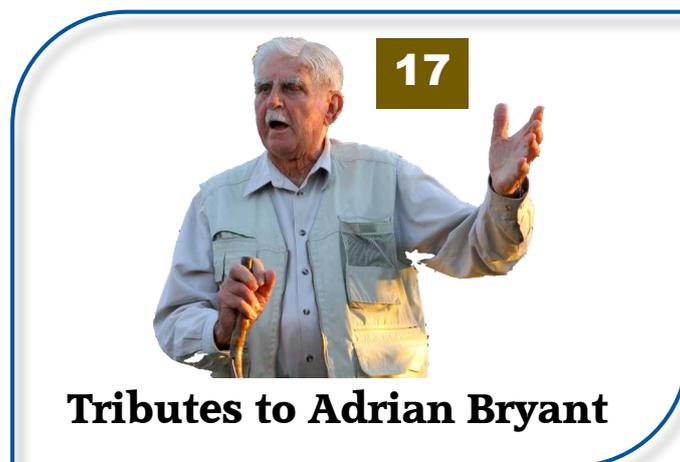
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## Construction Corner



### CONTRIBUTORS

- Terry Bond
- Mike Pettigrew
- Roy Summersby
- Len Surtees
- Ian Haigh
- Basil Healy
- Keith Murray
- Leigh Morgan
- Martin Williams
- Des Slattery

*Your name could be here!*

**PRESIDENT'S REPORT**



We all bemoan the diminishing number of people flying free flight model aircraft these days; it is an obvious reality on every free flight field and is somewhat like the elephant in the room. Our numbers are diminishing.

It's happening because we're all getting older and as we do, one by one we lose the physical ability to fly as we did once before "back in the good old days" so we don't turn up so often until we end up fading into the background and our numbers diminish.

I found it wonderfully refreshing therefore, to look at the photograph on the front cover of the previous

edition of F.F.D.U which shows a brilliant launch of an E36 by young Annika Lewis. Not only was Annika out there competing as a junior, but she was competing against her father and her grandfather all in the one event, and she was doing a pretty good job of it!

So, thank you Annika for being interested enough to join in; you fly well and you've given me fresh hope that Free Flight will hang around a bit longer.

We need more like you!

Speaking of flying well; the 2022 AFFS Championships are drawing closer and will be on us before we know it!

Time goes so quickly doesn't it?

All the necessary forms and assorted paperwork have been circulated already and I remind you that competition entries close on 15 March.

This time we've tried to reduce the time spent at Narrandera by conducting only the three competitions for the F1A, F1B and F1C classes at the Narrandera field because of the need for vast areas in which to operate the bigger F classes. The remaining events, which you could describe as the smaller classes,

are being flown at the Adrian Bryant Field at West Wyalong.

Why, you ask?. The concern has been that the 50 km drive out to the flying field from Narrandera in the darkness of early morning has been daunting many times because of the risk of crashing into one of the many kangaroos that seem to sit by the edge of the highway trying to work out when to jump into the path of an oncoming vehicle.

The AB field has better facilities and is much closer to accommodation and the town centre.

Our AGM will still be conducted at Narrandera, but the dinner will be in the form of a spit roast at the farmhouse which will follow a more solemn gathering to pay our collective respects to the late Adrian Bryant. It was Adrian that made ownership of the West Wyalong field possible and we will miss his visits there.

If you've been thinking about entering the AFFS Champs and/or the Southern Cross Cup but haven't done it yet, grab some forms and make a move to be part of what we believe will be a really good event!

*Mike Pettigrew*

# AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



## 2021 COMMITTEE MEMBERS AFFS INC

**PRESIDENT**

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[mike2.pettigrew@gmail.com](mailto:mike2.pettigrew@gmail.com)



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## FROM THE EDITOR



I'm so glad that COVID-19 is starting to let us get back to normal again. We'll be able to fly all those models we've built during the two years of lockdown! Overseas travel is still a gamble and no one from Australia or New Zealand attended Fab Feb this year, although many of us wished we'd been there. With the numbers in the FOs and the number of FOs held, I'd say they had extraordinarily good weather.

This year marks my twelfth year as editor of FFDU - some would say I must be crazy. Mike Pettigrew has been very good to supply so many well researched articles on famous brand names from our early days in aeromodelling, names that we all

fondly remember. Of course anyone can join Mike as a regular contributor - refer to the back page of FFDU to find out what you can do.

2022 also marks the start of a split AFFS Champs, with three World Cup events for F1A, B and C being held at the Big Field at Narrandera, with the Minis and other supporting events being held at the field with everything for FF comfort, West Wyalong. An Indoor event is also being trialled in the WW township. And I've finally got accommodation bookings that I don't have to postpone or cancel!

I look forward to seeing you all again at both fields next month. By the way, you have only a week or two to lodge your entries.

*See you all downwind  
Malcolm Campbell*

## The 2021 A1 International Postal competition results

Stuart Darmon says,

Many thanks for supporting the first Classic A1 Glider international postal contest. As you can see, entry was relatively modest (I'm told this is par for the course with postals). However, I've received dozens of mails from modellers who've built Classic A1s as a result, including photos at the last count of 47 new models. This is excellent. I've also been asked by several guys who didn't get round to entering if I'll do it again!

A proper score sheet will appear in the press in due course but for your information, here are the results. Hopefully we can arrange a prize giving for the UK winners at a contest early this season.

Well done everyone who took part, and congratulations to Colin, who I think we can agree thrashed us all.

Best regards, Stuart



### CLASSIC A1 GLIDER POSTAL 2021 RESULTS

1. Colin Foster	GBR	30+60+90+120+150+180+90=	720
2. John Williams	GBR	30+60+90+120+103=	403
3. M. Campbell	AUS	30+60+90+119 =	299
4. J. Mackey (J)	GBR	30+60+90+108=	288
5. E. Jakobsen	DAN	30+60+90+107 =	287
6. M. Brons	DAN	30+60+90+105 =	285
7. S. Darmon	GBR	30+60+90+82=	262
8. P. Watson	GBR	30+60+90+75=	255
9. S. Dixon	GBR	30+60+90+74=	254
10. G. Warburton	GBR	30+60+90+79=	250
11. B. Lavis	GBR	30+60+90+0=	180
12. P. Tribe	GBR	30+60+66=	156
13. K. Best	GBR	30+60+58=	48
14. K. Faux	GBR	30+60+42=	132
15. P. Masterman	USA	30+42	72
16. P. Grunnet	DAN	30	30

### TEAM COMPETITION

1. Williams, K. Faux, B. Lavis	715
2. S. Darmon, K. Best	410

### JUNIOR WINNER

James Mackey	288
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## 44<sup>th</sup> Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2022



### Widgiewa Cup (World Cup Event) Venue: Narrandera

Sunday 10 <sup>th</sup> April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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### AFFS Championships (World Cup Event) Venue: Narrandera

Monday 11 <sup>th</sup> April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Tuesday 12 <sup>th</sup> April	Reserve Day F/O day for AFFS & Widgiewa	0700-1300
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	Evening AFFS AGM	1900
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### NSWFFS Southern Cross Cup (World Cup Event) Venue: Narrandera

Wednesday 13 <sup>th</sup> April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Thursday 14 <sup>th</sup> April	F/O morning for Southern Cross Cup	0700-0800
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Moving Day to West Wyalong



### West Wyalong competitions start Venue: West Wyalong

Friday 15 <sup>th</sup> April Good Friday	Combined Vintage	3 flights no rounds	0800-1300
-------------------------------------------	------------------	---------------------	-----------

	E36	3 flights no rounds	0800-1300
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Saturday 16 <sup>th</sup> April	Combined F1G/F1H/F1J	5 x 1hour rounds	0800-1300
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	P30	3 flights no rounds	0800-1300
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Sunday 17 <sup>th</sup> April Easter	Combined %	3 x flights no rounds	0800-1300
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	Combined HLG/CLG/TLG	0800-1300
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	Evening Presentation Dinner	1800
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Venue: NSWFFS West Wyalong Farmhouse



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



**ENTRY FORM**

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

ADDRESS: ..... AGE (If junior) .....

PHONE ..... EMAIL.....

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

**EVENTS ENTERED:**

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

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

**FEE CALCULATOR (There are no fees for Juniors)**

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

**PLEASE SUBMIT ENTRIES BY 15 MARCH 2022**

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

Gary Goodwin  
 7 Hilltop Rd  
 Wamberal NSW 2260

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

Bank transfer details: Name: Australian Free Flight Society  
 BSB: 033 174  
 A/C 331732

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

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



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



**ENTRY FORM**

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

ADDRESS: ..... AGE (If junior) .....

.....

PHONE ..... EMAIL.....

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

**EVENTS ENTERED:**

EVENT		TICK
1	F1A WORLD CUP EVENT	
2	FIB WORLD CUP EVENT	
3	F1C WORLD CUP EVENT	
<b>TOTAL ENTRY FEE (Any or All)</b>		<b>\$40</b>

**PLEASE SUBMIT ENTRIES BY 15 MARCH 2022**

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

Gary Goodwin,  
 7 Hilltop Rd  
 Wamberal NSW 2260

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 A/C 331732  
 Payment reference required giving **Name** and **Amount Paid**

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





## GENERAL NOTES - NARRANDERA AND WEST WYALONG



- 1) Smoking on the field is not allowed. If you smoke in a car the doors must be closed.
- 2) Daily compulsory event briefings will be held before commencement of competition flying.
- 3A) Motorised retrieval, Narrandera flying site location (car or motorcycle) is not allowed. (pedal & electric bicycle retrieval is allowed) We are not permitted motorised retrieval on The Department of Defence Land.
- 3B) Motorised retrieval, West Wyalong flying site location is allowed (car , motorcycle , electric bicycle) pending any additional instructions from the land holder , the NSWFFS must be adhered to.
- 4) \* F1G/H/J is combined (one class only to be flown)  
First round will be "High Time" NOTE (6 min max first round only.  
NB time above 2 min max will only be used to resolve ties)
- 5) F1A, F1B & F1C First round max will be 4 minutes. (Weather permitting)
- 6) Flyoffs for F1A, F1B & F1C will be 10-minute duration.
- 7) FAI events will be flown from a flight line in 5 x 1-hour rounds, Please assist by volunteering to time keep other competitors (AFFS does not provide dedicated timekeepers)
- 8) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 9) Old style F1J/Class 1 Power models – restricted to plain bearing motors of less than 1cc and no moving surfaces except DT will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and ½A Vikings).
- 10) COMBINED VINTAGE, first flight will be "High Time" & must be launched before 0830 (6 min max first round only, NB time above 3 min max will only be used to resolve ties) Entry in more than 1 class allowed however only 1 (best) score to count for AFFS Champion. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre-1956) as per MAAA rules 2009.
- 11) COMBINED % is 3 flights no rounds. Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights (i.e. no discards) Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 12) HLG/CLG/DLG are combined into one event. Only 1 set of scores allowed per competitor, all flights from the box marked by 4 cones.
- 13) Radio Dethermalization (RDT) is allowed in all events.
- 14) All Competitors must be in possession of a current MAAA/FAI Licence.
- 15) PLACEGETTERS models, lines, motors etc may be processed. There will be spot checks and check timekeeping on the field.



### AFFS Champs Indoor

As you would all be aware the AFFS and NSWFFS will be joining forces this year for the running of the AFFS champs in April. All FAI events will be flown at Narrandera before moving to West Wyalong over the Easter weekend for all other events, the Adrian Bryant Memorial and presentation dinner.

As a part of the West Wyalong flying there will be an **indoor fun fly and swap meet** hosted jointly by the AFFS and NSWFFS.

**This will take place at the West Wyalong indoor sports stadium  
on Friday (Good Friday) 15 April between 4 pm and 8 pm.**

There will be a cost of \$5 per flier and \$5 per person who wishes to sell goodies at the swap meet. For all other visitors we will be asking a gold coin donation at the door to help cover the cost of the hall.

So dust off your old Hangar Rats, Indoor Chuckies or anything else that you may have that will fly indoors without destruction and come for a fly and sell off some surplus goodies! If there is enough interest on the night we may even be able to sort a little comp or 2 for bragging rights and beers!





# AUSTRALIAN FREE FLIGHT SOCIETY Inc

FREE FLIGHT DOWN UNDER SUBSCRIPTION OR AFFS MEMBERSHIP  
IN AUSTRALIA

**Name:** .....

**Address:** .....

.....

**Phone/Mobile:** ..... **Email:** .....

**Date:** ..... / ..... / .....

**Renewals:** Go to **Payment** section.

**New Members:** Complete option A or B.

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

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

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

Please ✓

- Option A** I wish to receive the electronic version of "Free Flight Down Under"
- I wish to receive the printed version of "Free Flight Down Under"

**Now go to the Payment section.**

- Option B** I wish to become a member of the AFFS.
- You will receive an electronic version of FFDU as part of your membership.
- I wish to become a member of the AFFS & receive a printed version of FFDU

I hereby apply to become a member of the AFFS. Upon acceptance of my application I agree to be bound by the rules of the association for the time being in force. I declare that I am a financial member of a club recognised by the MAAA.

My MAAA registration number is **AUS** .....

**Signed:** ..... **Date:** ..... / ..... / .....

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

**Send the completed form to:**

Gary Goodwin  
7 Hilltop Rd  
Wamberal NSW 2260

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

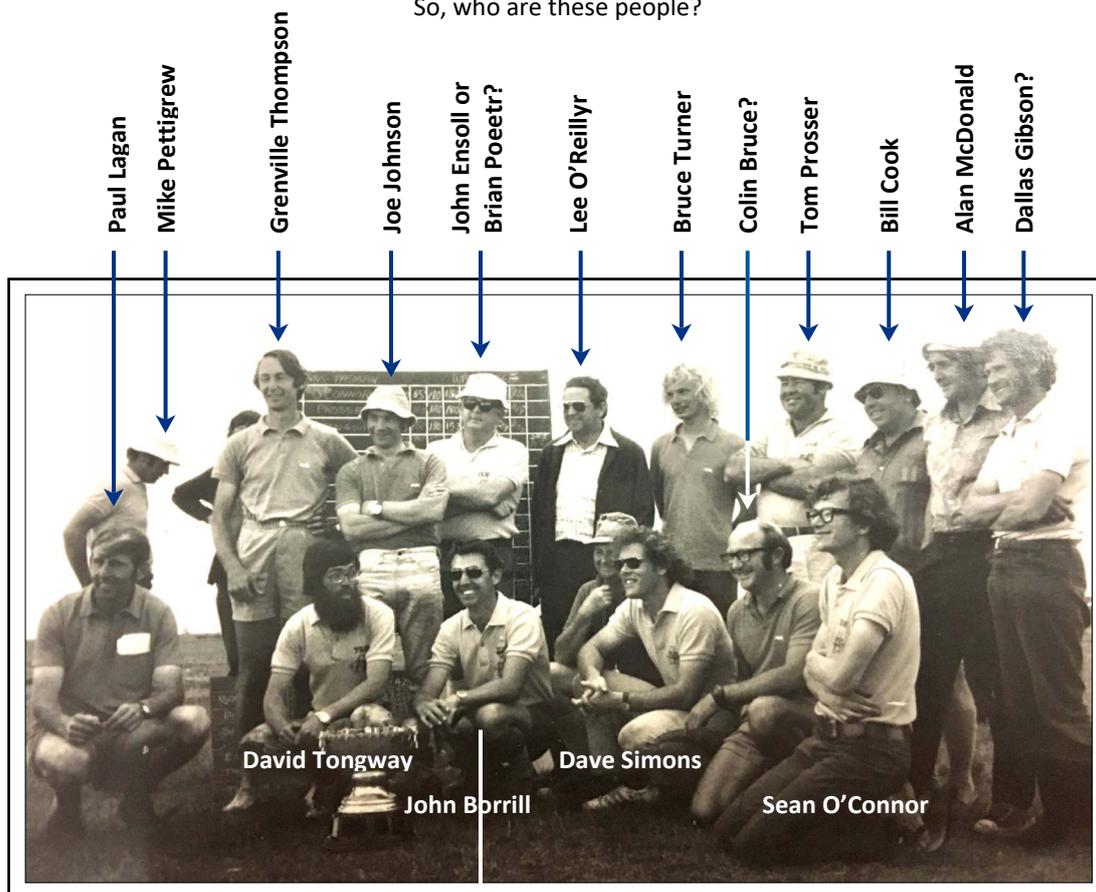
**Name:** Australian Free Flight Society inc.  
**BSB:** 033 174  
**Account No.** 331732  
**Payment Ref:** Insert your name

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

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

 **Trans Tasman Quickie Quiz** 

Mike Pettigrew gave me this photo to test your recall skills. Only one responded, with 11 names, and he came from New Zealand. Thank you Rex Bain! Mike supplied the rest but there are a few “uncertains”. Maybe you can help?  
So, who are these people?



*Australian Free Flight Society Inc*

A Special Interest Group of the Model Aircraft Association of Australia

**Notice of Annual General Meeting 2022**

The AGM will be held at the Narrandera Services Club Narrandera on Tuesday 12<sup>th</sup> April 2022. Any submissions for inclusion in the Agenda for this meeting must be received by Tuesday 15<sup>th</sup> March 2022.

Nomination forms for election of Office Bearers and Proxy Voting forms must be signed and returned to the Secretary no later than Tuesday 15<sup>th</sup> March 2022.

*The Secretary AFFS Inc,*

*Shannon Tolmie*

*7 Blue Gum Road*

*Moore Creek NSW 2340 Phone:*

*0419 237 203 email:*

[smtolmie@hotmail.com](mailto:smtolmie@hotmail.com)

# *Australian Free Flight Society Inc*

A Special Interest Group of the Model Aircraft Association of Australia

## **PROXY VOTING FORM for 2022**

I ....., AUS number.....

will not be able to attend the AFFS Annual General Meeting and give my proxy to:

..... AUS number.....

Signature: .....

**The completed form should be posted to:**

*The Secretary AFFS Inc,*

*Shannon Tolmie*

*7 Blue Gum Road*

*Moore Creek NSW 2340*

*Phone: 0419 237 203    email: [smtolmie@hotmail.com](mailto:smtolmie@hotmail.com)*

**Proxies duly signed should arrive no later than Tuesday 15<sup>th</sup> March 2022.**

# *Australian Free Flight Society Inc*

A Special Interest Group of the Model Aircraft Association of Australia

## **Executive position Nomination Form for 2022**

I ....., AUS number.....

Signed by nominator: ..... wish

to nominate .....

AUS number..... for the position of .....

Signed by nominee: .....

**Please Tick**    ✓

President   

Vice President   

Secretary   

Treasurer   

Public Officer   

Editor   

This nomination is seconded by .....

AUS number..... Signed .....

### **The completed form should be posted to:**

*The Secretary AFFS Inc,*

*Shannon Tolmie*

*7 Blue Gum Road*

*Moore Creek NSW 2340*

**Phone:** 0419 237 203    **email:** [smtolmie@hotmail.com](mailto:smtolmie@hotmail.com)

**Nominations duly signed and seconded should arrive  
no later than Tuesday 15<sup>th</sup> March 2022.**

**Schedule of Team Trials 2021/22**  
**For Team Places in the 2023 Free Flight World Championships To be held in France**  
**For F1A, F1B and F1C**

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

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

**Notes**

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

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

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

# ADRIAN BRYANT – A TRIBUTE COLLECTION

(November 1930 - December 2021)

Compiled by Mike Pettigrew



## PREAMBLE

I suggested to our FFDU editor that I wanted to put together a story about Adrian Bryant following his recent passing; a story in tribute to a long-time and very successful Australian modeller who not only loved our hobby, or sport, as it later became, but one who also did so much for it over the years.

As well as being a true gentleman, Adrian Bryant was a model aircraft enthusiast and a keen competitor in both free flight and control line, but from what I've read, he seemed to love free flight a little more.



Without Adrian Bryant, there would be no West Wyalong flying field and nor would there have been a magazine called Model News – an Australian publication of many years ago dealing with model aircraft and related hobbies that graced the newsstands in the 1950's and into 1960's. This magazine did much to promote the building and flying of model aircraft back then and was a genuine gift to our sport as it certainly wasn't done for profit – there was none!

These two photographs show Adrian not so long ago winding and launching an old wakefield helped

by his daughter Joanne, who is also holding his favourite balancing stick, and with Albert Fathers providing a steadying hand.

Adrian spent a good part of his life in a small town by the name of Uki which is in New South Wales about an hour's drive south-west of Tweed Heads which we locals all know is on the NSW/Qld border. Because of that, we flyers from Sydney (as I was back then) didn't often get to fly up north and vice versa, so we only caught up with distant flyers such as Adrian, at the Nationals and similar events, if and when they turned-up.

I therefore only came across Adrian once or twice in those early days because I didn't start flying free flight until 1964, while I slowly converted my focus from R/C aerobatics.

Both of us knew who the other was, but I really only had a sketchy understanding of where Adrian fitted into the overall scheme of things, I knew he was an important guy in our hobby, but I didn't, and still don't, have enough detailed knowledge of Adrian to write a tribute of my own.

Despite that, I still considered the writing of a story about Adrian to be an easy task before I started-out, because my strategy was to ask for input from modellers who knew Adrian well and had spent time with him on the flying field to tell me what they knew, on the basis that I'd sift through it and use the gathered information to write a fitting tribute to Adrian.

It didn't work-out that way.



The problem that settled over me as I embarked on my quest for information is the fact that Adrian outlived most of his contemporaries and there are very few that I know of now that knew and flew with Adrian back “in the day”. Where are people like Coop, Ivor, Russ Hammond, Jim Fullarton, Ron Neville and their ilk when you need them?

Unfortunately, they too have gone.....

My public request for input was answered by some who were able to help, and I give them my sincere thanks as they’ve provided valuable input, which is, however, limited to specifics of some events and incidents, not an overall picture. That troubled me at first because I didn’t have enough to be able to string a full story together from start to finish. I soon realised however, that each piece about one aspect of Adrian and his interaction with the author of that piece, was a unique and valuable insight into Adrian and thus rightly demanded publication as a whole, rather than just becoming input into a composite story.

Here are the stories I received. Sincere thanks to those who provided them, and thanks also to Bruce Hao for the photographs he sent me that appear in this first section of this article.

## FROM BASIL HEALY - MAAA 9

*(For those that may not know Basil, he concentrates on SAM old-timer R/C flying these days, but back in the 1950’s Basil was a formidable free flight power flyer responsible for designs such as the Crowbar and others which he flew with great success. With the advent of radio control that was reliable, he became a very skilled R/C aerobatic flyer and competitor through the 1960’s and 1970’s and beyond. He slowly morphed his R/C flying interests into the old-timer movement where aged in his late 80’s he still wins events at the nationals.)*

*Basil’s story about Adrian follows:*

Adrian lived a good deal of his life in the tiny township of Uki in northern NSW.

It was here that he had a house with a large shed in which he stored an Auster aeroplane. I understand that at some time in his life he had studied for and received, a private pilot’s license.

The Auster was ex-British armed forces in Malaya and was fitted with a Bristol Bombardier engine which used a cartridge start system (this was different to most Auster’s which had Gipsy Major engines with electric start – Adrian hated the cartridge start as it tended to be an expensive way to start an engine).

When Adrian purchased the Auster, it came with a large stock of spare parts for both the engine and the airframe and over the years Adrian noticed that the engine parts had become quite valuable, so he began selling them off to buyers worldwide. He made a tidy profit for his efforts.

Adrian undertook all of the maintenance of the aircraft himself, but he wasn’t a licensed aircraft engineer which didn’t go down well with the DCA, as they were then, so they cancelled the aircraft registration. Undeterred, Adrian still continued to fly the aircraft locally for some years until someone from the DCA spotted him flying it and threatened legal action unless he kept it on the ground.

This caused Adrian to eventually sell the aircraft with all of its spares for another tidy profit and so ended his relationship with the Auster.



Adrian once told me that he had at one stage worked for Claude Neon – the neon signage company, and apparently, his role was in marketing although I don’t know that he knew much about how neon lights work!

Adrian has always enjoyed poetry and it was a regular thing at the Nationals in the early days for Adrian to entertain the modelers by reciting, in his rich baritone voice, Banjo Paterson’s “The Man from Ironbark”.

Adrian was an accomplished model builder who flew both free flight and control line and

most of his competition flying was done with flyers from the far north coast of NSW and also with the Brisbane modellers.

This photograph shows Adrian with an A/2 glider at the Toowoomba Nationals in 1953/54. It is a bit blurred because it was probably taken with a Box Brownie, but it is still good enough to easily identify Adrian as the subject!

Adrian, along with Russ Hammond started the model magazine some of us older modellers will know as "Model News" and in those days, Russ concentrated on the editorial side gathering news for print, while Adrian took care of the business side of the magazine by chasing advertisers and organising printing and distribution.

Neither of them drew wages from the enterprise – it was a labour of love of our hobby.

Going back to earlier days, I once had occasion to write to Adrian and I asked Arthur Cooper ("Coop" to all his friends) for Adrian's address and he said "just address it Adrian Bryant, Uki. Everybody there knows him".

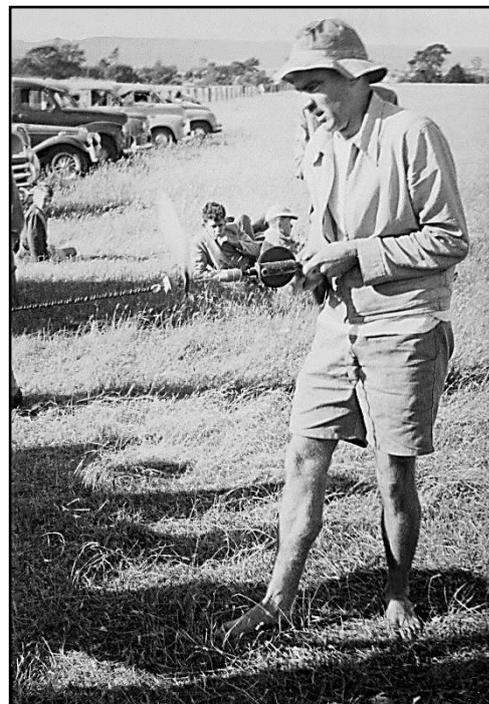
I did that and he received my letter, and I got a reply.....

I have another photograph of Adrian from the early days:

This second photo shows Adrian winding a Wakefield at the Traralgon Nationals in 1955/56.

*(Mike Pettigrew comment: Compare the photo of Adrian winding this single-blade model with the much more recent colour photograph provided by Bruce Hao earlier in this article – it appears to be the same drill converted to a winder being used 60+ years later?)*

I would like to be able to provide more, but these photos are all I have of Adrian.



**Basil Healy**  
January 2022.

## FROM LEIGH MORGAN

I first got to know Adrian when we travelled to the World Championships in Argentina in 1989. He was travelling with his daughter Joanne, and I was travelling with my husband Vin who was in the F1A team. Adrian was in the F1B team. I was just starting to fly F1B, and he gave me lots of encouragement. He was always very interested in my progress, as I started to win Australian contests, and eventually flew in the Australian F1B team in later World Championships.

I always enjoyed talking to him, and in one of these conversations on a flying field somewhere in the world, he told me how he met his wife. It was through flying! His wife's family property was next door to his, and he used to go out into the paddocks, and do a bit of trimming of his latest models. One time his plane went into the next-door property, and a nice girl about his age brought it back to him. After that his plane (probably on purpose) wandered on to the next property more frequently, always to be brought back by the same girl. A wonderful friendship developed, which ended in a long and happy marriage. Adrian's only regret was that he had not encouraged his wife to fly. They did have five children, so she was probably fairly busy.

He was obviously very interested in flying model planes all his life. He was a delight on the flight line, always friendly and encouraging to newcomers, and always so interested to see all the developments in the F classes although he preferred to fly models which he built himself.

In the Argentinian World championships where I first got to know Adrian, one of the other members of the Australian F1B team was Bruno Chinchilla. They were a delightful pair, who worked really well together. Martin Williams and Vin picked air for them, and they did really well - I think Adrian might have maxed out and said he had never come so high up the ladder before. Adrian and Bruno were very pleased with their scores, and with where the Australian team finished.

Adrian, I will miss you on the flight line but thank you for the many happy times we had out there on the flying field.

**Leigh Morgan**  
**December 2022.**

## **MY FRIEND ADRIAN BY KEITH MURRAY**

Contrary to some belief, I haven't been a long-time friend of Adrian Bryant – I've only known him for about 40 years.

As an avid reader of *Hobbies Illustrated* and *Aeromodeller* in the late 40s early 50s I was well aware of Adrian Bryant and had followed his adventures in the UK, USA and Finland as well as perusing his designs published in *Hobbies Illustrated*. Upon returning to Australia, he had contributed greatly to aeromodelling in this country by co-producing with Russ Hammond the much-lamented magazine "Model News."

I first met Adrian in the 1980's when Ivor F Stowe organised a gathering of many veteran aeromodellers for a dinner at the Royal Flying Club at Bankstown. (As a result of the success of this gathering, Bruce Abell and the Singleton Club established the annual "Veterans Gathering")

At the end of the evening Ivor asked me if I could give a lift to two modellers who had flown down from the North Coast. Imagine my surprise at these being Adrian Bryant and a fellow called Bond Baker – I met two heroes in one night!

From this meeting Adrian and I established a great friendship which sadly ended this month.

We met regularly at the Veterans Gathering and Free Flight Contests, usually in the company of Des Slattery and Col Somers. Adrian would sometimes stay with us when visiting Sydney. Later we often met when he was visiting his Sydney-based daughters Joanne and Wendy.

In between these meetings I would be informed of his activities by my great mate from Tamworth, Brian Potter, whose wife came from a North Coast dairy, and who was often in contact with Adrian and his long-time friend Jim Palmer.

I also made contact with him whilst on occasional business trips to the far North Coast.

During our conversations Adrian would often tell me stories of his earlier adventures such as of being suspected of being a communist sympathiser during the "reds under the beds era". This was because of his activity in ferrying light aircraft from Czechoslovakia whilst working for the Finnish Aeroclub for whom he worked for some time after proxying for Art Lonergan at the Wakefield Final in Finland.

As result of his participation in this international contest in Finland, Adrian later took part in several gatherings of international sportspersons in Finland in which they kayaked along a river for several days.

He became great friends with many over there and upon returning to Australia he went on to become the President of the Australian/Finnish Society.

He also told a 'story' about using a sleeping live frog as a dethermalizer in a large glider. Upon waking it would jump from one end of the fuselage to the other and cause the model to stall down.

Another 'story' was that on his first visit to Sydney as a sixteen-year-old who had never worn shoes, he found his way back to his lodgings by feeling the tram lines with his feet, the warm ones indicating he was on the right track.

Adrian always maintained that the best aeromodellers he ever had seen were the Habib brothers from Lismore but who seem to have only made occasional ventures into competition.

When Dave and Jan Thomas ceased publishing the great "Free Flight Down Under" Adrian stepped into the breach and with the assistance of his daughter Wendy continued its publication. During this period, I was sometimes requested to draw up a plan or two for the magazine.

It was only when he had me draw up Col Williamson's 1948 Nats Open Rubber winner and had me seeking contact with the UK-based Col via Art Lonergan, that I found Art and Adrian had filled 2<sup>nd</sup> and 3<sup>rd</sup> places on that occasion.

I can still vividly remember Adrian ringing me one morning and asking could I go to Sydney Airport and try to look after some Finnish friends who had telephoned him from Darwin and who had asked him to meet them upon arrival

in Sydney thinking Uki was a suburb of Sydney. I did meet them and arranged overnight accommodation at a Manly motel. They caused a bit of sensation the next morning stripping down on the beach for a swim. I later heard that the only English-speaking member of the group was the head of a then little-known company called Nokia.

Another interesting time with Adrian was when we were at Canowindra attending both a AFFS and a SAM 1788 Competition. Brian Potter and I were staying at a farmhouse and being thoroughly spoiled by our hosts, we were even given hampers of food to take to the flying field. Adrian was so impressed that he thought he could play a good trick on his friend "The Squire" Allen Thomas. They joined us for a superb evening meal at the farmhouse where our host really put on a show wearing a dinner suit and acting as very professional head waiter. Allen's reaction was greatly enjoyed by all.

Some years later Adrian repeated this at the General Store in Uki, where he took me to a meal at the store which had magically been transformed into a headwaiter equipped restaurant just for our benefit, "*Always like this on a Saturday night*", he claimed.

Adrian was a keen gardener as is my wife, and over the years much banter took place about their respective gardens. Even as late as a few months back Adrian was managing to tend his garden.

Adrian had the misfortune to suffer serious illness whilst holidaying in a remote part of Canada and the strong drugs that saved his life also took away his sense of balance. He overcame this by utilising a strong staff and continued with his modelling.

We had a mutual interest in wishing to have the early Australian model designs saved for posterity. Upon retirement, I visited the Mitchell Library and made copies of every plan I could find in early Australian magazines such as "Aircraft" and "Radio and Hobbies" and passed them to Adrian.

These became part of the collection he put online for the benefit of all.

At the 1999 Toowoomba Nationals, Allen Thomas introduced a LSq/100 rubber-powered model event to promote interest in the early Wakefield models. These require an un-pushed ROG and Adrian gave me the tip to ensure the incidence of a tip-up tailplane was not altered when being held down for the take off. This I managed, but to my great disappointment Adrian had ROG problems.

The Queensland Free Flight group have continued LSq/100 contests and Adrian urged me to go up with him and compete and I was very keen to do so BUT the chosen venue was so far north I would have a three day drive each way for 3 flights so I never attended although I did build 4 models and may have sent at least one to Adrian. I certainly sent him a couple of suitable kits for him to build and he retaliated by sending me a couple of electric models which he proclaimed as the way forward for Free Flight.

My last email from Banora Point, a couple of days before he died, was a short video clip taken by his daughter Joanne, showing him building yet another Lim Joon Wake and trying the tail against a fuselage side. This model accompanied him on his final flight.

Adrian had a great maxim which saved me much money over the years when making a purchase.

Do I really **want** it??

Can I **afford** it??

Do I really **NEED** it??

I am sure that when deciding to finance the purchase of the Jo & Adrian Bryant Flying field at West Wyalong, he had the **needs** of the Free Flight Community in mind.

Farewell my old and trusted friend.

**Keith Murray.**

## ADRIAN IN ARGENTINA – FROM MARTIN WILLIAMS

I had met Adrian Bryant only briefly (I think the first time was at the Nationals at Warwick) until 1989, when the world free flight championships were held at Embalse in Argentina. That year the Australian F1A team consisted of Vin Morgan, Peter Nash and me while the “dark horse” F1B team was Peter Smith from the ACT, Bruno Chinchilla from Tasmania and Banana Bender Bryant. The F1A event was held first (Vin did quite well, Peter moderately well and I rather badly) so when the F1B event came along, Vin and I were free to make nuisances of ourselves. We offered to be thermal-picking advisors to the Australian F1B team. This was partly a psychological move to counter the Chinese team, which had drawn the pole next to ours and had an immaculately dressed manager who told the team members when they were allowed to fly. The whole Chinese presence, models as well as humans, was pretty immaculate – we couldn’t have quite said the same of ourselves.



All teams were obliged to move to a new pole position for each round, as is standard practice. At the beginning of each round, the Chinese manager would set up a streamer pole which supported a delicate, beautiful cerise silk ribbon about five metres long - the eastern equivalent of Mylar.

Vin would set up the standard Western kit of Mylar pole, anemometer, and temperature gauge. Peter, Bruno and Adrian were under no obligation to follow our advice (unlike the Chinese flyers who did what they were told) but I don’t recall that they ever disagreed with us. Vin would consult the Mylar and the gauges and I would sniff the air like the old HLG flyer I am. Vin would suggest that it was a pretty good time to launch, I would agree, and we’d tell the flyer.



The rules of the time specified a 210 second first round. Adrian’s venerable model just missed, he scored 206. Peter had a mechanical problem in round two, but otherwise there were maxes all round. By round five, the Chinese had pretty much stopped watching their ribbon: They were watching us! Whenever an Australian flyer launched, so did one of the Chinese. A high point of the day was when some gesticulating around our team apparently suggested to the Chinese that it was a good time to launch. I wasn’t. Their flyer dropped in terrible

air. At the end of round six, Bruno had a perfect score, and we were in the running for a team place. Some of Adrian’s many international (mostly Finnish) friends clustered around to express their wonderment at his performance. He was fiddling with his model at the time, but grinned at them, motioned over his shoulder at Vin and me, and told them “I’m under new management!”. He then proceeded to max the seventh round to come eleventh overall. Sadly, Bruno wasn’t so lucky. It had become quite windy and the wings of his number one model folded while a retriever was bringing it back for the last flight. His reserve was not up to the conditions and scored only 75 seconds.



Still, Vin and I were feeling pretty pleased with ourselves at the end, while Adrian was in something of a state of shock. No wonder. The top twenty placings are attached below and F1B aficionados will recognise a lot of formidable names above and below Adrian's. This was the high point of his international career.

Throughout the expedition to Argentina, Adrian was a wonderful member of the team: humorous, obliging, and unflappable. His delight at having the opportunity to make the trip, meet up with his many overseas friends and compete at international level was obvious and rubbed off on some of his grumpier team-mates. He was a true gentleman who has left us a priceless legacy.

### Individual results - 1989 World Champs Argentina

	FAI ID	round 1	round 2	round 3	round 4	round 5	round 6	round 7	TOTAL	flyoff 1	flyoff 2	flyoff 3	
1	E Cofalik	POL	0	210	180	180	180	180	180	1290	+240	+300	+317
2	A Andrjukov	USSR	0	210	180	180	180	180	180	1290	+240	+300	+237
3	R Hofsass	GER	0	210	180	180	180	180	180	1290	+203		
4	R White	W/C	0	210	180	180	180	180	180	1290	+196		
5	Z Zhaoyi	CHN	0	210	180	180	180	180	180	1290	+192		
6	E Gorban	USSR	0	210	180	180	180	180	180	1290	+159		
7	J C Cheneau	FRA	0	210	180	180	180	180	180	1290	+114		
8	B Tornkvist	SWE	0	210	180	180	180	180	180	1290	+87		
9	Z Wenyi	CHN	0	210	180	180	177	180	180	1287			
9	A Zeri	NED	0	210	180	180	180	180	177	1287			
11	A Bryant	AUS	0	206	180	180	180	180	180	1286			
12	D Ackery	NZL	0	210	180	180	167	180	180	1277			
13	R Peers	GBR	0	210	180	180	180	180	162	1272			
14	J Quinn	USA	0	190	180	180	180	180	180	1270			
15	B Eimar	SWE	0	210	180	180	159	180	180	1269			
16	K Rozycki	POL	0	210	180	180	180	156	180	1266			
16	R Clemenceau	ARG	0	209	157	180	180	180	180	1266			
18	A Koppitz	FRA	0	210	164	180	180	171	180	1265			
19	D Siebenmann	SUI	0	210	180	180	180	180	149	1259			
20	J Kenan	YUG	0	210	148	180	180	180	180	1258			

## FROM DES SLATTERY AUS34

I first met Adrian when he attended the first Queensland model Aircraft Champs in 1949 at Wacol.

Adrian won Open Rubber but, as the prizes were being provided by a Brisbane hobby shop, it was decided not to give Adrian his prize because he came from NSW.

In 1989, the BFFS ran a 40-year anniversary competition, which Adrian attended and brought his own trophies.

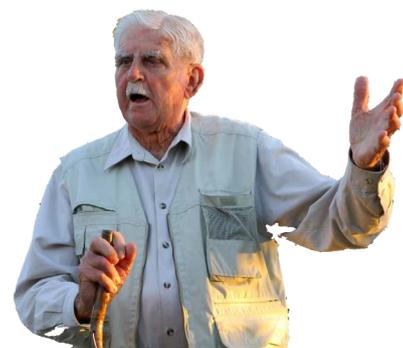
They were a polished maple base with a yellow plastic banana which was also a playable mouth organ! I was lucky enough to win one of these and is one of my prize possessions.

In 1953, Adrian with Monty Tyrell, Don McLaren and Derry Brown were to attend a world Control Line event which was cancelled so they finished up in England with no championships. They flew control line displays at Speedway meetings all around England. Adrian got a job with Henry J Nicholls, the Hobby Shop and stayed longer. While there he attended the World Champs in Finland and proxy flew some Australian Models.

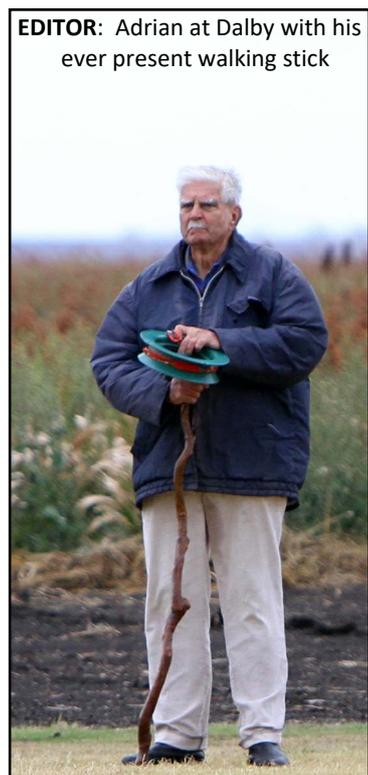
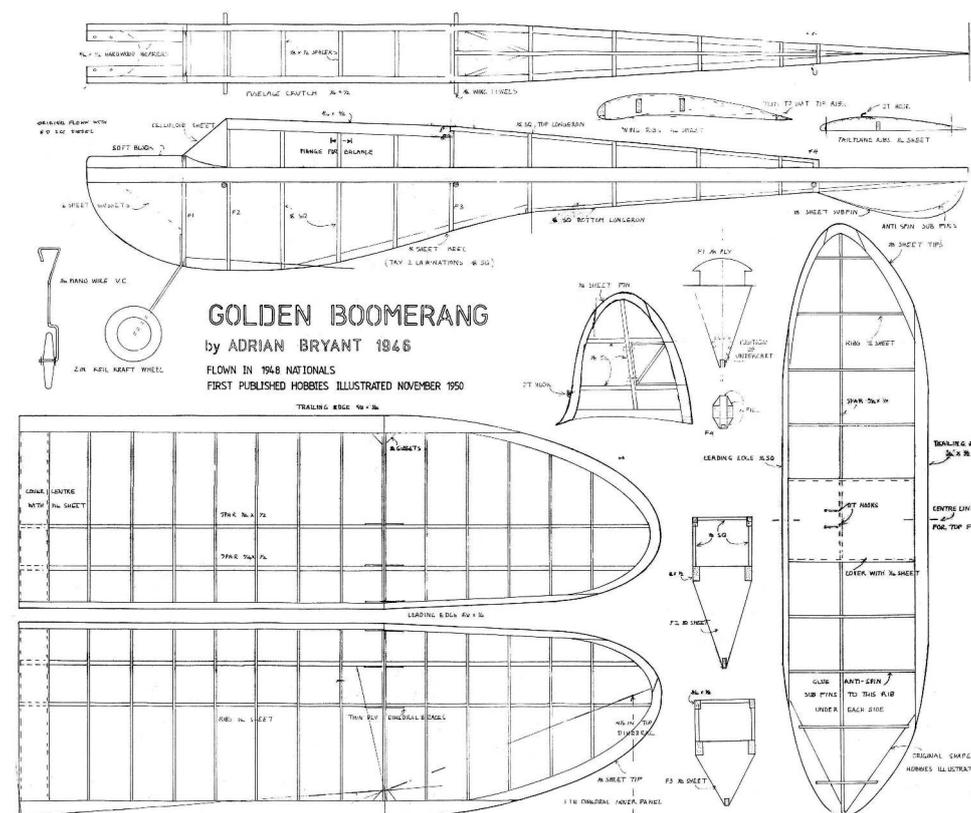
Adrian loved Australian Poetry and was famous for his rendition of “The Man from Ironbark” at Nationals dinners. At the Nationals, Adrian was always popular because his wife Jo (famous for her cooking) would bake large fruit cake for his flying mates.

Adrian enjoyed growing his own vegetables. When living at Uki and looking after Transpak (his furniture company) at Nerang, he would go via Gordon and Josie Burford’s at Currumbin and give them his home-grown veggies.

One of Adrian’s model designs was the “Golden Boomerang”. This was the feature model at the Veterans’ Gathering at Muswellbrook one year. He was also the guest speaker at the dinner another year and many said he was the most entertaining.



Adrian Bryant and “The Man from Ironbark”



EDITOR: Adrian at Dalby with his ever present walking stick

# 1st West Wyalong National Championships

## 28 December 2021 - 4 January 2022

# CONTEST REPORT

After a long wait and two postponements due to COVID and travel restrictions we were finally able to hold the 1<sup>st</sup> West Wyalong National Championships at the Adrian Bryant field. The dates selected were not ideal but the thought of delaying the champs again with a new COVID strain on the way may well have put them to bed forever. It certainly brought back memories of yesteryear when the nationals were always held over the Christmas period.

Ultimately the new strain (Omicron) and travel restrictions in Queensland kept quite a few away but the approach by Victorian and South Australian governments gave us the enthusiasm to continue. Attendance was down and some events had few starters, but all disciplines were represented. The New Year's dinner was well attended and very successful. We did not have our traditional bonfire due to the time of the year so it will be bigger and better in April at the AF-FS presentation night.

During the competition I managed to visit most venues and see many of the flyers competing. The most notable was F2A (Speed) There were six entries, and the competition was quite fierce. In one heat Andrew Heath managed to equal the Australian speed record and, in another, break the 300 kph barrier smashing the record. It was a spine-chilling flight, and I did not realise the difference between 290 kph and 300 kph until I witnessed it. The sound of an engine at 41.5 thousand rpm is truly a sound to remember.

This new record was achieved on our new fully asphalted circle with a steel cyclone wire safety fence installed at a working bee only weeks before the competition. The circle

should now be christened 'The Fastest Circle in Australia'.

I did not manage to get to McAllister oval during the aerobatics competition, but our judges reported to the house daily. Numbers were again down, and catering was not available due to the time of year and lesser numbers.

Bob Phippen, his sister Marianne and Eric Nutter managed the control line grass circle. I timed for some of the vintage combat bouts and became excited by the cut and thrust of the flyers attacking each other in the air. Carnage was high with line tangles and some unusual tactics in the centre. Apparently shouted encouragement and instructions are provided free of charge. I was once a gun at this but that was 60 years ago; reaction time now below ground level

Peter Scott was the contest director for SAMs. I eventually got to the SAMs field and saw some action even though the rules had to be explained to me. The flyers are keen and the models huge but there is no shortage of enthusiasm in competition, building and flying. The field turned out to be super good and these huge models with big wheels could just about manage anything. It was interesting to note that even SAMs flyers can lose models

Everybody helped with free flight, but of note were Mike and Yvonne Pettigrew, Col Collyer, and Di Hanna. Everybody pitched in on the outdoor field often with more than one event in progress. Len Surtees enthusiasm with hand launch and catapult glider drove most of us spare but it was good to see his ability challenged by others. The field had been part slashed so that cars could drive over the field on temporary roads rather

than drive through high grass and this. There were several changes of flying site to comply with wind changes but the weather during the competition was quite good. Wind speeds were about 3-5 metres per second most of the time and only on one occasion did we have to delay the event a few hours.

Camping sites were selected on arrival by campers and the facilities were praised. More than once did I hear; 'we have power, and we have showers.' Separate bathroom facilities were available for ladies and gents. Cooking and refrigeration facilities were available in the camp kitchen and once the mossies were evicted the area was quite comfortable. The camaraderie in the caravan/camping site was excellent and the site was left clean and tidy. Thanks campers.

Even with setbacks that we had to overcome we still managed to make a small profit. To date the semi-final figure is about \$1045. This was due to fees from our camping ground, house accommodation, the raffle and swap meet. Many members who had entered and could not attend did not want reimbursement and donated their monies to go to further development of the AB field. Even though COVID had people reluctant to come to the nationals it was very pleasant to note that we had visitors and contestants from Queensland, South Australia, Victoria, ACT and New South Wales.

Terry Bond  
Coordinator and  
President NSWFFS



# 1<sup>st</sup> WEST WYALONG NATIONALS

## PART-REPORT – FREE FLIGHT DAYS 3, 4 & 5

Report and photos by Mike Pettigrew

The 1st West Wyalong Nationals was conducted over the period 28 December 2021 to 4 January 2022, but this report only covers some of the free flight events conducted, these being held on the days when the author was present at the Nationals.

The event was originally due to be conducted earlier in the year, but COVID lockdowns resulted in it being postponed a number of times. Even when it was finally held, COVID impacted on attendance, but those that participated seemed to have a good time and from the response gathered at the “Banquet” would happily come again.

The Nationals included radio events – mainly old timer, and also included most of the regular C/L events with only Control Line Aerobatic held off-site at McAllister Oval which had a more suitable grass surface than was available at “The Farm”.

I will leave it to others to offer reports on other events although my only comment regarding the C/L is to say how impressive an effort it was for Andrew Heath to set a new Australian record in F2A (FAI speed to us oldies) with a speed of 300.13 kph. I didn't see it but certainly heard one of his flights as the new bitumen speed and T/R circle was only 200 metres from the farmhouse. The change in engine note as the pipe came in was awesome and to us oldies it was something akin to listening to classical music!

### F1J, P30, Vintage Rubber & Vintage Glider

It was a clear morning with a light drift from the northeast which only increased slightly as the day progressed.

Albert Fathers flying vintage rubber opened the day's proceedings by watching his model head crosswind to make contact with the nearest tall tree which it achieved in 38 seconds. The wing fluttered to the ground, but the fuselage and tailplane remained hooked-up and after watching it for some time and hoping for it to dislodge, which it didn't, Albert retreated with nothing more to do that day other than to help others as needed.

Phil Warren was flying a nice little open structure style P30 of unknown origin and it looked pretty in flight but wasn't going close to achieving 120 seconds. By the time he reached his third round, he'd overcome his problems to a large degree and put the model into a strong thermal and was pleased to get 117 seconds on his last flight. Michael Towell appeared to be trimming his P30 during the rounds and had little success with round one but maxed his second by hooking a very strong thermal and the model was O.O.S. in a bit over 3 minutes. Michael joined the long list of those that lost models and he took no further part in the event.

Terry Bond, Gary Goodwin and Matt Hannaford all flew P30 with varying success as none of them maxed out. Terry lost his P30 (to join his open rubber model which he lost the previous day) and while all this was going on Ian Haigh quietly put in three solid maxes and won the event.

There were no starters in Vintage Glider and Albert Fathers was the only starter in Vintage Rubber.



Roy Summersby - F1J

F1J ended-up being a two modeller affair with Harry Sokol facing-off against Roy Summersby after Bruce Hao failed to get his motor running. Harry was flying a 1/2 A size Uranus that wasn't performing as well as it had in practise the day before, and it wasn't until the last round that he discovered that the wing was displaced and resting on some of the locating pegs. He corrected the problem and maxed the last round easily. It was a nice little model that would have performed well.

Roy Summersby flew his Ukraine style F1J model with his usual clinical efficiency easily maxing his first four flights before inexplicably dropping his fifth with a flight of only 72 seconds. Despite that, he won the event easily.

To finish the day, Albert Father's model eventually fell from the tree, much to his surprise, so he assembled it again, wound and flew his last round to max. He won the event.

*Results for the day follow.*

**VINTAGE RUBBER**

Albert Fathers	38	180			218	1 <sup>st</sup>
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**P30**

Ian Haigh	120	120	120		360	1 <sup>st</sup>
Matt Hannaford	87	94	114		295	2 <sup>nd</sup>
Gary Goodwin	98	120	35		253	3 <sup>rd</sup>
Terry Bond	105	120	-		225	4 <sup>th</sup>
Phil Warren	32	60	117		209	5 <sup>th</sup>
Michael Towell	50	120	-		170	6 <sup>th</sup>

**F1J**

Roy Summersby	120	120	120	120	72	552	1 <sup>st</sup>
Harry Sokol	49	63	47	56	120	335	2 <sup>nd</sup>

**OPEN POWER and F1B**

The morning was clear and sunny with light drift initially coming once again from the northeast, but by round 4 it had settled into a moderate breeze and had backed slightly towards the west.



**Richard Blackam - F1B**

Richard Blackam was first away in **F1B** using his favourite model that had its origins more than 10 years ago but had been upgraded as time went by. He fell 30 seconds short of the required 4 minute max and then because of issues with his GPS tracker, he failed to locate the model in sufficient time for round 2 so he pulled another model from the box and used it thereafter. Bruce Hao, who maxed the first round dropped round 2 with a 177 – a similar time to Richard.

Gary Goodwin maxed the first three rounds and looked to be well in control, however the thermal dispatch officer must have decided three maxes were enough because Gary finished his last two with a 111 and 120 to drop him to third place by the end of the day.

Through all three days covered, lift wasn't easy to pick and was generally short-lived making it difficult to get away at the right time.

Richard had a mediocre day for him, and only finished with two maxes out of his 5 rounds.

Terry Bond flew with his usual F1C style launch which seems to be very effective, he dropped rounds 3 and 5 however to knock him out of contention. Meanwhile Phil Warren battled away with the variable breeze and difficult pickings in the lift department to only achieve maxes in rounds 3 and 5.

Bruce Hao flew well as usual and dropped only round 2 to come in the winner of F1B.

**Open Power** was running concurrently with three players: Roy Summersby, Harry Sokol and Warren Leadbeatter. Andrew Linwood arrived with a nice new red Stomper complete with an English Elfin 1.49 but due to a mechanical failure the engine didn't shut-off resulting in the model spiralling reliably upwards until it disappeared out of sight. We could hear it still climbing, it probably DT'd but it was in really good lift also so that was it. Another model added to the list of fly-aways although Andrew really wants that Elfin back and will continue to search!

Roy started out flying his Nelson 40 powered open power model – the one we call the rainbow model and after various mods this has become a reliable vertical climber. After a 7.8 second engine run it was at a significant height and maxed easily. Harry also maxed with his older style power model, but Warren had trim problems on the climb



**Andrew Linwood lost his Stomper**

with his Dixilander and despite a magnificent glide, he couldn't overcome a poor climb and dropped round 1. He did, however, max the next two rounds.

Roy found the motor loose in the engine pan of his open model and a series of events lead to the discovery of the prop nut thread being stripped with no spare in the toolbox. The model was put away and out came the F1J of the previous day. Roy's second round flight started out OK, but the model flew out of lift and was down in 120 seconds. He did max the last round though and won the event.

Harry Sokol flew the second and third rounds reliably but with mixed success. As I mentioned earlier – lift was hard to pick!

### OPEN POWER

Roy Summersby	7.8/180	4.2/120	4.1/180	480	1 <sup>st</sup>
Harry Sokol	9.1/180	9.2/173	9.2/120	473	2 <sup>nd</sup>
Warren Leadbeatter	7.5/88	8.0/180	8.6/180	448	3 <sup>rd</sup>

### F1B

Bruce Hao	240	177	180	180	180	957	1 <sup>st</sup>
Richard Blackam	210	171	180	118	180	859	2 <sup>nd</sup>
Gary Goodwin	240	180	180	111	120	831	3 <sup>rd</sup>
Terry Bond	240	180	88	180	114	802	4 <sup>th</sup>
Phil Warren	169	84	180	41	180	654	5 <sup>th</sup>

### F1C and F1A

Another clear day but with a stiffer breeze than we had on previous days. The same wind direction prevailed but at times, it backed a bit west and put the farmhouse and the radio field beyond into the line of flight. By the end of round 1 the wind was gusting to 7 metres/second but with a forecast of the wind dropping-out around midday.

Because of the wind strength it was decided not to make round one a 4 minute max.

The field of **F1A** flyers was quite limited due to absenteeism based on COVID with the result that only Albert Fathers, Ian Haigh, Matt Hannaford and Andrew Gill flew. This style of model seemed to be more impacted by the wind strength than the F1C models and Matt Hannaford, who appeared to be trimming models was seen to suffer a number of crashes and at least three of the flyers were seen to throw towlines more than once.



Albert Fathers launches for Ian Haigh

Meanwhile, the **F1C** field was also reduced with Roy Summersby not flying due to technical issues with his models and Mike Pettigrew also not flying due to ongoing problems with Vertigo. Joining the list of non-starters was Warren Leadbeatter who experienced a fuel system malfunction prior to round one that he was unable to rectify on the field.

Three of the five that flew maxed the first round and then, because of the increasing wind strength it was decided to delay the start of round two for a few hours to see if the wind would moderate. It did that to some degree, but again, the lift was difficult to pick and with short moments of availability. Many flights fell victim to this issue.

Andrew Linwood flew consistently, but low scores in the first two rounds put him out of contention. Shayne McDonald was another that dropped a couple as he failed to max rounds two and three, and a similar fate befell Gary Pope who didn't start maxing until rounds four and five.



Andrew Linwood launches his F1C



While Gary Pope waits for lift



Shannon times for Shayne McDonald

This is an event here where you need to max all rounds to have a chance, and Shannon Tolmie and Terry Bond did just that as they traded max for max round by round. Terry hasn't flown all that much of recent times, but he is a relentless and very skilled competitor – he overcomes any difficulties that may arise along the way, and he always scores well.

Shannon and Shayne, both being QANTAS engineers, turn their models out to perfection and they fly them in the same manner making them also very competitive indeed.

While all this was going on, the glider flyers pressed-on with Ian Haigh recording four max's and a 79 to get the better of Albert and the others. Ian is relatively new to F1A as is Andrew Gill and it is good to see the entry list for this event being refreshed by new faces. The difficult conditions didn't make life easy for any of them however.

I didn't see it, but I understand Albert lost his model and didn't make it back for round five. He was doing well, as usual, up to that stage.

A fly-off was necessary in F1C to resolve the deadlock between Terry Bond and Shannon Tolmie and due to circumstances of time and the wind strength, it was decided to use a 2 minute DT fly-off. We don't have access yet to EDIC certified altimeters, so we use DT fly-offs in these situations, but it is fair to say that the result from this fly-off left no room for argument.

Terry and Shannon launched from positions no more than 10 metres apart and both launched almost at the same moment – only a fraction of a second apart in time. It was interesting to see both models climbing side by side and it was clear that Shannon's model was accelerating more rapidly and destined to gain more height than Terry's. That said, Terry's height at the bunt was somewhat reduced because just before engine shut-off one of his wings released which upset the bunt transition. Both models settled into a nice thermal however – the same one actually, but Shannon's model was higher.

At DT time Shannon's model had made better use of the thermal and was almost double the height of Terry's machine. The fly-off times to ground of 371 and 177 seconds tells the story. Shannon's model took over four minutes to make it back down to the ground under DT, and he had a well-deserved win.



Shannon Tolmie prepares for the fly-off



Roy prepares his Big OP model



Len won this!



Gary Goodwin - F1B



Terry Bond - F1B

Shannon Tolmie	180	180	180	180	180	900	+371	1 <sup>st</sup>
Terry Bond	180	180	180	180	180	900	+177	2 <sup>nd</sup>
Shayne McDonald	180	153	172	180	180	865		3 <sup>rd</sup>
Andrew Linwood	163	120	180	180	180	823		4 <sup>th</sup>
Gary Pope	108	131	71	180	180	670		5 <sup>th</sup>

(Engine run times are of no consequence so have been omitted)

**F1A**

Ian Haigh	180	180	79	180	180	799		1 <sup>st</sup>
Albert Fathers	101	150	180	180	-	611		2 <sup>nd</sup>
Matt Hannaford	-	180	-	-	-	180		3 <sup>rd</sup>
Andrew Gill	38	10	-	-	-	48		4 <sup>th</sup>

**WW Nationals HLG/CLG outdoor/ indoor report Dec/Jan 2021**

This was my first time at the NSW Free Flight field and what an eye opener. The camping facilities are wonderful, the control line circles are first class and there’s plenty of room for free flight models, except for very strong wind occasions for the FAI class hi-tech models.

Numbers were significantly down due to confusion over COVID-19 restrictions.



The STING MK2 GLIDERS executive team, Michael, Len and Geoff

Geoff Hungerford and I shared the CD for outdoor HLG and CLG. Flying condition were good with gliders landing about 300 meters from launch box. HLG saw 5 competitors with Michael Towel in first place, Len Surtees 2nd and Peter Lloyd 3rd. CLG had 6 competitors with Len Surtees 1st, Michael Towell 2nd and Phil Warren 3rd ( Phil flew a 1945 swept back wing glider which had the highest single flight recorded, well done Phil ).



Phil Warren's 1945 oldie

Indoor was a real challenge with a 7m height ceiling. In previous contest held there the highest time for HLG was 28 seconds. I was pleased to have increased that time to 33 seconds which is now the time to beat. Ian Haigh Turned up with a beautiful glider and once sorted will be a real contender for top spot. Len Surtees 1st, Ian Haigh 2nd and Michael Towell 3rd. ( Michael flew Len's 6" glider and achieved a 20 second flight,) These 6" glider kits are only \$10 and wings and tail are 4lb balsa. Although 3 registered to fly indoor CLG only Len flew with a top flight of 29 seconds. To see the 5 glider kits len produces visit [stingmk2gliders.com](http://stingmk2gliders.com)



Len Surtees had his hands full!

*Len Surtees*

# Fishing at West Wyalong “catch and release” style

By Ian Haigh

January 1st was to mark an improvement to my competition F1A glider flying, after my 2021 debut - hmmm. Albert had provided solid mentorship to me at the field prior to the event with trimming new models to fly and I'm feeling good.

**Day 1.** On the flight line Gary calls 3 minutes max instead of the 4 minutes due to the increasing wind strength. I'm ready! However, thermals coming through are making launch direction difficult for both Albert and I. We are away and maxed – phew! Then on the line again and it's hard to pick good air. Time to go and run hard - her circling looks poor and she's coming down. Watching it land behind a dam bank, I'm off to collect. Driving up I climb up a bank to get a better view and can't find it - no way! I turn around to look and there she was sunning herself on the surface of the only water-filled dam in the free flight paddock! Being a 44°C day, I'm starting to strip down and think wait, I have fishing rods in the car for my intended trout fishing trip to Bright after the competition. First cast caught one “long tailed red fin”! Pulling batteries from timer and tracker Albert arrives after collecting his glider and we drain the water out of her. I then decided to fly the trusty Stamov instead.



We were back on the line for another tow and a max - all good and no need to get the fishing gear out this time. The weather is hot and cumulus clouds are thick in the sky; it's time to tow steady in the turbulent air and she's away in non-sinking air, nose into the wind, and then turbulence followed by a solid climb and getting away quickly in the wind. We decide to DT very early due to its height. Line of sight was taken over the kangaroo-shaped tree, and I'm off again to collect her, pulling the yagi out of the car for a signal - “Nothing”! OK, I have line of sight driving from launch and it can't be seen. Albert calls have you got the glider yet - “No”. OK I'm on my way. Albert asks did you check the tracker prior to placing it in the model “Yes working”. Four hours later driving up and down the field and looking up into trees –nothing! Had water been ingested into the tracker somehow or had water shorted and weakened the battery? OK we need to call it a day and head out tomorrow early.

**Day 2.** We asked Eric if he could send his drone out in the morning to search, he agreed and off we went again on a

GPS coordinated grid pattern over the flight paddock and into the treed areas without a sign!! At the front gate we see the local farmer arrive in his car at his gate and I ask him to keep his eyes out for the missing glider. Albert and I search several km along the road, either side of the line of sight of the kangaroo-shaped tree, and swept paddocks opposite the road with binoculars. We had heard that one F1C model had landed near the front gate road and thought that our glider had possibly landed on the main road. Let's drive into town after our exhaustive search again and report it to the police just in case it could be handed in.

Albert was driving and I had the yagi out the car's window just in case it's down the road further or in a car on our way to town centre - “Nothing”! Arrival at the police station indicated that they don't work on a public holiday and we collect “refreshments” and supplies at the local supermarket and head back for another search. This time into two large tree clumps closer in from the gate “Nothing”! Starting to think well it was a good thermal, I've released her back into the wild, “just like a good fish is released back into the wild”. Back at camp I'm tired, and pulling burrs from my gaiters and socks with welder's gloves!!



Albert is about to head off home and we remove his car's front plastic shrouds to clean the grille and radiator of huge amounts of loose dry grass and seeds from its off-road searching.

**Day 3.** Out early working the treed areas along the road again and tramping through bush was hard on socks covered with burrs again, then off to fill out the lost model report to the police who were very supportive. Back at the field I kill some time watching control line speed and helping David start his Pulse Jet speed model. Well bring on the sausages for a BBQ! No gas required, just nitro methane and methanol and just for a laugh a Model T spark coil to set the toxic fluid into what looked like Napalm. “I have seen Apocalypse Now”. I called it a day after being sat backwards “Don't touch the metal connector near the ignition switch”!

As the temperature of the day started to subside, I decided to head out again in search along the bush area along the road. It had rained with strong winds the night before, and it could have dislodged the glider from trees. After searching the left hand side of the bush, I worked my way back to the front gate to search the other side when I ran into Kevin and his accomplice who asked “Have you found the Russian glider”- yet mumbling something about are you trying to contact the Kremlin with that yagi

antenna in hand!!! As they opened the gate to leave the flying field I heard a motor bike approaching and some talk about a model plane. Looking around I see a young girl sitting on a quad bike holding a model "No way, the glider in all its glory" and in one piece. The lass explained that she was asked by her father to check the sheep in their paddock prior to night-fall, and came across it. Wondering what it was in the long grass, she then remembered that her father said that there was a lost plane somewhere

around. I couldn't thank her enough. I asked as to where it landed, she indicated approximately 2km into their paddock, it was on line from launch over the kangaroo tree and it had DTed. Andrew and Warren arrived and acknowledged our relief by stating let's have a drink to celebrate a great outcome, on my "Fishing at West Wyalong catch and release style"

By Ian Haigh



Welcome to the 11th HEAVE HO Free Flight Glider International postal held over the month of April, 2022 sponsored by [stingmk2gliders.com](http://stingmk2gliders.com)

For the first time indoor catapult and hand launch for both adults and Juniors ( age up to 15 years old ) flown in category 1 ( ceiling height up to 8 meter or 26' measured under the ceiling beam structure excluding lights and fans, basketball halls are common category 1 sites ). I have asked Josh Finn from J&H AEROSPACE to sponsor prizes for indoor, Josh sells lots of indoor glider kits so check out his range.

Outdoor events, Juniors and adults, ( Adult HLG winner is awarded the HH trophy)  
 1/ Hand Launch ( javelin ) HLG, 2/ Catapult CLG ( 1/16" x 1/4" x 9" rubber loop maximum allowed ) 3/ Tip Launch Glider TLG

Indoor 2 events for Juniors and adults

- 1/ 6" (152mm) wing span catapult, any design ( sting mk2 6" glider kit ideal )
- 2/ Hand launch, any size or material and can be wing tip or Javelin launched.

**RULES :** Competition runs from 1st April till 30th April 2022

For indoor and outdoor there are 9 official flights, please record all official flights with best 5 counted for outdoor, ( multiple series of 9 flights are allowed but can not mix or combine scores. ) Times to be recorded by a time keeper. For Outdoor fly to one minute maximum for each flight, if you achieve 5 x one minute max's out of 9 then keep flying one minute max's till it is missed but include that last flight time. Flights are rounded down to seconds, Indoor flights are recorded down to 1/10th second. ( example, flight of 23.76 seconds is recorded as 23.7 seconds ). Time starts at moment of launch and stops when glider comes to rest on floor. Best 3 scores will count or 4th if needed due to a equal first place.

Lots of great STING MK2 glider kits for prizes and lucky entry prize too  
 Fly safely and responsibly but most of all " have FUN " ENTRY is FREE  
 Send results and your country to [lensurtees@hotmail.com](mailto:lensurtees@hotmail.com) Also photos of you and gliders for web site and international Free Flight publications. Please check out web site for updated information at [stingmk2gliders.com](http://stingmk2gliders.com)

# Construction Corner

## The Fieseler Storch Fil 156

Report and photos by Roy Summersby



were even painted with invasion stripes and carried many V.I.Ps, including Winston Churchill to inspect the front.

As a free flight model, it has near perfect proportions to be a good flyer and that is what I need, a good flyer. Modeling the Storch shouldn't be one's first choice of a scale model. The undercarriage is a nightmare, and the cockpit is like a flower glasshouse. Each wing has three parts to build, the main section, the rear flap/aileron which is built up, and the front slat which has to be molded, six parts in all. Tail and fin surfaces are fairly standard. The fuselage has a couple of fancy formers in it, other wise it is a simple box, but it has to be made on a jig to keep it all in line.

I have had this in mind to build for some five or six years but, a lot of other builds just seemed to have got in before it. My plan was to build a fairly large one at 1/8<sup>th</sup> scale and I went as far as getting the plans done. However, after building the Illusion, I know how big 1/8<sup>th</sup> scale can be. I came to my senses and stuck with the traditional 1/12<sup>th</sup> scale which is a nice size, giving a span of 1185mm or about 46.5".



So why build a Storch you ask? Well, being a bit of a WW2 buff, I find the Storch a very interesting aeroplane. It was well ahead of its time. It was designed in 1935. In 1939 it went into production and served on both sides of the conflict, most with the Germans, naturally. Some 3,000 were built and they stayed in service for thirty years - not bad for a high wing observation aircraft. It proved to be the best of its type for many years, a true STOL aircraft.

It's best remembered for its wartime exploits such as rescuing Mussolini from his mountain top prison, and a landing in the ruins of Berlin by Hanna Reitsch to make contact with Adolf in the closing days of the war. Some that were captured in the African Desert promptly had their crosses painted out and replaced with roundels. Some



Looking at the size and projected weight etc I decided on using an ED Bee Mk2 to power my Storch. This engine I have had for some 65 years and it was good to me then, so why not now. In the test stand, a couple of flicks and it was happily running up and down the rev range no problem. Out of the test stand and back in in the inverted position



(this is how it will be in the model) and still no problems. Just love ED engines, they might not win open power comps but they are reliable as a sport engine. The Bee also has a long shaft which gets it back in the narrow cowl which was a big help.

With the engine sorted I was into it. Fuselage first, try and get my head around that undercarriage with all its different angles. With my very poor wire bending skills there was some cursing which could be heard upstairs. I am pleased to say perseverance won in the end. All the U/C wire and struts are covered in aluminum streamline section. This was done as described in the last issue of FFDU. The

cockpit framing was not as bad as expected. The windows are all flat which made them it not too difficult but there are a lot of them. The wings have sheeting top and bottom back to the main spar so they should stay straight. The model is totally covered in mylar with model span tissue over, I find the tissue takes paint a lot better than just mylar. I broke away from the traditional WW2 color of drab green and went for Rommel's North African Korps Tropical Dessert colors, which was desert sand.

It's been an interesting build and I am quite happy with the result, just hope it flies.

**Roy Summersby**

*ED: If Roy ever gets tired of modelling, he can come up and tend my garden. His lawn is magnificent!*



## ALDI sells a tool for making rubber motors!

Well, Ian Haigh reckons it's true because he bought one.

He says it's a straight edge ruler with two sliders to which he's attached wheels he machined on his lathe. He made up this little gadget to make up rubber motors.

He says he can make motors up to a metre in length so maybe we'll see him in Vintage or Open Rubber some time soon.



**Did you know?**

The date on Tuesday 22 February 2022 will be both a palindrome and an ambigram?  
The date will read the same from left to right, from right to left AND upside down!

22022022



Photo by Martin Wielecki

## Not quite Free Flight

My **Illusion III-2**, I think was finished in 2012 as there is an article about it in FFDU Vol 43 No 4. Also, there is a follow up of it in Vol 44 No 2. All this time it has been sitting and waiting for me to build up the courage to throw it into the sky. This somehow just wasn't going to happen. It being 1/8<sup>th</sup> scale and low wing was going to be a handful to launch, even if it did fly. Not only that it gave me a nasty cut, in fact the worst cut I have ever had from anything, and so it was placed in the naughty corner of the room.

Time passes and I forgave it, but what to do with it, that was the problem. A brain wave hit me; I will convert it to radio *shush don't tell anyone*. The best way to do this is to get someone much smarter than me to do it. Dave Bailey was talked into doing the conversion job, just rudder and elevator we decided on. Dave did this for me, thanks Dave.

Some recovering, a bit of new paint and it was ready to go. But first I had to have Michael Towell check it out as he was to be the test pilot. Michael gave me a list of things that had to be fixed:

1. Move the CG forward. 125 grams of lead fixed that.
2. Wash out the left wing. Get it the same as the right wing.
3. Glue in the under carriage. We can't lose one on takeoff. I had built them to be removed for free flight.
4. Bolt the wings on. We can't have them moving in the air.

With this done it was off to Richmond with a little black box in hand. The first short flight showed it needed more wash out in the left wing, so back home to the hot air gun. Next trip to Richmond Michael made two flights and I must say it looked the goods in the air. The model still wanted to roll right so a bit more wash out and a bit more rudder throw has been added, so next time.

For those that haven't seen it here are a few sizes.

1800mm span with a wing chord of 450 mm at the root.  
Fuselage length 1500 mm & big enough to put your arm in.

*Roy Summersby*



Photo by Martin Wielecki



# A BACKWARD GLANCE Narrandera 2010

*This was the year I acquired my current camera and big lens. It was a big jump up in quality, proving its worth from day one. Super reliable in all weather, I've taken tens of thousands of photos over 12 years. In 2010, three flyers from the UK, two from USA, five from China and five from New Zealand attended the AFFS Champs.*

**Malcolm Campbell**



**Alan Jack UK - F1C**



**Leigh Morgan - F1B**



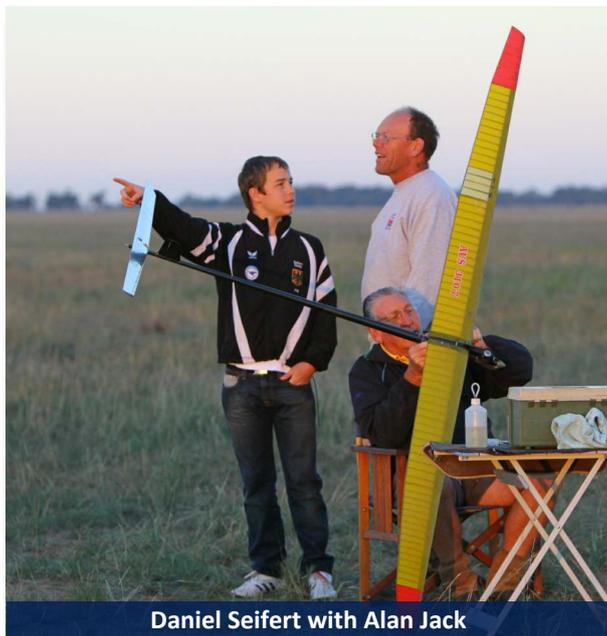
**John Bailey UK - F1C**



**Paul Lagan NZ - F1B**



**Paul Rossiter and Richard Blackam - F1B**



**Daniel Seifert with Alan Jack**



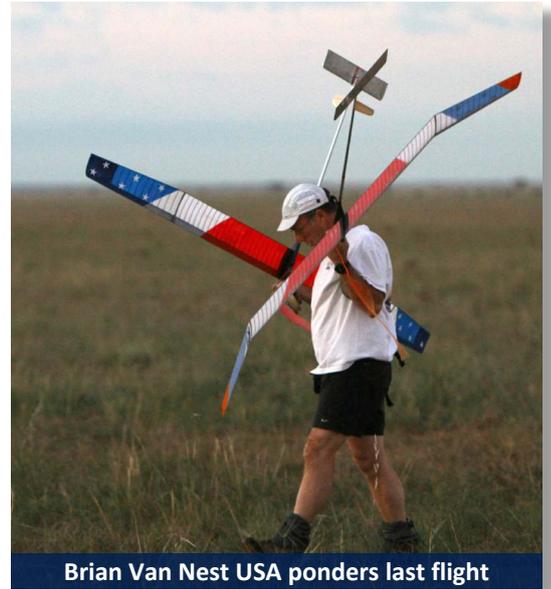
**Arian Bryant, Denis Parker, Des Slattery and Gary Odgers**



**A fast way to get to the field**



Noels launches for Phil while Craig King and Paul Lagan NZ walk by



Brian Van Nest USA ponders last flight



Terry and Roy with the Seifert family from Malta



Michael made sure his team looked smart



Our Chinese visitors were very successful



F1C: 3 John Bailey, 1 Jiong Yu Zou & 2 Alan Jack



Close encounter with an incoming F1B



F1B: 3 Dong Kun Jiang, 1 Zang Hong Jun & 2 Wu Yun Sheng



Perfect conditions for F1B

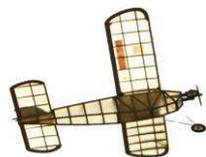


# \* NSWFFS Contest & Fixture Calendar 2022 \*



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

Notes All scrambles start at 8.00am



# BRISBANE FREE FLIGHT SOCIETY

## 2022 Flying Calendar



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

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



**WAMAC AND STATE CHAMPIONSHIPS  
2022 CONTEST CALENDAR**



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

**We really need articles for each edition of Free Flight Down Under**

**SUGGESTED TOPICS FOR COMING EDITIONS:**

1. Show us your workbench
2. What is your favourite motor, with photo
3. Send in your aeromodelling profile, with photos
4. Recent builds or repairs
5. Competition reports
6. Handy Hints
7. New products, useful supply outlets
8. What's good about free flight, and what's not
9. Anything about electricity in free flight
10. Wanted and For Sale items



**It would be wonderful to expand our list of regular contributors**



**DEADLINES  
CUT-OFF DATES**

- Last day of February for the March edition
- Last day of May for the June edition
- Last day of August for the September edition
- Last day of November for the December edition

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