

# FREE FLIGHT

## DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 54 NUMBER 2  
WINTER 2022



### BUMPER COMPETITION ISSUE

- AFFS CHAMPS
- SCC
- NSW STATE CHAMPS
- VICTORIAN STATE CHAMPS

**OTM**

**BRING OUT YOUR OLDER FIAs**

**VERON KITS AND PHIL SMITH**  
**THE FRENCH CONNECTION**





**FRONT COVER:** The cover photo shows Victorian Ian Haigh launching his "Lamb Climber" in the Combined Vintage event. When Ian finally gets his strandage resolved and braids it, he will give Roy's Swiss Miss a run for its money. Might even get Albert back into VR.

# Free Flight Down Under

## June 2022

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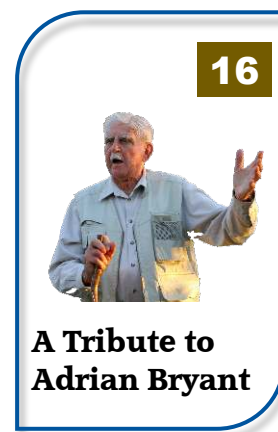
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of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

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### Construction Corner



#### CONTRIBUTORS

- Mike Pettigrew
- Roy Summersby
- Len Surtees
- Vin Morgan
- Warren Leadbeatter
- Tahn Stowe
- Rod McDonald
- Frederic Nikitenko

**THANK YOU!**

*Your name could be here!*

### Progressive scores 2022 Team Trials 4



**PRESIDENT'S REPORT**



As I write this, the NSW and Victorian free flight state championships have just been run and won over the June long weekend and these events also contributed scores towards the F1 ABC team trials for the upcoming world championships to be held next year in France. The conditions were flyable but not ideal, as wind strength was higher than many would like and it was surprisingly cold, especially for those spectating including Yvonne and I who became spectators after I decided not to fly.

During the three days of the meeting, we had to complete the ABC events as well as Open Power, Open Rubber and a selection of mini classes such the two-minute max events. Thanks to

some hard work by CD's and helpers, it worked out well and all events were completed, but it left me wondering if we gave those non-ABC classes the time and attention they deserved. Yes, they had the best of the weather, but they were "pushed into a corner" to some degree.

Certainly, we had to get the important team selection events done as is the standard arrangement in Australia, but as I looked at the people attending the weekend, it seemed to me that apart from one or two exceptions, they were all ABC flyers.

So, what about all the others – was there nothing to attract them?

Let me therefore start a conversation by asking a question: Do we provide enough contest opportunities for classes other than ABC? It's fair to say that there's nearly always ABC events at the competitions we hold, but are we providing enough support for the other F/F classes? A, B & C are the high tech classes, but they're not the entry level or original classes where people like to play for fun and maybe we need a bit more of that.

There were some mutterings recently about conducting a F/F contest in which we DON'T run ABC events so as to give all the other classes a go without burying them in versions of

"Combined Mini" or "Combined Percentage Open" etc., which we often do for various reasons including lack of opportunity. Maybe we should do that for the hell of it and for no other reason than because it's a really good idea. I can't claim to have thought of the idea, but I certainly support it.

I'm not, of course casting aspersions on ABC models and those that fly them - after all I'm one of them, and of late F1C is all I've been flying. It wasn't always that way which is a shame, and I guess that's part of the point I'm making.

So, how about we hold a two or three day free flight event at West Wyalong with no ABC classes included, sometime soon? Maybe we could also hold it in warmer weather as well to make it even more fun! Yes, I know about the timing of the calm season, so don't hit me with that one please –

Time to have your say.....

*Mike Pettigrew*

# AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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## FROM THE EDITOR



It was great to get over the border in April to catch up with the many free flighters I haven't seen in two years. And to have the event split over our two best flying sites was an added bonus, for those who don't mind packing up twice! The weather leading up to the event, in particular in Queensland and Northern NSW, presented a challenge for us northerners. Read about it in my AFFS report.

Adrian Bryant's farewell was very well done and well supported. I'm sure Adrian would have approved although he wasn't one for too much fuss.

Weather over the two weeks was glorious and all events were conducted without any hassles. Having an appointed CD for the Narrandera component was essential

as it allowed three committee members who are F1C flyers to compete in their favourite event, three times in three days!

I am very appreciative of the support Mike Pettigrew has given FFDU with excellent research articles and encourage others to please help make my job easier by sending articles for inclusion in your national magazine. A late closure to the June edition meant you will now see a full report on the NSW and VIC State Champs - so that's a bonus!

Finally I'm sure you'll join in with me wishing Terry Bond all the best for a full recovery from his major operation - our competitions aren't the same without Terry's joviality.

*See you all downwind  
Malcolm Campbell*



## Progressive Team Trial Scores

	Australian Nationals	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic St Ch	WA State Champs	QLD Trial	QLD St Ch	Sum of best three
	29/12/21 to 4/1/22	10-12/4/22	10-12/4/22	13/4/22	11-13/6/22	11-13/6/22	7/8/22	1-2/9/22	3-4/9/22	
<b>F1A</b>										
Ian Haigh	799	960	935	954						2849
Albert Fathers	711	702	749	834	644	908				2491
Malcolm Campbell		799	918	720	659	728				2445
Matt Hannaford	180	549	238	523	905	793				2247
Andrew Gill	48	462	522	775						1759
Geoff Higgins		408	512	765		455				1732
<b>F1B</b>										
Vin Morgan		960	960	960	873	908				2880
Craig Hemsworth		960	891	894	930	951				2841
Bruce Hao	957	851	813	898	864	790				2719
Gary Goodwin	831				911	960				2702
Terry Bond	802				909	910				2621
Graham Maynard		373	712	652						1737
Richard Blackam	859									859
Phil Warren	654									654
<b>F1C</b>										
Shannon Tolmie	900	960	929	926	960	960				2880
Roy Summersby		960	890	891	958	960				2878
Andrew Linwood	823	948	861	960		947				2855
Shayne McDonald	865	960	892	914	960	743				2834
Gary Pope	670	937	950	800	119					2687
Warren Leadbeater					783	860				1643
Terry Bond	900									900

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





# The AFFS Champs and SCC Champs

**Narrandera 10 - 14 April 2022**  
**West Wyalong 15 - 17 April 2022**



Report and photos by Malcolm Campbell (and WL- Warren Leadbeatter)

The trip down from Queensland was an adventure. Well, it was for Albert when he found the Newell Hwy towards Millmerran was blocked by floodwaters. He just avoided being flooded in completely by backtracking immediately to the coast road where he proceeded down to Grafton before tracking inland to Glen Innes where he stayed after a very long first day. He planned to cut across to the Newell Highway and make West Wyalong on the second day but there was no accommodation, and it was the same story at Narrandera. He finally found a bed at Morundah! His was a long and wearying journey.

With this prior knowledge, Kathy and I played it safe leaving a couple of days later tracking down the M1 and onto the Hume Hwy before heading west on the Sturt Highway through Goulburn and Wagga Wagga to Narrandera. There were spells of torrential rain either side of Sydney where flooding had recommenced. Graham was already in Sydney and drove down via Wagga Wagga in time for the F1B events. Craig was coming from LA, but that's another story.

Wet weather earlier in Narrandera had made the in-road to the field impassable for all but serious 4WD vehicles so the start was delayed until the road was safe to enter the paddock, as far as the regular flight line. So, we used up Friday and Saturday checking Narrandera's coffee haunts. Sunday was used for practicing in the first paddock off the road - the road into the second paddock was still too wet. Vin's F1B found a dam that day so he wasn't happy. After a Morundah pub pie, I drove back home to spend the afternoon in front of the TV watching the Australian F1 Grand Prix.

We started the Widgiewa Cup on Monday. The in-road had dried slowly providing some excitement for FWD cars slipping around in the mud on that day. Good weather from then enabled us to fly the three World Cup events for F1A, B and C on consecutive days. Warren Leadbeatter did an excellent job as CD, allowing three committee members to fly their F1C events.

After all the COVID kerfuffle of the last two years, it was great to enjoy each other's company again. Sadly, Terry Bond was unable to come as he'd just left hospital after some pretty serious surgery that will see him undergoing months of recovery. I'm sure you'll join with me in wishing him a full recovery. And Gary Goodwin also stayed at home to care for his family and his wife, who had recently undergone surgery.

Jerry Fitch from Sacramento USA, was our only international competitor. He was accompanied by his travelling companion Bob. This year the event was deliberately split over two sites, Narrandera and West Wyalong – with all Mini events being held at the latter site. This was a great idea that had merit – less driving in the early hours of the morning! The West Wyalong field is 15 minutes away versus 45 minutes to the Narrandera field. And the grass proved to be thankfully shorter.

Winds at Narrandera were light each day, coming from a different direction each day. None took us to the closest



Worse bits further ahead

WL



Kathy, Malcolm, Albert and Ian in F1A

WL



Day 1 and clear skies

WL



Roy and Shayne wait for air in F1C



Narrandera - it has to be one of the world's best FF fields

WL

fence where the stile was set up but some of us crossed the north west fence during the SCC. The grass traversed was at its longest for the Widgiewa Cup and shortest for the AFFS Champs, although flights were longer as the wind was a little stronger on the second day. The ground covered for the SCC was the roughest so, by the end of day 3, we'd all had a pretty good work out. Thanks goodness the winds never got up, staying below 4 m/sec for all comps.

Albert Fathers, recovering from carpal tunnel surgery, lent his SHOK Ultra to Ian Haigh who went on to blitz the field. Albert flew his less demanding models. Geoff Higgins lost an F1A after it flew away with the line attached during practice. Andy Gill from SA flew a very weary Pink Elephant and he was bombarded with advice – because it seemed like everyone had previously flown a Pink Elephant at some time. He was *"The Most Improved"*, ending up with three

consecutive maxes and 3<sup>rd</sup> place in the SCC! Ian won all three F1A events and Malcolm and Albert scored a pair of second and third places respectively before Malcolm "lost the plot" in the SCC, slipping to 5<sup>th</sup> place.

The Widgiewa Cup had three in the F1C fly-off but this was reduced to two when Roy damaged a model on launch. Mike Pettigrew also suffered from a launch problem that could only be fixed at home.

Three also maxed out in the Widgiewa F1B event with Craig failing to get to the line in the 10-minute window. Jerry Fitch beat Vin Morgan by 99 seconds for a 2 km retrieve.

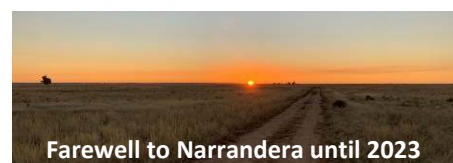
Surprisingly, there were no FOs in the AFFS Champs and only one (Vin Morgan F1B) maxed out. Vin had a convincing win with Jerry and Craig over a minute behind.

In the AFFS Champs there were some pretty fluky maxes by F1Cs with a couple of models hanging on at

around 7 m before gently climbing into lift again.

Jerry and Vin locked horns in the SCC with Jerry winning the fly-off by 22 seconds, giving him a 3 km retrieve after a 6 min 30 sec flight – just the thing he wanted as he prepared himself for his trip home! He did however see a herd of kangaroos, much to his delight. Only Andrew Linwood maxed the F1C SCC.

Tuesday night's AGM was routine with all places being filled by last years committee, and we discovered that the Narrandera Chinese Restaurant is a great place to go if you have cash (no EFTPOS) and keep letting them know you're in a hurry. It seemed that takeaway customers are more important. Service and food quality was streets ahead of the Services Club – a note for next year.



Farewell to Narrandera until 2023



Ian Haigh and Albert Fathers ready for the next round

WL



Andy Gill thoroughly enjoyed F1A

WL





Jerry Fitch warms up

WL



and wins the SCC F1B for his effort

WL



Team Vic study the Warm Lift (Vin and Craig)



Craig Hemsworth F1B



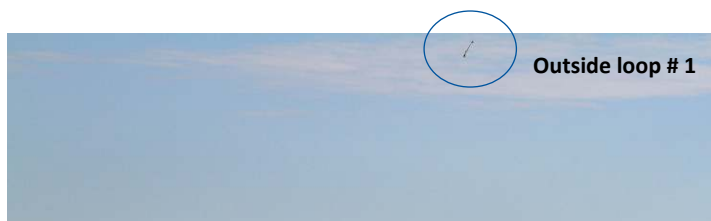
Jerry Fitch F1B



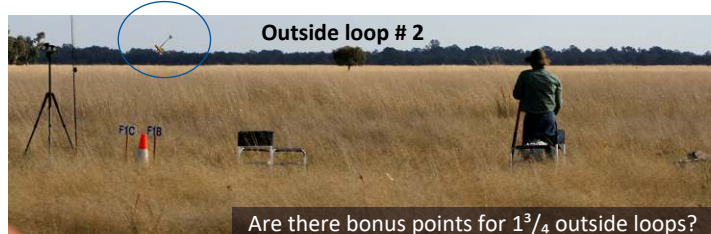
Vin Morgan goes with the birds in F1B



Grass is long but Mike is sitting to launch his F1C



Outside loop # 1



Outside loop # 2

Are there bonus points for 1<sup>3</sup>/<sub>4</sub> outside loops?



Gary Pope F1C



Shannon Tolmie F1C



Roy Summersby F1C timed by Percy Wright





Matt Hannaford launches for Geoff Higgins



Albert tows up in F1A



Gary Pope and Malcolm Campbell walking back



Bruce Hao waits for air in F1B



Graham Maynard F1B



Jerry Fitch (USA) tests his F1B



Vin Morgan launches, watched by Jerry Fitch



Shayne McDonald F1C



Secret men's business (Mike and Shayne)



CD Warren Leadbeatter



Lachlan Tolmie

Thursday was relocation day to West Wyalong, 80 minutes north of Narrandera.

While P30 and E36 were flown as separate events all other classes at WW were flown combined.

The NSWFFS has done so much more to their free flight field. As well as a huge reduction in the number of small rocks on the field, there are now four large mown patches for flight lines, linked by cleared roads, making it so much easier to get around and

set up. We flew some days from the patch closest to the club house but mostly flew from the NE corner, near where the Solar Farm is being built, with acres or racks already installed.

Warren Leadbeatter achieved Climb of The Day, with his Viking tracking at 70° up, with no roll, for 1 min 34 sec before DTing at 6 min, landing 200 m from where it was launched! P30 was





This miniature Playboy, launched by Albert Bojec and watched by dad Steve, flew well



Lachlan Booth loved flying his CLG



Malcolm and Kathy set up their E36s. WL



Roy Summersby heaves his Swiss Miss



Ian Haigh releases his Lamb Climber



Ian Haigh's winning P30 flight

close but could have been closer if Leigh Morgan hadn't dropped her first flight, leaving Vin, Ian and Matt in a 3-way fly-off the next morning. Vin was first away in a flight that looked really good and Ian followed soon

after, getting great air. Matt uncharacteristically didn't make 2 minutes, and Ian won by nearly a minute.

E36 had 7 entries and there were maxes aplenty. Aaron Booth damaged his first model early but still managed to make the first fly-off with his reserve. Leigh Morgan, still recovering from her broken arm, damaged her model before the event started. Warren got an easy max in the first fly-off while Malcolm's model skirted the edge of the lift for as long as it took to get a nail-biting max. Warren got away first in the second FO with useful air to max. Malcolm

launched in the last 30 seconds, on a wind change, and it was all over in 57 seconds.

With four Hs, four Js and two Gs, it should have been FO material but it wasn't. Tahn had to repair his J due to launch damage and never caught up. No one maxed out and Matt Hannaford (F1H) came in the winner from Ian Haigh (F1H) and Vin Morgan (F1G). I didn't see much of the event because my little Aiglet decided to fly away in R3. The retrieval took me 5½ hours and eventually involved eight people. It was a lengthy retrieve – the model being found 4.75 km out, in long grass, many paddocks away from





Warren Leadbeatter's winning Pearl WL



Roy Summersby's F1J in Open Power



Aaron Booth launches his Pearl E36



Crop circles? No, three launch sites in the north east corner. WL



Tahn Stowe instructs the waiting Scramble flyers WL

the AB field. The distance agreed with the 35 min flight in 2 m/sec wind.

But I had to walk 10.6 km to get it, walk back, get lost and find the search party (Albert, Craig, Ian, Warren, Kathy, Vin and Leigh, and Mike). So getting back was the tricky part because I couldn't get back to an agreed starting point because we couldn't establish where I was.

Warren's drone spotted me after I gave him my general location. And Vin asked me if I had Google Maps on my phone. Eureka! If I had known I could use that I would have been back to civilisation hours sooner and would not have needed all the searchers. **Handy Hint:** If you don't know about the Google Maps app on your phone, try it out – it's a game changer. Thanks Vin. It can even record your starting point, and that would have been handy for me!

Kathy also "enjoyed" an E36 flyaway at West Wyalong. She said her Apache wasn't flying correctly so I tested it after she withdrew from the event. Of course, it flew high and out of the field, with a DT failure. We moved with the model, stopping about 1 km from the flight line with a strong signal, UP. Kathy located the model in her binos with tracker assistance, and she watched it for 20 minutes. It appeared to be just outside the field and high up. It then proceeded to descend back into the paddock landing about 30 metres from where we were watching it, and 5 metres from a dam! Now that was lucky. The timer had activated the DT but fibres in the DT cord had bound on the little post that reduces stress on the servo arm. That line is being replaced!

Combined Open % was very tight with Matt Hannaford (F1A), Roy Summersby (F1J) and Harry Sokol (Dixielander) all on 100%, to share first place. I was really looking forward to seeing big Sarah fly but she'd stripped an engine mount and wouldn't run properly so Roy pulled out a reliable F1J to do the job.

Combined Vintage was a walkover for Roy Summersby's Swiss Miss, rolling out three straight maxes to beat Ian Haig's Lamb Climber and Mickey Towell's Dixielander. Ian has to use a braided 30 strand motor next time so he can worry Roy.

The late afternoon one-hour Scramble attracted five competitors on Saturday with Aaron Booth winning from Ian Haig and Warren Leadbeatter, with Len Surtees as CD. More may have attended but they were out looking for Malcolm!





A drone view of the flight line

WL



Mickey's diminutive E20



Aaron & Lachlan Booth with Hangar Rat, inset



Len Surtees



Ian Haigh



Craig Hemsworth



Len Surtee's winning HLG



Shannon Tolmie's winning Hangar Rat

Indoor on Friday afternoon and evening was for Hangar Rats and balsa gliders. I watched Ian Haigh and Len Surtees seriously trimming their HLGs and Craig Hemsworth trying to throw his arm out with a little 6 inch HLG that went well, until it succumbed to stress fractures. The event was a real challenge due to the low 7m ceiling height. This year there were only 3 competitors but more promised to attend next year.

Len set the high time of 32 seconds while Ian Haigh, with his flash hi-tech flapped glider, and Tahn Stowe with his imaginative "long-necked turtle" original design battled it out. Ian managed a high time of 23 seconds but Tahn's competitive spirit took him from 15 to 17, then 20 to 22 seconds, just missing out on second place.

While Len Surtees won all glider events, he gave second place getter Ian a STING MK2 indoor glider kit along with a 20" Slow Poker glider that he'd had for many years. He felt that Ian with a more competitive glider, Tahn threatening to lighten his long-necked glider and Mickey Towell

making himself available, F1N next year would be far more serious.

As for the Rat event, there were 5 Hangar Rats flying well and it was Shannon Tolmie who took the prize. Both Lachlans – Tolmie and Booth – seemed to be enjoying themselves and the Swap tables were seen to be exchanging money.

On the final day, the little balsa gliders had nine entries with seven flying. The grass was long enough to make retrievals "entertaining", to say the least. Ian had the right idea with a retrieval bike whereas Len Surtees and the rest of us used our feet. Most flew CLGs although Mickey Towell may have tried some TLGs late in the event. It should have been close but

it wasn't. Thermals were small and moved through quickly.

Len's two maxes sealed it for him. Ian Haigh was second without a max and Malcolm had a couple of good flights, that unfortunately dropped out of good air, to accompany his single max for 3<sup>rd</sup> place. Kathy Burford was 4<sup>th</sup> and the only other with a 3-digit score. By the way, Ian's model had a magnificent Indoor-like transition and, with lighter winds, could have been the winner. Len proudly announced that his STING MK2 18" CLG had now won the WW Nats held in January and the AFFS Champs.

The AFFS dinner was held on the final day and was preceded by a



Part of the gathering for Adrian's Farewell



Pres Mike addresses the gathering





The presentation to Joanne and Gayle



Farewell to Adrian Bryant (AUS 11)

moving ceremony for Adrian Bryant. The NSWFFS presented Joanne and Gayle (two of Adrian's daughters) with a beautiful large bonsai and a 1/2 size replica of the "Golden Boomerang" (the free flight model designed by Adrian and built by Michael Towell for the ceremony). Peter Scott then flew his large 1938 Lanzo 'Record Breaker' (with pre-war Forster 99 petrol engine) to release Adrian's ashes over

the field, as a minute's silence was observed.

Peter was there because the SAM Champs event was being run concurrently on the adjoining RC field, underlining further the versatility of the AB field. The SAM competitors joined in on the dinner and did their own presentation of trophies. Des and Noela Slattery had also driven

down especially for the occasion so Des enjoyed catching up with old friends. Of course, the lamb roast meal was exceptional with 2<sup>nd</sup> and 3<sup>rd</sup> helpings being offered, with still some left over!

The blood-red sunset and spectacularly large full moon rising in perfect weather was a great way to end the championships.

## Widgiewa Cup



F1A: 2 Malcolm 1. Ian 3. Albert



F1B: 2 Vin 1. Jerry 3. Craig



F1C: 2 Shannon 1. Shayne 3. Roy

## AFFS Champs



F1A: 2 Malcolm 1. Ian 3. Albert



F1B: 2 Craig 1. Vin 3. Jerry



F1C: 2. Shannon 3. Shayne 1. Gary

## Southern Cross Cup



F1A: 2 Albert 1. Ian 3. Andy



F1B: 2 Vin 1. Jerry 3. Bruce



F1C: 2 Shannon 1. Andrew 3. Shayne



### AFFS remaining classes



P30: 3. Matt 1. Ian 3. Vin



E36: 2. Malcolm 1. Warren 3. Aaron



Comb Mini: 2. Ian 1. Matt 3. Vin



% Open: 1. Matt/Harry/Roy then 2. Warren



Comb.Vint: 2. Ian 1. Roy 3. Michael



HLG/CLG/TLG:: 2. Ian 1. Len 3. Malcolm



The Big Field of Narrandera

WL

# AFFS Championships 2022



## Widgiewa Cup

								Place	C of C pts.	
F1A	Ian Haigh	240	180	180	180	180	960	1	100.0	
	Malcolm Campbell	139	145	155	180	180	799	2	83.2	
	Albert Fathers	224	180	118	0	180	702	3	73.1	
	Matt Hannaford	189	180	0	180	0	549	4	57.2	
	Andrew Gill	53	70	176	33	130	462	5	48.1	
	Geoff Higgins	53	90	180	85	0	408	6	42.5	
						FO				
F1B	Jerry Fitch	240	180	180	180	180	409	960	1	100.0
	Vin Morgan	240	180	180	180	180	310	960	2	100.0
	Craig Hemsworth	240	180	180	180	180	0	960	3	100.0
	Bruce Hao	240	180	180	132	119		851	4	88.6
	Graham Maynard	220	153					373	5	38.9
						FO				
F1C	Shayne McDonald	240	180	180	180	180	386	960	1	100.0
	Shannon Tolmie	240	180	180	180	180	366	960	2	100.0
	Roy Summersby	240	180	180	180	180	0	960	3	100.0
	Andrew Linwood	240	180	180	180	168		948	4	98.8
	Gary Pope	240	180	180	157	180		937	5	97.6



# Australian Free Flight Society Championships

							Place	C of C pts.	
<b>F1A</b>	Ian Haigh	240	155	180	180	180	935	1	100.0
	Malcolm Campbell	240	138	180	180	180	918	2	98.2
	Albert Fathers	240	180	118	126	85	749	3	80.1
	Andrew Gill	0	180	90	180	72	522	4	55.8
	Geoff Higgins	53	180	93	93	93	512	5	54.8
	Matt Hannaford	31	27	0	0	180	238	6	25.5
<b>F1B</b>	Vin Morgan	240	180	180	180	180	960	1	100.0
	Craig Hemsworth	240	180	111	180	180	891	2	92.8
	Jerry Fitch	227	180	180	119	180	886	3	92.3
	Bruce Hao	170	147	180	180	136	813	4	84.7
	Graham Maynard	65	180	107	180	180	712	5	74.2
<b>F1C</b>	Gary Pope	240	170	180	180	180	950	1	100.0
	Shannon Tolmie	240	180	180	149	180	929	2	97.8
	Shane McDonald	240	180	180	147	145	892	3	93.9
	Roy Summersby	240	180	139	151	180	890	4	93.7
	Andrew Linwood	240	180	180	81	180	861	5	90.6
<b>P-30</b>							FO		
	Ian Haigh	120	120	120			260	360	100.0
	Vin Morgan	120	120	120			205	360	100.0
	Matt Hannaford	120	120	120			91	360	100.0
	Michael Towell	49	78	120				247	68.6
Leigh Morgan	106	120	120				346	96.1	
<b>E-36</b>					FO1	FO2			
	Warren Leadbeatter	120	120	120	120	120	360	1	100.0
	Malcolm Campbell	120	120	120	120	57	360	2	100.0
	Aaron Booth	120	120	120	50		360	3	100.0
	Roy Summersby	120	120	115			355	4	98.6
	Michael Towell	120	71	120			311	5	86.4
	Harry Sokol	82	69	120			271	6	75.3
Kathy Burford	120	0	0			120	7	33.3	
<b>Combined Mini F1G, F1H, F1J</b>	Matt Hannaford	120	107	90	120	120	557	1	100.0
	Ian Haigh	66	108	120	120	120	534	2	95.9
	Vin Morgan	92	120	120	120	57	509	3	91.4
	Roy Summersby	25	120	120	120	120	505	4	90.7
	Harry Sokol	94	79	120	110	65	468	5	84.0
	Tahn Stowe	120	1	77	120	118	436	6	78.3
	Malcolm Campbell	88	93	0	0	0	181	7	32.5
	Graham Maynard	0	76	36	0	0	112	8	20.1
	Kathy Burford	64	0	0	0	0	64	9	11.5
Warren Leadbeatter	0	17	0	0	0	17	10	3.1	
<b>Combined Open %</b>							Max		
	Harry Sokol	OP	180	180	180	180	300	1	100.0
	Roy Summersby	OP	180	180	180	180	300	1	100.0
	Matt Hannaford	Glider	180	180	180	180	300	1	100.0
	Warren Leadbeatter	F1C	180	164	180	180	291.1	4	97.0
	Michael Towell	E36	107	120	120	120	289.2	5	96.4
Malcolm Campbell	E36	77	120	120	120	264.2	6	88.1	



<b>Combined Vintage</b>	Roy Summersby	180	180	180			540	1
	Ian Haigh	180	114	108			402	2
	Michael Towell	180	117	58			355	3
	Andrew Gill	55	81	115			251	4
	Warren Leadbeatter	79					79	5

<b>HLG/CLG/DLG</b>	Len Surtees	25	60	26	38	60	34	158	1
	Ian Haigh	30	28	27	28	57	47	134	2
	Malcolm Campbell	26	32	24	60	35	31	127	3
	Kathy Burford	21	25	11	4	46	30	101	4
	Mike Towell	25	23	19	32	34	29	95	5
	Aaron Booth	22	4	16	18	2	10	56	6
	Tahn Stowe	7	4	13	6	10	18	41	7

<b>AFFS Ch of Chs score</b> (with Widgiewa)	Points	# events	Place
Roy Summersby	583	6	1
Ian Haigh	555.1	6	2
Malcolm Campbell	482.3	6	3
Vin Morgan	391.4	4	4
Matt Hannaford	382.6	5	5



## Southern Cross Cup



<b>F1A</b>	Ian Haigh	240	174	180	180	180	954	1	
	Albert Fathers	221	180	180	85	168	834	2	
	Andrew Gill	134	101	180	180	180	775	3	
	Geoff Higgins	149	164	180	180	92	765	4	
	Malcolm Campbell	219	180	180	100	41	720	5	
	Matt Hannaford	119	0	108	132	164	523	6	
<b>F1B</b>	Jerry Fitch	240	180	180	180	180	400	960	1
	Vin Morgan	240	180	180	180	180	378	960	2
	Bruce Hao	240	180	136	162	180		898	3
	Craig Hemsworth	240	180	114	180	180		894	4
	Graham Maynard	203	180	89	180	0		652	5
<b>F1C</b>	Andrew Linwood	240	180	180	180	180		960	1
	Shannon Tolmie	240	180	148	178	180		926	2
	Shane McDonald	240	180	180	180	134		914	3
	Roy Summersby	240	180	180	180	111		891	4
	Gary Pope	240	180	20	180	180		800	5

### West Wyalong Scramble results

1	Aaron Booth	2013
2	Ian Haigh	1725
3	Warren Leadbeatter	1187
4	Tahn Stowe	1111
5	Stephen Bojec	1007
6	Michael Towell	DNF



## TRIBUTE TO ADRIAN BRYANT

WEST WYALONG FIELD – 17 APRIL 2022

For those not able to attend, the text of the talk delivered by Mike Pettigrew at the Adrian Bryant ashes spreading ceremony is reproduced below. Mike had been asked to talk briefly about Adrian as a modeller as well as discussing part of the story of Adrian's involvement in the acquisition of the West Wyalong field.

This was to be followed by the spreading of Adrian's ashes.

The talk was not so much about how the field was found or about the dealings with the MAAA, but more about how Adrian was involved and what has happened to the field since the purchase. It was also an opportunity for the NSWFFS to make some presentations of appreciation to the Bryant Family.

Approximately 60 people were in attendance.

The excellent work by the NSWFFS and the various individuals that put in so much effort to find and secure this flying field was not overlooked, but it was outside the scope of Adrian's involvement. It is a story however, that deserves to be recounted on its own merit in another article.

Mike's talk follows below:

*"Good afternoon. For those that don't know me, my name is Mike Pettigrew and I'm the President of the Australian Free Flight Society. I've been asked to say a few words this afternoon.*

*The reason we're here is to pay our respects to Adrian Bryant who passed away on December 4<sup>th</sup> last year. We will also, in accordance with Adrian's request, spread his ashes over this flying field – a field that wouldn't exist for us if it weren't for Adrian's generosity and love of aeromodelling.*

*Please accept my apologies for not standing during this talk, but age has caught-up and I'm no longer able to stand for any length of time.*

*Before going further, I especially want to acknowledge the presence here today of Adrian's daughters Joanne and Gayle; thank you both for*

*coming! For as long as I've known in recent years, Joanne has accompanied Adrian each time he's visited this flying field because without Joanne's help and support, Adrian wouldn't have been able to be here, and that would be a shame because this field was his gift to all of us.*

*I also want to acknowledge Adrian's long-time friends Des and Noela Slattery who made the long journey especially to be here at this gathering today.*

*Let me also offer an apology on behalf of the NSWFFS President, Terry Bond, who would have loved to be here, but he is at home recovering from a serious operation.*

*Adrian was one of the remaining few of what I call the first group of serious, competitive free flight modellers here in Australia, that is; back in the 1940's and 1950's. Adrian has built and flown model aircraft for most of his life and he was amongst those I knew of and admired as a child of the 1940's.*

*Adrian has also represented Australia at World Championship level – he flew in Argentina in the 1980's and Adrian has flown most types of models. In the midst of that he's managed to be a successful businessman and, of course, a wonderful family man.*

*Rather than try to pack too much detail into this talk, I draw your attention to the article about Adrian in the latest issue of Free Flight Down Under as it highlights more about Adrian's time as a modeller with anecdotes from those who knew him. If you haven't seen the article, I recommend you track down a copy of Free Flight Down Under and have a read of it as it will help to fill in the story of Adrian the aeromodeller.*

*Adrian was also a man of few words most times, but those words were always well-chosen, to the point, and often laced with his usual quick wit. I'll try to imitate some of that by being brief and to the point this afternoon.*

*The dream of having our own free flight field has been long held by Australian free flight modellers and for those old enough to remember; it goes back more than 60 years.*

*A number of attempts were made over many years to gain funding from the MAAA to allow us to purchase our own site so we would no longer have to deal with crop rotation timing and field reductions and degradation generally at the hands of the field's owners. We can't blame them for that of course, the fields are meant to work for them, not us, but it was always difficult, which is why we wanted our own field.*

*The last, or most recent attempt to buy a dedicated free flight field started about 8 or 9 years ago when the NSWFFS succeeded in convincing the MAAA we should look for a free flight field to buy.*

*There was, of course a budget to meet, but this field was finally located and while some may want to suggest it should be bigger, it has turned-out to be an excellent venue capable of handling most aircraft types.*

*To cut a long story short; once this field had been found, the NSWFFS went to the MAAA for the promised money, only to find out that they had reversed their decision saying we weren't worthy of the investment.*

*This is where Adrian Bryant became involved.*

*After some site visits and much negotiation, Adrian purchased this property for us and gave the NSWFFS the responsibility of running it and looking after it. That was in September 2014 and Adrian's actions can only be described as a wonderful and generous gesture.*

*To make his gift to free flight modelling even more generous again, Adrian gave another sum of money to the NSWFFS last year to go towards ongoing site development and maintenance of what is now an excellent facility with not only a free flight field but also a radio control*



Roy with Michael makes the presentation to Gayle and Joanne



The bonsai and Michael Towell's replica Golden Boomerang

strip and control line circles – all of which are supported by shade and storage structures and excellent camping facilities, and of course, the house behind us.

I should say at this point that Adrian's gift has been appreciated and further supported by those who use this facility, by them raising additional funds themselves for house repairs and site development which they did with donations of cash and also of modelling equipment which was then converted to cash on eBay by Roy Summersby.

So, on behalf of the modellers lucky enough to use this facility, I say thank you once more to Adrian and his family for such a fine gesture!.....

We now have a presentation to make to the Bryant Family. If both Joanne and Gayle could come forward please, I'll ask Roy to first of all present this potted Bonsai tree as a symbol of our enduring respect and appreciation.

Joanne and Gayle, every time you look at this tree which we entrust to your care, we hope you will remember the appreciation all of us here have for Adrian and the Bryant family.

In addition to that, in the article about Adrian in the last issue of *Free Flight Down Under*, we included a copy of what we understand to be one of the first published plans of an Adrian Bryant design, a model he called the "Golden Boomerang".

Michael Towell saw that drawing and has built an excellent half-size replica of the Golden Boomerang, complete with a presentation box to be also given to the Bryant family.

Michael, could you come up please and make that presentation.

Now Ladies and gentlemen, we have one last thing to do! It was Adrian's wish that his ashes be spread on the flying field he helped create and we will do that now. Peter Scott has his "Lanzo Record Breaker" set-up to spread the ashes and fittingly, it is powered by a vintage spark motor.

Once the model takes-off and gains height it will make a pass over the field out in front of this house – just beyond the road and trees during which Adrian's ashes will be scattered by the aircraft.

During the flight, I'll ask you all to please stand and face the field. We will then observe a minute's silence to honour Adrian.

I'll let you know when that time starts and when the minute has elapsed.

All we will hear during that minute is the sound of a vintage model aircraft engine, a sound I'm sure Adrian will appreciate."

The flight then followed.

"Thank you all for attending."

The flight was made in the fading light of day in perfectly calm and clear conditions. The model and the sound it made were indeed an excellent tribute to a fine modeller and good friend of those in attendance.

Not long after the model landed, we all witnessed a magnificent outback-style rise of a full moon from behind the trees on the horizon. It seemed as if we had orchestrated it for the occasion.

An excellent, catered roast dinner followed.



A perfect full moon rising



Those attending, in front of the clubhouse WL



The scattering of the ashes - farewell to Adrian Bryant



# New South Wales and Victorian State Championships

## F1B REPORT FROM WEST WYALONG

by Vin Morgan



Craig Hemsworth won the NSW State Champs for F1B

*Vin was asked to do an F1B report as Malcolm Campbell was doing F1A and Mike Pettigrew F1C. Vin got carried away and did a bit of everything, including what I call "The Planning Phase". Of course, it's all a good read.*

### The Planning Phase

In the preceding week the weather forecast for the Saturday and Sunday was grim promising strong wind and rain.

Saturday: wind at 08:00 3.5m/s, at 09:00 4.6, and at 10:00 5.2. 40% chance of rain

Sunday: 08:00 4.4m/s, 09:00 5.5, 10:00 6.1, 55% chance of rain.

Although the FAI limit is still an unrealistic 9m/s, the West Wyalong limit is between 4 and 5 (depending on direction) to keep models out of the trees and the solar farm.

Monday however looked positively balmy: 1.9m/s at 08:00 and the maximum for the day around noon of only 3.2m/s.

Before the weekend I had sent a message to the flyers suggesting we might do both the competitions by having 10 flights on Monday. If it was as calm as predicted this would be very possible (and on the day it would have been easy). A part of the reason for the mail was to emphasise that the competitions would actually go ahead.

### Day by Day reporting

We had a meeting at the farmhouse on Friday afternoon. It was pretty windy then. We resolved that we would assemble on Saturday morning with the hope that we could get one or possibly two flights before the wind came up to make things easier on Monday.

Saturday morning at 07:30 was rain-free and the wind was as predicted ~ 3.5m/s. The Westerly direction was favourable giving some 1500m clear downwind.

As per the program the flights on Saturday would be for the NSW St Chs. In the early morning, no-lift (or sink) conditions, there were 11 maxes in the 12 flights of round 1. The wind was only a little stronger at 09:00 so we continued with round 2. The wind stayed low so we continued on through rounds three and four. It had been decided at the Friday meeting that the 4-minute flight (desirable for Team Trials scores) would be taken on Monday morning. It was a good day's flying. Of the 48 flights there were 33 maxes. The F1C guys did best with an 81% max rate, F1B were second with 65% and F1A achieved 58%.

It was a very flyable day. In the first-round models were travelling about 800-1200m and even in round 4 around noon they were only going 1000 – 1500m.

Sunday, predicted to be the worst weather day of the weekend turned out almost the same as Saturday. Four rounds were flown. The glider flyers seemed to have lost



And Gary Goodwin won the Victorian State Champs for F1B

the plot a bit and only had a 43% max rate. F1B and F1C improved to 80% and 85% respectively.

Monday was, as predicted just about perfect flying conditions. Weather forecasting for the relatively flat country near the centre of NSW are generally pretty good. It had been decided that the final 4-minute rounds would be required to be made between 08:00 and 10:00 but could be flown at any time in that period. Naturally it was tempting to try and get both in early. Since the models will do 4-minutes pretty easily in still air there was good reason to avoid having to pick lift later.

The NSW flight was to be taken first. There were just three drops. For Vic there were five drops. The F1B flyers started with all maxes.

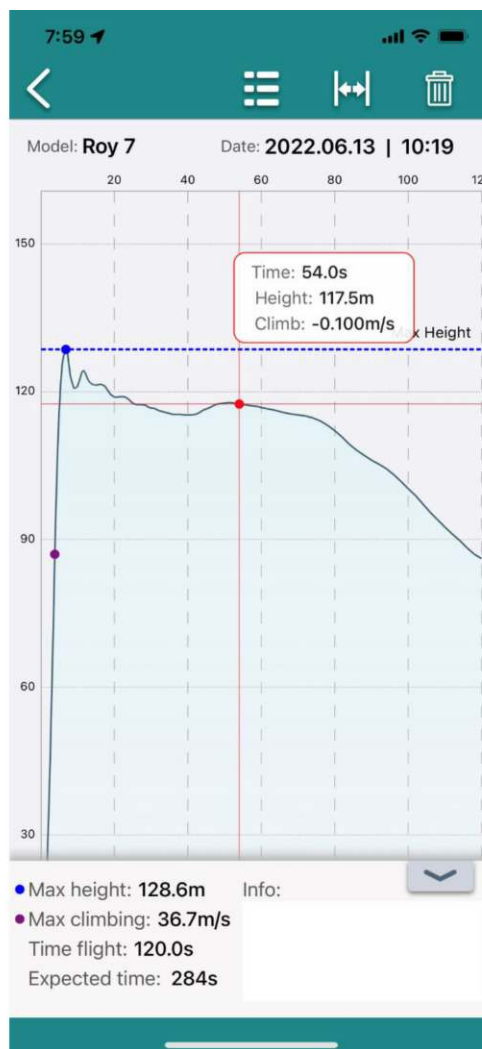


I think I'm supposed to be writing an **F1B report** for Malcolm but I was flying F1B so naturally I haven't too much of an idea of what anyone else was doing. I did notice Bruce doing a lot of loops at one stage which probably accounts for the 10-second flight. Gary Goodwin had his wind and temperature measuring gear out which certainly seemed to help. Gary was flying with Terry Bond and it was good to see Terry who has missed a few competitions recently on the field. Terry only dropped two rounds but by relatively large amounts which moved him down to third place in both events.

Craig and Vin have warm lift thermal picking systems but for some reason didn't set them up. I know Vin used to think he could pick lift in a breeze but apparently this skill has left him. It is also interesting how certain rounds collected all the drops. Round 4 for the NSW comp and round 2 for Vic. I'm not sure if this was the sheep effect – someone launches and everyone follows. As you can see from the results Craig Hemsworth and Gary traded first and second places. All in all, it was fine competition although only Gary collected the coveted 960 Team Trials points.

In F1C there was flyoff. There should have been two but NSW management apparently succumbed to pressure from the flyers to call it a draw. In the event the flyoff between Shannon Tolmie and Roy Summersby turned out to be good to watch and a very fair way to decide the winner. A DT flyoff after a flight of 2-minutes was used. Both models appeared to get about the same height but Roy's got a bit of help in the glide to record 2:23 while Shannon got 2:16. Roy's sink rate on DT was 3.8m/s so he would have been 26m higher than Shannon at DT. This is more than the bit of help he got between 40 and 60 seconds into the flight so the lift was probably not the decider.

DT flyoffs were rejected by a poll of AFFS members some time ago. They wanted to have "proper" flyoffs where the models disappear behind or into trees or just fade out of sight of the timekeepers. DT flyoffs on the other hand, test all the requirements of making a good flyoff flight; you



Roy's flyoff flight. Climb height 128.6m, DT at exactly 120s (checked by timekeepers). 10m or so lost after the transition but the little bit of lift between 40 and 60 seconds made up for some of this. Unfortunately, we don't have Shannon's download to compare. We should make sure downloads are collected in the future – both for interest and if required to resolve any uncertainties.



have to be ready at the appointed time, you have to get the motor started etc within the 7 minutes and you have to make a good launch that results in a good transition. And you can have them on most fields in a reasonable amount of time. The only thing missing is the fluky nature of the air in the glide and of avoiding obstacles low down. Altimeter measurement is now CIAM approved for deciding competitions but for F1B and F1C DT is not a bad way of

measuring altitude. For both F1B and F1C the models have the same wing area and the same weight and DT flat at close to the same speed. Only for F1A is DT an unsatisfactory way of measuring altitude because of the necessity of a semi-spiral descent.

*Vin Morgan*

## New South Wales and Victorian State Championships

### F1A REPORT FROM WEST WYALONG by Malcolm Campbell

I was the only one to do any glider testing on Friday, accompanied by Shayne McDonald with his F1C. The extra practice didn't help and I nearly lost my best all rounder model when it dropped in on a herd of 200 sheep. They were running across the paddock, either side of my model, as I fearfully walked out to retrieve it. The model miraculously survived undamaged. We all met at the clubhouse at 3 pm to discuss tactics for what looked like a cold and windy two days. It was decided we'd fly as many 3-minute flights as the increasing winds would allow each day, saving the first 4-minute flights for the Monday where the weather was to be appreciably better. So, when you read the results, the 5<sup>th</sup> flight is the four-minute flight.

**NSW STATE CHAMPS:** Day 1 of the comp started with a meeting at the farmhouse where the flight line was decided. The mown patch in the NW corner near the entry gate was chosen. As we drove in the ground seemed pretty soft suggesting minimal steering input and a light throttle. Some didn't pick up on the nuances of the water-logged West

Wyalong loam and soon four were bogged. Mickey Towell drove over some soil that acted like quicksand, sucking his Ford down to its undertray.

The four cars remained bogged until the end of the day when Terry Bond trotted out the club tractor. This is now his favourite toy and he did an excellent job of dragging three cars out of the quagmire. Mickey Towell's didn't want to play ball, and Terry nearly bogged the tractor with his determined efforts to free the Falcon wagon. Eventually the wagon was dragged back up onto its wheels. Some said Terry's extraction technique was a bit worrying with the tractor rearing up on two wheels as Terry "gave it the wellie".

We started flying at 8 am and the winds were from the WSW and around the club limit of 5 m/sec. Kathy was kept busy launching and timing for Albert and I. No one circled and the space was limited anyway with B and C also flying. Albert and Matt easily maxed, and my launch went left for a low score. I alternated between two models with average results (I can't pick air when it's cold),

and Albert seemed to have the same trouble. One of my better flights took me into the adjoining paddock so I tried out a wonderful NSWFFS fence-climbing innovation - a length of plastic conduit, with a slit cut lengthwise and slipped over the top strand of barbed wire. The conduit could be slid to either adjoining star picket, to suit left or right handed climbers. It was so much easier and safer to climb without injury. Top marks for this safety measure.

Both Albert and I found a spot in the flight path where models seemed to fall out of the sky. I also felt there was an inversion layer that punished poor launches. They're the best excuses I

*Continues on next page*



Malcolm Campbell tows up, Kathy Burford launching



Matt Hannaford did some circle practice



Mickey Towell, friendly NSW CD



Albert Fathers trots off with Kathy Burford launching



Albert Fathers' groovy Shok Ultra bunts skyward



A car was in there!



It was even cold for Victorians!

can come up with for my scores. Matt's strong launches kept him out of harms way for a good result.

**VICTORIAN STATE CHAMPS:** Day 2 of the comp again started with a meeting at the farmhouse while the flight line was decided. We went back to the patch we flew from yesterday. Winds were predicted to increase but we managed to record all four flights. No one got bogged and Geoff Higgins turned up to make it an F1A foursome. I surprised myself by maxing my first flight. Geoff Higgins' model must have fallen off the line when he recorded a very low first flight. His model seemed untrimmed because good launches were followed by low scores although he did snare lift on his fourth flight. My theory of poor lift low-down was confirmed by the times of F1A flyers who didn't get high in the launch, although no one circled so that may have been the real cause? Lift was prevalent for B and C flyers, and they certainly do come off higher.

The final flights for Craig Hemsworth (F1B) and I proved eventful. Mine landed well down the paddock after a 1.83 km (4m 50s) flight. We slithered down in the car until we could go no

further. The GPS said I had 300 metres to go as I walked towards the 2.4 m high solar farm fence. Was I to be inside or outside the solar farm fence? It was going to be close. That end of our paddock was also underwater so that added to the gloom. Eureka! My model had landed 6 metres on our side of the fence! But Craig's took longer to retrieve because it was in the solar farm, after a 5m 30s flight.

**The Four Minute rounds:** The final day of the comp started again with a meeting at the farmhouse where the launch site was decided. Even though winds were expected to shift to the SW, we still went back to the flight line near the entry road. I tested my 4-minute model several times and the glide was good. My official launch also came off very well, and then it started to stall, and didn't recover. Nothing had changed since its four-minute flights at Narrandera – was it too close to the stall? Three subsequent test flights with several glide transition and bunt changes barely removed the stall, so I put it away. Albert was also testing when the decision to move was made. Matt had already put his model over the fence in his 2m 16s official flight.

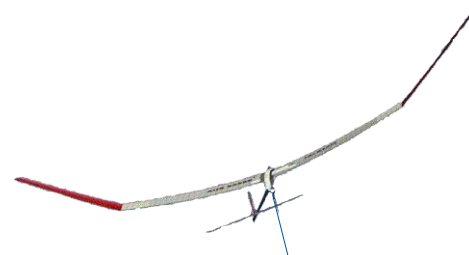
From the flight line near the clubhouse Albert put up a glorious 4-minute flight, using his Shok Ultra, to clinch the event. His model held onto a light thermal that kept him just above launch height until DT. My model also went off well but didn't find helpful air, rubbing it in by dropping into the dam and giving the electronics a good soaking.

Back to my theory on launch height – F1As scored 8 maxes for each event. Only Albert and Matt launched high, and recorded the most maxes. F1Bs scored 18 and 21 maxes in their two events, and F1Cs 16 and 20 maxes.

**TOTAL MAXES:**

F1A	16	3 flew NSW	4 flew VIC
F1B	39	5 flew	
F1C	36	5 flew	

*Malcolm Campbell*





# New South Wales and Victorian State Championships

## F1C REPORT FROM WEST WYALONG

by Mike Pettigrew



Shannon Tolmie - the only one in short sleeves!



I think this was one of Shannon's miscued flights



And I think these were all Andrew Linwood's



The NSW and Victorian State championships for F1A, B & C were conducted over the Queen's Birthday long weekend at the West Wyalong field.

Conditions over the Saturday and Sunday were quite flyable, but the wind strength (varying around 4 to 5 metres/second with higher gusts) together with an unexpected and unusual cold "polar blast" made conditions a little uncomfortable for those expecting it to be warmer. The wind was what we call "lazy"; it didn't bother going around you – it went straight through and those less active and not chasing models across the countryside found it uncomfortable. Monday, however, was significantly

better with reduced wind strength and less of a wind chill factor.

Only six F1C flyers braved the elements and flew, and it is relevant to note that scores in both F1C events, as was the case for the other F1 classes, contributed to the Australian team selection scores for the 2023 World F/F Championships.

### Saturday, June 11<sup>th</sup> – NSW championships

Owing to the wind speed, the first round max was set at three minutes with the hope that we might be able to fly the four minute round later depending on how the wind trended.

As usual, Roy Summersby was first away as he always prefers to put his flights in as soon as the siren goes for the start of each round. Roy's flight was of his usual standard and gave the first max of the day and he was soon followed by Shayne McDonald and Shannon Tolmie who also maxed easily. Shayne and Shannon are both QANTAS engineers and their models are always impeccably turned-out and thoroughly prepared – a comforting sign for those of us that fly QANTAS.

Warren Leadbeater was next to fly using an early open structure wing Babenko model that flies very well indeed and he provided the next first round max but, unfortunately for both Gary Pope and Andrew Linwood, the



Andrew Linwood's model moves rapidly downwind



Shayne McDonald's launch was good

“wheels were falling off” and neither managed to get a model into the air during the first hour.

Round two was similar to round one with maxes to Roy, Shannon, Shayne and Warren. Still no flight from Andrew Linwood who seemed to be suffering all sorts of unexpected mishaps, but this round saw Gary Pope get a model up but it then DT'd early from a reasonable height resulting in only 119 seconds.

At this point, both Gary and Andrew elected to put their models away and retreat to the farmhouse to warm up as the day was becoming for them one that was best forgotten.

Round three saw maxes for Roy, Shayne and Shannon while Warren dropped to a 144.

Round four resulted in Roy falling 2 seconds short of a max and Warren dropping to a 92 while Shayne and Shannon both maxed. Saturday's flying didn't involve much lift picking as it had become more a matter of

launching in air that wasn't “full of down”. F1C's can do over six minutes off a typical 135 metre or more climb so you don't need lift to max so much as needing to avoid sink, the importance of which was very much evidenced by both Warren and Roy dropping round four to varying degrees.

The decision was taken to conduct the four minute round on Monday morning as it was forecast to be much lighter wind strength.

The Monday morning four minute round for the NSW Championships was the first item of business of that day with only four of the original entrants electing to fly. Roy, Shayne and Shannon maxed while Warren only managed 187 from a slightly “off” launch. There was no fly-off even though both Shannon and Shayne had maxed out resulting in them being declared joint first place winners with Roy in third place. It is reasonable to say that the points for the Team Trials was more important to the QANTAS

lads than deciding who should be first or second.

### **Sunday June 12<sup>th</sup>, Victorian Championships**

Weather-wise, Sunday was a repeat of Saturday, with similar wind strength and an equally annoying wind-chill factor making the conditions somewhat chilly compared to a typical winter day in central NSW.

Round one got away at 8:00 exactly with five flyers competing: Roy Summersby, Shannon Tolmie, Shayne McDonald, Andrew Linwood and Warren Leadbeater. Andrew had addressed his Saturday problems overnight and was destined to have a much better day than his previous.

All five flyers maxed the first two rounds but Warren dropped his max in round three by 19 seconds. Warren's model has an excellent glide but doesn't make the same height as his opponents' models and this puts his flights into the “more marginal” category where he doesn't start out



with sufficient height to overcome the odd bit of sink that presented itself at random during these two days.

Round four saw only three maxes from Roy, Shayne and Shannon as both Warren and Andrew dropped. Flying for the day was suspended after round four as was the case the previous day.

Round five was again declared the 4 minute round and it was flown on the Monday morning immediately after the NSW Championships 4 minute round.

Roy Summersby, Shannon Tolmie and Andrew Linwood all achieved the required 240 seconds for round five although Warren Leadbeatter managed only 166 seconds.

The surprise of the day was a wing hang-up on Shayne McDonald's

model; one side didn't fully unfold and it seemed as if the tip was pulling the middle panel downwards as well. The model was spiraling towards the ground leaving Shayne no option but to RDT it. A flight time of 23 seconds denied him another go. There appeared to be no obvious reason for the hang-up and it was disappointing for Shayne as it certainly wasn't due to any lack of preparation or presentation of the model.

A fly-off was required to determine the winner out of Roy and Shannon and this was held immediately after both models had been retrieved from the 4 minute round. A two minute DT fly-off was agreed as we don't have sufficient altimeters in Australia yet to run an altitude fly-off. It's generally agreed that F1C models all DT at a similar rate so it was considered a

reasonable approach given the increasing wind strength. The DT time was selected to be two minutes and both launched within a few seconds of each other.

Climb height was similar with perhaps a slight edge to Shannon, but Roy seemed to pick-up a hint of lift within the first twenty seconds so that at the end of the two minutes, it was clear that Roy's model was higher as it DT'd.

Fly-off results were Roy – 143 seconds; Shannon 136 seconds.

All in all, the weekend turned-out to be reasonably flyable albeit somewhat cold and breezy.

*Mike Pettigrew*

## AND WHAT ALSO FLEW AT WEST WYALONG ON MONDAY?

The E36s were out in force – five of them. Michael Towell, Aaron Booth, Warren Leadbeatter and Andrew Linwood flew Pearl 202e models against the beautiful BMJR kitted Satellite of Harry Sokol.

Andrew Linwood debuted a very nicely built Eliminator that flew pretty well in its first Open Power flight but lived up to its name in the second test flight. Harry Sokol's Dixielander outperformed Warren Leadbeatter's similarly powered Dixielander to win against a depleted field.

**AND WAZZA SAID:** It was a great long weekend at West Wyalong with most of our top people at the NSW and Victorian State Championships. On the Monday, I came 2<sup>nd</sup> in Open Power and 3<sup>rd</sup> in E36. I also placed 2<sup>nd</sup> and 4<sup>th</sup> in F1C. I won 2 bottles of wine and had a lot of fun & laughs. I also had the maiden flight of my Goldberg ½ A Viking free flight model that I built 10 years ago.

*Malcolm Campbell*



Warren Leadbeatter's E36



Aaron Booth's E36



Andrew Linwood hooks his E36



Harry Sokol's little Satellite E36

Runners up in Open Power - Andrew 3<sup>rd</sup> and Warren 2<sup>nd</sup>

## WEST WYALONG RESULTS

### NSW State Championships 2022

F1A	Name						Total
1	Mat Hannaford	180	180	125	180	240	905
2	Malcolm Campbell	109	180	180	102	88	659
3	Albert Fathers	180	95	35	180	154	644

F1B	Name						Total
1	Craig Hemsworth	180	180	180	150	240	930
2	Gary Goodwin	180	171	180	140	240	911
3	Terry Bond	180	180	180	129	240	909
4	Vin Morgan	180	180	135	138	240	873
5	Bruce Hao	180	180	84	180	240	864

F1C	Name						Total
1	Shannon Tolmie	180	180	180	180	240	960
1	Shayne McDonald	180	180	180	180	240	960
3	Roy Summersby	180	180	180	178	240	958
4	Warren Leadbeater	180	180	144	92	187	783
5	Gary Pope		119				119

### Victorian State Championships 2022

F1A	Name						Total
1	Albert Fathers	153	155	180	180	240	908
2	Matthew Hannaford	165	180	180	132	136	793
3	Malcolm Campbell	180	98	129	180	141	728
4	Geoff Higgins	26	71	61	180	117	455

F1B	Name						Total
1	Gary Goodwin	180	180	180	180	240	960
2	Craig Hemsworth	180	171	180	180	240	951
3	Terry Bond	180	130	180	180	240	910
4	Vin Morgan	180	128	180	180	240	908
5	Bruce Hao	180	10	180	180	240	790

F1C	Name						Total	FO
1	Roy Summersby	180	180	180	180	240	960	143
2	Shannon Tolmie	180	180	180	180	240	960	136
3	Andrew Linwood	180	180	180	167	240	947	
4	Warren Leadbeater	180	180	161	173	166	860	
5	Shayne McDonald	180	180	180	180	23	743	



**OPEN POWER**

NAME	MODEL	F1	F2	F3	TOTAL
Harry Sokol	Dixielander (OS15FP)	67	180	178	425
Warren Leadbeatter	Dixielander (OS15FP)	139	129	145	413
Andrew Linwood	Eliminator (Elfin 149)	52	dnf	dnf	52

**E36**

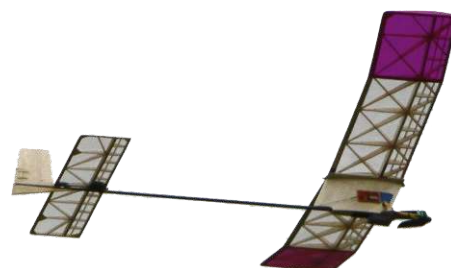
NAME	MODEL	F1	F2	F3	TOTAL
Michael Towell	Pearl 202	120	120	120	360
Harry Sokol	BMJR Satellite	120	120	94	334
Warren Leadbeatter	Pearl 202e	83	120	120	323
Aaron Booth	Pearl 202e	120	120	67	307
Andrew Linwood	Pearl 202e	120	0	dnf	120

**OPEN RUBBER**

NAME	MODEL	F1	F2	F3	TOTAL
Gary Goodwin	Old F1B	180	180	180	540
Vin Morgan	Refurbed F1B	dnf			



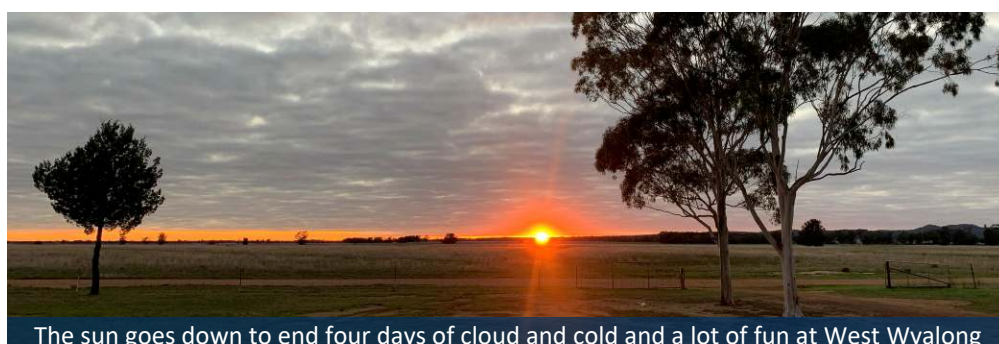
It's COLD when Victorians dress like this!



The pub meals were well supported



This group better not give up their day jobs. Gary was their front man!



The sun goes down to end four days of cloud and cold and a lot of fun at West Wyalong



# FLYING IN WESTERN AUSTRALIA

Report by Rod McDonald

Sunday's free flight competitions for P30 and Coupe d'Hiver were the first that we had scheduled this year that were not cancelled because of either weather or lack of interest.

Weather was perfect with mild temperatures and low winds and at times models were landing near the launch point. Thermals were very much in evidence as was the sink on the other side. Paul's first two flights in Coupe were illustrative of the conditions. The first was an easy max from great height, the second launched into sink barely made fifty feet and was down in less than a minute. Greg forgot to set the DT on his coupe on a test flight and of course found a booming thermal which unfortunately resulted in a lost model.

Winners were Paul in P30 and Phil in Coupe, the less said about Greg and me the better.

## RESULTS

P30				Total
Paul Rossiter	111	92	120	330
Phil Letchford	76	73	120	159
Rod McDonald	120	-	-	120
Greg McLure	51	47	-	98
Coupe d'Hiver				Total
Phil Letchford	115	120	120	355
Paul Rossiter	120	53	120	293
Greg McLure	120	-	-	120



## Len Surtees' Trip to the USA



Left to right:  
Don Deloach, Ron Wittman, George Morris  
and NFFS President Dave Lindley

My visit to the Eagar Round Valley dome Arizona (a world class indoor venue and football stadium) to fly gliders at the NFFS indoor champs was both enjoyable and disappointing. Contest Director Tom Gaylor had a large Australian flag on display and I had a chance to catch up with many past modelling friends and make new friends.

It was great to see Ron Wittman there, I last saw Ron in California 25 years ago. At 7,000' altitude gliders lost about 10% duration due to thinner air.

I caught a flu bug and along with foreign pollen it really flattened me. This was a big re-learning about flying in high ceiling (99') venues for me. I'm determined to return next year to compete when the event will be held in another State. And I will have my gliders sorted 6 months before contest.

*Len Surtees*

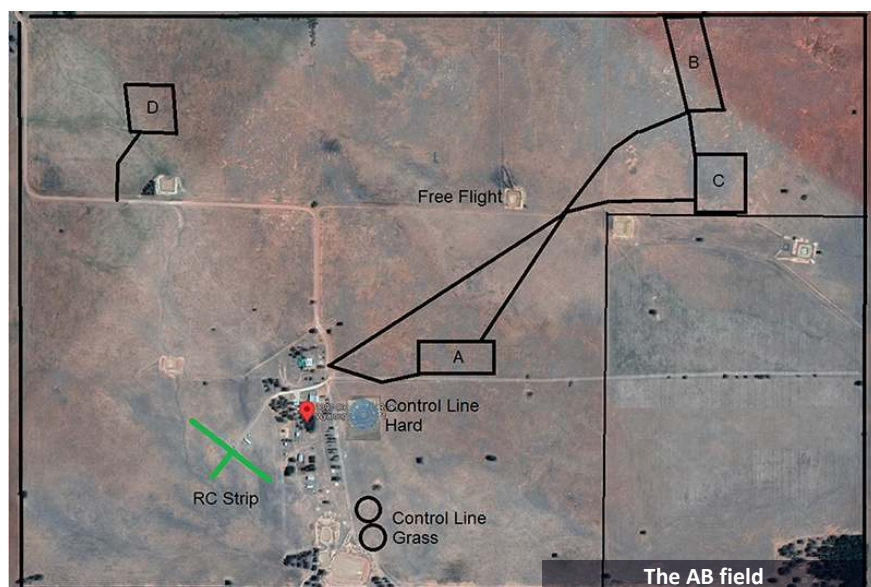
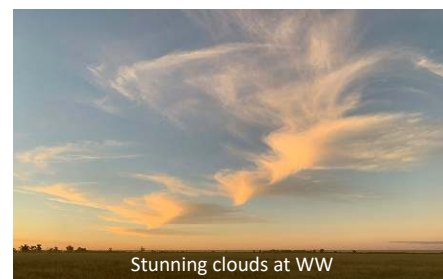
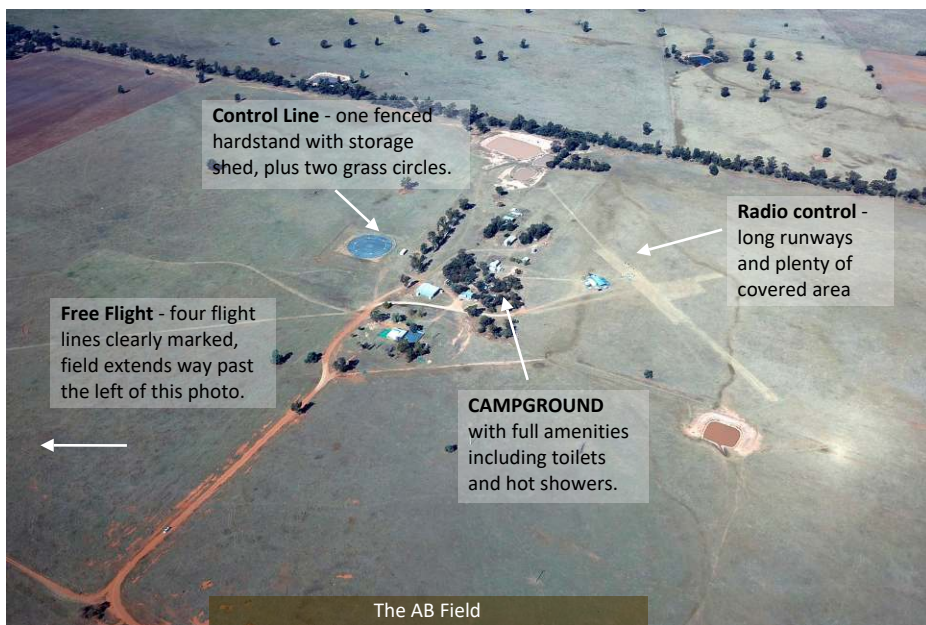


Len's gliders untested, note the aluminium wing/flap TLG



# Progress at West Wyalong

Photos by Warren Leadbeater





# OTM

## Is this a way to bring your low-tech F1A or A2 gliders out of retirement?

Tahn Stowe writes -

I am converting a couple of my old Clockwork F1A's with Harry Sokol's EG timers and RDT set up. My plan is to once again enjoy flying F1A spec aircraft, being able to circle, contact lift and bobble the model off at 50 metres. No OLA, no Pitch Up, no Cruise, no Bunt. Hence the initials OTM. One Tailplane Movement (DT only).

Historically A2 was a Free Flight Glider competition where the glide was everything.

All models were released from a 50-metre line at or near to 50 metres. (variations due to flyers height and arm length only) Since the advent of Zoom, then Bunt and now LDA with Ballistic launch it is now all about the altitude. If you cannot launch to 120 metres you probably won't win a flyoff.

All this while throwing yourself at terra firma or laying back and praying the 200 kg line does not break and you bash your head or break your spine on a rock.

I am not advocating open hook "up and off" as this is already catered for in Vintage Glider. What I am proposing is an A2 competition using modern F1A spec models or Pink

Elephants, and anything in between, but all launched from 50 metres. Circle as much as your timekeeper will tolerate, then just let it gently off the line. There must be dozens of clockwork models and electronic std airfoil models, out there, that have been made redundant like some of their owners who no longer fly glider.

In proposing this idea, I would be happy to sponsor a few events to see if my suspicions are correct that given this relaxed gentlemanly / gentlewomanly format, there would be significant interest and participation.

A glider competition that is about the best glide not the highest launch.

Kind regards  
Tahn Stowe



**ED:** Lets hear your opinions in time for the next FFDU

## HEAVE HO #11 2022 WORLD-WIDE GLIDER WINNERS

Reported by Len Surtees

Thanks to those that participated in this annual fun glider competition held over the month of April. Again, we had competitors from Australia, America and New Zealand, with NZ dominating indoors and outdoors events.

STING MK2 GLIDERS are now looking forward to the 2023 event, to be held again in April. It's so easy to enter (and it's FREE).

Congratulations to all winners. All results can be viewed at the [www.stingmk2gliders.com](http://www.stingmk2gliders.com) website along with past winners and photos of contestants and their gliders.

STING MK2 GLIDERS sponsored glider kits for winners of the outdoor events and Josh Finn from J&H AERO SPACE sponsored indoor kits for all indoor winners.

Indoor 6" CLG	Alec Fuller NZ
Indoor HLG	Allen Lawrence NZ and Jnr Josiah Honaker USA
Outdoor CLG	Kevin Barnes NZ and Jnr Josiah Honaker USA
Outdoor HLG	Lindsay Muffett Australia HEAVE HO trophy and kit.
OUTDOOR TIP LAUNCH GLIDER (Discus Launch)	Rod Brown NZ

Remember the World-wide "HEAVE HO" glider competition is a low-key event where the main objective is to "have a go" and have fun.

*Len Surtees, sponsor of HEAVE HO and owner of world class glider designs and kits [www.stingmk2gliders.com](http://www.stingmk2gliders.com)*

June 2022 Free Flight Down Under



Lindsay Muffett with Heave Ho trophy and winning STING MK2

### WANTED

- Black Magic Timer (Extended yellow model) for F1A models
- Elfin 1.49 Diesel Steel Liner version

Ian Haigh  
0478975543



# Construction Corner

## The ABC Robin

Report and photos by Roy Summersby



Why would one build an ABC Robin? It certainly is not one of the most attractive planes in the book, but I had my reasons. Late last year, Dave Hegarty left us for the big flying field in the sky. Dave was a close friend of mine for many years, I think I met him when I was just 12 years old. The Robin was one of Dave's favorite models, he had built it in both rubber and power, and they flew well. At Dave's funeral I promised myself that I would build one in memory of Dave.

The Robin was a single seat high wing monoplane with folding wings and first flew in 1929. It has a large plywood box fuselage and a wing span of 25ft 4", it also has a 35hp engine to get it airborne, not a real power house but it did get along at 100mph.

Aeromodeller first published the plan in July 1946 and it was featured on the cover in color. Aeromodeller stated, it is of very simple construction. I find any scale model is not simple, but in this case, I think it is how scale you want to make it.

The Aeromodeller plan was just 36.5" and was for rubber, so what did I do, I changed the plan, I enlarged to 44", I also drew in scale rib spacing and a few other scale features. A model of this design has to be a good flyer and that is what would have made it attractive to Dave, he liked his models to fly.

With its large wheels and wide track, it should be good for taking off from the grass at Richmond. There was only one full size aircraft built so only one-color scheme, and that is a black fuselage and orange wings.

Construction is straight forward being as mentioned a box fuselage. Wings I have used dowel pins to hold them in place, tensioned with good old rubber bands. Wing struts are streamlined aluminum section and again held through the fuselage by bands. Stabilizer at this stage is removeable but might be fixed when the model is trimmed. The undercarriage is a bit fancy but difficult. For power I have installed an

MP JET 06 BB (inverted) which will have far too much power, but it does have a throttle which will help.

Covering is black Modelsplan tissue on the fuselage, all flying surfaces are silk over laminating film. It is interesting that on the actual photos there are no registration letters on the wing, I guess these would have been added later. My question was what should I do? I kept to the photos and left them off, as that is what the judges have to go by, and I could always add them later.

The model is now finished and ready for flying at the NSW scale weekend at Richmond in July. I will also take it to our big proposed All In Scale weekend on the AB field at West Wyalong 5<sup>th</sup> and 6<sup>th</sup> November.

When the Robin takes to the air, the promise I made to myself will have been kept.

**Roy Summersby**

**ED:** I may be wrong but I reckon Dave is the pilot, judging by the fine head of hair!

## VERON KITS AND PHIL SMITH - A LONG ASSOCIATION

By Mike Pettigrew

Having recently prepared a brief note about Eddie Keil and Keil Kraft kits for FFDU, I thought I'd also have a look at **Veron** to see what I could find.

As soon as I started, it was obvious that I also had to discuss Phil Smith, or "Sir Veron" as he became known, because his entire post-war career was spent with **Veron** during which time he became the backbone of that company and its production of model kits.

Veron kits were well known and widely distributed around the world back "in the day" (when traditional aeromodelling was vastly bigger than it is now) and since I've looked at Keil Kraft already, and there's been much written and published about **FROG**, I decided to see what I could find out about **Veron**, another well-known name from an era now past.

Before I start; I apologise if my research has produced some unintentional errors in the facts and I acknowledge that electronic records have provided much of my information. As we know, these can be notoriously anecdotal so one can only hope that the facts are sufficiently correct to make a complete story.

I first encountered Veron kits when I was a young schoolboy modeller way back in the late 1940's and early 1950's. In those days I had to make do with my weekly pocket money, but if I saved diligently enough I was able to buy a kit now and then which was fun because the decision as to which kit to buy became momentous due to the amazing overabundance from which to choose. Sadly, that's not the situation anymore.

The adjacent glider is the 26" Veron Coronette and I recall building one of these. I lacked the skill to tow it, so it became a glorified chuck glider until it

met its end in some way that I no longer remember.

It certainly wasn't lost in a fly-away, and I know one other thing for sure; it didn't even look as good as this picture when I built it!

It was however, my first introduction to Veron kits.

As best my memory can tell me, **FROG**, Keil Kraft or Veron kits combined to dominate the market back then and were to be found at almost every hobby store and newsagency.

I should explain that in Australia, newsagencies (paper shops to us) often sold model aircraft kits and accessories back then, whereas from what I understand; it seems that in England there were far more dedicated hobby shops per capita resulting in almost every town having a hobby shop of one form or another during the 1950's and 1960's.

Many years after the time I'm describing here, I discovered a 'new in box' Mills .75 sitting on a shelf in a newsagency that I'd visited while looking for the latest edition of *Aeromodeller*. I spotted this forlorn little green and black box, a dusty relic of a bygone era, it still had the £3/5/- price tag written on the box in pencil even though we'd long since changed to decimal currency.

It was soon mine; a nice legacy from the era when newsagencies were also hobby shops!

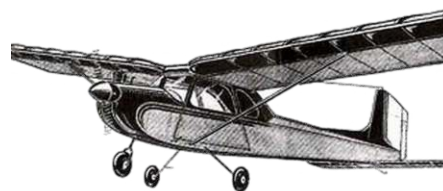


I've previously identified myself as also being an R/C modeller, and now would be the time to tell you that my first RC model, built way back in late 1962, was a Veron Sky Scooter.



I built the model from a kit and installed an Enya .09 plus an HMV single channel radio set which, due to my mishandling, really didn't work at any range in excess of 20 metres – a situation of which I wasn't aware until too late.

The Enya .09 was a very good engine in its day, so to my added regret the Sky-Scooter was over-powered and was therefore difficult to handle.



Not surprisingly, the model flew away into a tall tree on its test flight and then lost its life during my attempts to get it back down to earth.

I recall also building a Veron Bee Bug control line model as well. Dabbling in a bit of each type but mastering none back then.....

That's a brief history of my involvement with Veron Kits, so now let's talk about what I've found out about them:

Veron kits were manufactured by **Model Aircraft (Bournemouth) Ltd.**, a company which was originally



incorporated on 8 November 1937 being described in the registration documents as a "hobby shop" in Brighton which, like Bournemouth, is located in the south of England and from what I can establish, this company operated under the same ownership for 40 years before being sold to an unnamed 'balsa distributor' in 1978.

The story of **Veron** goes further back than that and surprisingly for me, has its origins in tethered model race cars.

A gentleman by the name of Guy Rickard (that's Guy on the right in the photo below) was an integral part of the tethered car scene in the immediate post war period being closely involved with both the Pioneer and Surrey model car clubs.



His involvement in the world of models started even earlier, however, as it began well before the second war and we need to trace his story a little to understand how the pieces of the puzzle fit together, because our new best friend Guy, was a gentleman that had his fingers in many pies.

Interestingly, the photo suggests he may also have played golf as he's wearing plus four pants!

Guy Rickard was born in Dorset in May 1905 into a wealthy family who did not suffer from money problems of any sort.

In 1933 Guy married a young lady by the name of Vera V. Horan who had family connections to the British Shanghai Bank and Guy's marriage also coincided with a sizeable inheritance from his mother meaning that Guy was now 'of independent means' and could indulge himself with his hobbies and interests without the inconvenience of working.

Guy and Vera Rickard lived in a grand house called 'Alton' (also described as being named 'Cramptons') which was located in the hamlet of Beech in Hampshire and Guy seems to have been involved in a number of small businesses around the south coast at the time including some that were producing early model aircraft engines.

About 1935 Guy and Vera bought George Baster's Bournemouth based **Model Aircraft Stores** business, which was in Hankinson Road, Bournemouth, and late in 1937, they also formed the company **Model Aircraft (Bournemouth) Ltd.**, which as mentioned earlier, was formed with the intention of operating a hobby shop in Brighton.

Brighton, Bournemouth, and the hamlet of Beech are in a triangular layout on the map, all around 80 to 100km from each other, so the Rickard business interests were all centred on the south coast and within reasonable reach, one to the other.

Our next connection with Guy and Vera Rickard comes when we find that it was during the second world war that Guy developed his interest in tethered model cars. How he came to be running tethered cars is uncertain, but it was considered most likely due to the ban on the flying of model aircraft during the war.

Their family home had the luxury of a private tethered car track on the terrace, where Guy and Vera could run their extensive stable of cars, but my source notes tell me that being good neighbours, they refrained from running the very noisy cars while services were being held in the adjoining church.

It is understood that Guy and Vera had a variety of cars with 5cc, 6cc and 10cc engines and as I mentioned earlier, they belonged to a tethered race car club known as the Pioneers and also raced their cars at a track in Surrey.

The Pioneer Club was formed during the war, later running member's cars indoors at the Royal Horticultural Halls, and although the Rickards were

not amongst the original 'pioneers' they appear to have started competing with their cars in 1946.

It is here that we first find mention of another company owned by the Rickards by the name of **Replica Ltd**, which opened a shop at 159 Sloane Street in London in 1946.



Replica, as it became known, could also supply model railway items, IC and steam powered boats, as well as a range of engines and tethered cars from established manufacturers.

**Replica Ltd** advertised in the specialist magazines through to 1949 with the retail establishment in Sloane Street surviving until around 1956, by which time tethered car racing had changed dramatically and the mass market for cars and parts had vanished.

It was 1949 that saw the end of the Rickards competing with their tethered cars and apparently this was hastened by the closing of the Surrey track.

The name **Replica Ltd** was slowly vanishing but it was being replaced by a Rickard business name that was to be far more enduring and was to become internationally famous: **Veron!**

The name **Veron** was derived from Vera's second Christian name, Veron(ica), and it was intended to be used as a name for kits and other items made by and sold from the Model Aircraft Stores owned by Guy and Vera Rickard.



About this time a modeller by the name of Phil Smith joined the company as a designer.

The arrival of Phil Smith at Veron in 1946 together with the autonomy that was granted to him, formed the basis for the significant and rapid development of the **Veron** organisation over the ensuing years.

Veron kit boxes carry the address: Norwood Place, Bournemouth, and we assume this to be where the kits were manufactured although it could equally have been the registered address of **Model Aircraft (Bournemouth) Ltd.**, – we don't know. On present day maps, Norwood Place appears to serve a mixture of residential and also light industrial structures, so it is entirely

possible that Veron had a small factory there, but if so, it was nothing like the scale of the Keil Kraft factory in Wickford.

Despite that, my understanding is that **Veron** were just as big an organisation as **Keil Kraft**, or even bigger, but I stand to be corrected on that.

Mike Pettigrew April 2022



Frederic Nikitenko

## The French Connection



This is your French connection! The last week end of February was the classical Coupe d'Hiver contest. Then, we went to Viabon, near Orleans (100 kms south west of Paris), and we held different contests at the same time. It was sunny, but windy and very cold. We were not very numerous (we never are now!) but only good flyers! We had fun.



Didier Chevenard with his Alan King 1954 Wakefield



Axworthy with his classic F1G



Jacques Blanchard with his Stefanchuk F1G



Yves Aubry before the winning flight



Jean-Luc Drapeau and his Gorban F1G



Pascal Helaine, the winner in E36



Michel Djian with Bagatelle (old Coupe)





## RESULTS P30 JIM MOSELY POSTAL

<b>1 Ian Haigh, Victoria , Australia</b>	<b>"Peregrine" O/D</b>	120 120 120 150 150 150 150 150 150 150 150 150 133 =	<b>1993</b>
2 = Angel Fuentes, Mexico	"Boomer"	120 120 120 =	360
2 = Caleb Finn, Georgia USA	"Saturno 5"	120 120 120 =	360
2 = Eduardo Fentes, Mexico	"Boomer"	120 120 120 =	360
5 Simon Richardson, Aberdeen, Scotland	"Sweet Pea"	119 120 120 =	359
6 Sean O'Connor, Melbourne Australia	"Quattro"	120 113 120 =	353
7 Vin Morgan , Victoria, Australia	O/D	120 111 120 =	351
8 Caleb Finn, Mauk, Georgia.	" Echo "	120 108 120 =	348
9 = Jean Angel Fuentes, Mexico	"Square Eagle"	120 120 100 =	340
9 = Eduardo Fuentes, Mexico	"Square Eagle"	120 100 120 =	340
11 Michael Jester. Nevada, USA	"Coastal" O/D	113 120 101 =	334
12 Don Thompson:- Beaulieu, England	O/D	120 120 84 =	324
13 Maria Dias:- Mexico	"Terezka"	120 60 54 =	234
14 Paul Finn, Georgia		individual times mislaid	226
15 Michael Jester: Nevada	"Three Night"	78 120 =	198



Ian was a clear winner!

## NARRANDERA - the Big Field

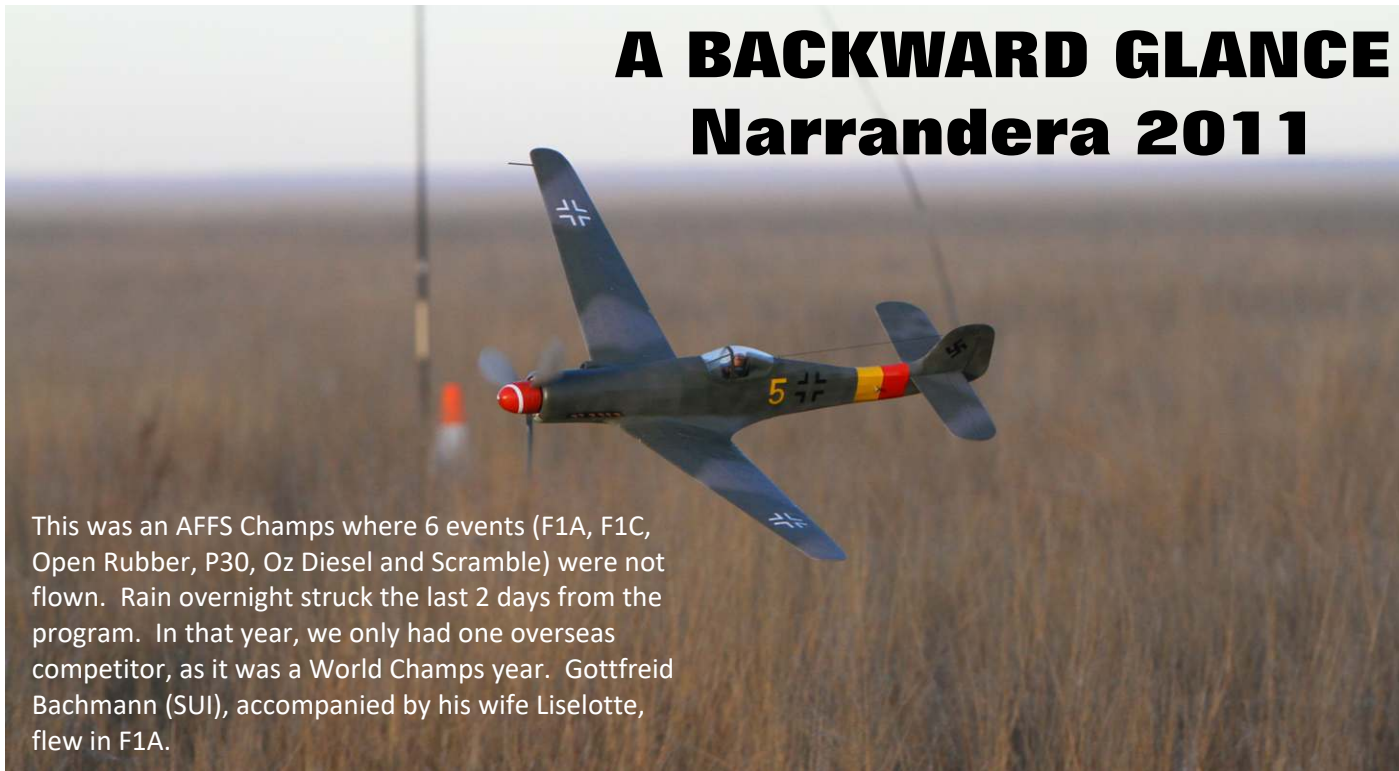


**Thinking of our Free Flight Friends in the Ukraine**



# A BACKWARD GLANCE

## Narrandera 2011



This was an AFFS Champs where 6 events (F1A, F1C, Open Rubber, P30, Oz Diesel and Scramble) were not flown. Rain overnight struck the last 2 days from the program. In that year, we only had one overseas competitor, as it was a World Champs year. Gottfreid Bachmann (SUI), accompanied by his wife Liselotte, flew in F1A.



Phil Mitchell chats with Vin Morgan



Paul Rossiter in the long dry grass



Richard Blackam launches in F1B



Albert Fathers sets up his Waif in OR



Des Slattery helps Adrian Bryant



A fine launch from Leigh Morgan in F1B



Tahn Stowe launches his F1J



Ted Burfein gets F1C lessons from Roy



Terry Bond, away in F1B





Jim Christie in Open Rubber



A young Gary Pope in F1B



Phil Mitchell tries his hand at TLG



A painful half tube malfunction for Albert



Adrian Bryant checks his investments



Roy Summersby's FW in the early morn



Albert Fathers F1B



Richard Blackam F1B



F1J nearly tests Neil Murray's insurance



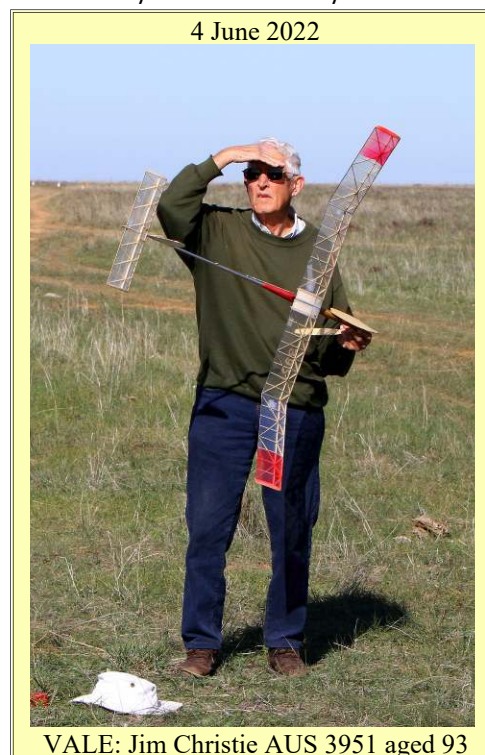
The front gate on Day 5



Keen to fly but not today



Pres Ted awards Albert, Adrian and Phil Combined Vintage prizes  
June 2022 Free Flight Down Under



4 June 2022

VALE: Jim Christie AUS 3951 aged 93



# JOKES PAGE

**ATTENTION!  
DON'T WEAR  
HEADPHONES WHILE  
VACUUMING!**

I've just finished the whole house and realized the vacuum wasn't even plugged in.



**Marriage Tip #2**  
When your wife is mowing the lawn, that's not the best time to ask when dinner will be ready

When they say it's yours, but you have doubts...



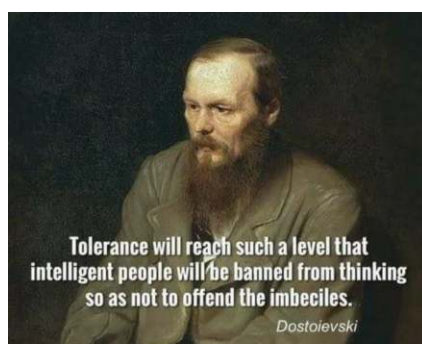
Day 4, and they suspect nothing



I accidentally swallowed some Scrabble tiles and now I'm experiencing constant vowel movements. The next trip to the bathroom could spell disaster.

I just turned off the news and put on a serial killer documentary to relax.

A police officer came to my house and asked me where I was between 5 & 6. He seemed irritated when I answered: "Kindergarten"







# \* 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 11-13	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
March	<b>F</b> Sun 13 <sup>th</sup>	7-2pm	Dale's Fun Day including P20	Coominya
April	<b>IND</b> Sat 9 <sup>th</sup>		Indoor – Delta Dart	BSHS
	10 <sup>th</sup> - 14 <sup>th</sup> 15 <sup>th</sup> - 17 <sup>th</sup>		<b>AFFS Champs &amp; SCC</b> (F1A, B and C) AFFS cont'd Small classes, see FFDU program	<b>Narrandera</b> <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 - EZB	BSHS
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 – HLG/CLG	BSHS
	<b>🏆CP</b> Sun 15 <sup>th</sup>	8-12pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
	<b>F</b> Sun 29 <sup>th</sup>	8-12pm	Club <b>rubber model</b> fun & testing day including Frog models	Coominya
June	<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> 11 <sup>th</sup> - 13 <sup>th</sup>	3-6pm	Indoor - Hanger Rat <b>NSW &amp; VIC State Champs (F1A, B and C)</b>	BSHS <b>West Wyalong</b>
	<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 13 <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	Thu 1 <sup>st</sup>	8-1pm	F1A & F1C Team Selection Trials	Dalby
	Fri 2 <sup>nd</sup>	8-1pm	F1B Team Selection Trials	Dalby
	<b>🏆</b> Sat 3 <sup>rd</sup>	8-1pm	F1A State Champs plus F1C (5 rounds, R1 240 secs)	Dalby
	<b>🏆</b> Sun 4 <sup>th</sup>	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	<b>🏆</b> Sun 11 <sup>th</sup>	8-1pm	P30 State Champs (3 flights)	Coominya
	<b>🏆CP</b> Sat 18 <sup>th</sup>	8-2pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	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

## 2022 FREE FLIGHT CALENDAR

Ver 4 as at 20 June 2022

### CONTACTS:



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Malcolm Campbell 07 3278 7164





## 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.*