

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 54 NUMBER 3

SPRING 2022

MASTER CLASS SCALE MODELLING

THE VERON STORY CONTINUES

LEE HINES FIRST HLG DESIGN

QUEENSLAND E36 STATE CHAMPS

COWRA OILY HAND WEEKEND



FRONT COVER: Shannon Tolmie launches his F1C at West Wyalong during the NSW State Champs in June 2022. He and Shayne MacDonald maxed out, and Shannon also maxed out in the Victorian St Champs, placing second in the fly off.

Free Flight Down Under September 2022

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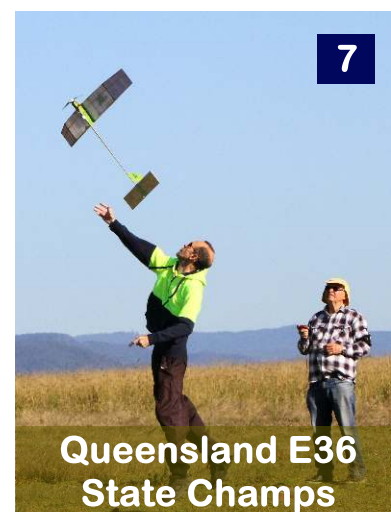
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Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of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

Mike Pettigrew
Roy Summersby
Len Surtees
Thomas Wielecki

THANK YOU!

Your name could be here!

Progressive scores
2022 Team Trials

4

2022 Calendars



PRESIDENT'S REPORT



Well, there's not much for me to talk about in this edition!

Winter in the southern states is generally a time when we tend to hibernate and not do much flying, although I speak here of my own situation more than that of some of

our "younger than me" flyers in Victoria who have managed to put in some flying. Autumn and Winter down here usually provide the best flying weather if you can stand the cold.

I guess as I get older I like the cold weather less and I therefore find myself full of admiration for the people I see in photographs flying models with snow lying all around as happens in many of the northern countries. I even become envious of our Queenslanders and their mild weather at times like this!

I'm probably still getting over the cold we experienced at West Wyalong last June.....

Talking about Queensland leads me to the next topic.

We are well towards completing the team selection trials for our ABC team to go to France in 2023 and now only

await the outcome of the efforts of the farmer that owns the Dalby field as he attempts to work around the weather to clear his cotton crop in sufficient time to allow the Brisbane folk to conduct the last remaining events that provide team selection points. He may not succeed in time for the events to count, but we can only wait and see.

The World Championships are scheduled, as we presently understand it, for the period from 12 to 19 of August 2023.

"Wings over West Wyalong" is due to be held on November 5 and 6 and this will soon be upon us. I understand the focus will be on scale models and it stands to be a good weekend. I urge those that are yet to decide if they will go or not, to make the effort to go as it should be a great weekend.

Mike Pettigrew



VALE Jim Christie (AUS 3951)

We said goodbye to Jim Christie in June. Jim at age 93 suffered a fall and then contracted pneumonia. He passed away on Saturday 4 June 2022. Jim's passion was Open Rubber, Coupe and P30. He did extremely well in all events and was a keen competition flyer. He was a hard man to beat. Quietly spoken and extremely polite, Jim rightly owned the nickname "Gentleman Jim".

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A Special Interest Group of the Model Aircraft Association of Australia



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FROM THE EDITOR



The Spring edition is always light on, with our major competitions already done, so it won't take you long to read this one. Thank you Mike Pettigrew for your carefully researched Veron article. Part 1 was in the Winter edition and it concludes in this, the Spring edition. Don't worry, that's not the end of these intriguing articles. Mike stayed on the boil and has already submitted other interesting stories ready for subsequent editions.

Roy Summersby is another regular and he's assisted yet again with the Oily Hand Weekend at Cowra and also bit on his latest construction.

Another contributor Thomas Wielecki has supplied details of the construction of his 1/20th scale PZL P.11c. Thomas went to extraordinary lengths to capture true scale detail in

all aspects of the build. Take the time to read his story - he truly is a master of the craft.

*See you all downwind
Malcolm Campbell*

Those who know Lost Hills know of Valley Fever. In 2012, I went over to purchase two F1As. I came back with the models, and something else - Valley Fever. Sacramento TV did a good documentary on the disease and incorporated quite a bit of the Fab Feb flying at Lost Hills. You might like to watch the 25 min video? Click on the link below:

<https://www.kvie.org/local-programs/kvie-viewfinder-deadly-dust-valley-fever/>

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	Yet to be scheduled		
F1A										
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
F1B										
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
F1C										
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

Tribute to Adrian Bryant – A Thanks To Mike Pettigrew

By Terry Bond

Due to some fairly major medical issues I could not attend the AFFS champs at Narrandera over the Easter period 2022. A pity really, the Morundah pub is a great attraction and is close to the field. Apparently, the weather was a bit against the flyers but it panned out well in the end. The second part of the competition was held in West Wyalong for the mini and open events.

Also planned for the West Wyalong end was a celebration of the man who made the West Wyalong field possible. Adrian passed away in December 2021 and arrangements had been made to spread Adrian's ashes and

present Joanne and Gayle, Adrian's daughters, with a special gift in appreciation of Adrian's gift.

As I said earlier, I could not be there, and it was really my job to do the presentation. Mike as president of the AFFS accepted an invitation to speak on my behalf and as the senior statesman that he is, did a great job. Mike's tribute is quoted in the winter 2022 edition of FFDU.

Thanks Mike

Terry Bond
President NSWFFS



IS THIS AUSTRALIA'S OLDEST ACTIVE FREE FLIGHTER?

Des Slattery turned 89 last July. I wondered whether that would make him Australia's oldest active free flyer? So I checked some people who would be "in the know".

ROY: *I reckon he most likely is, I don't know of any other.*

VIN: *Here in Vic, the VFFS is fairly good at "old". Don Boughton is quite active – open rubber, P-30, Coupe as well as indoor. But he is only 83. Darien Cassidy is 89. He comes to meetings but has not appeared on the field for a while. And then there is that Leigh Morgan who has been flying as recently as last week...*

MY APOLOGY

In the last FFDU, it was said that Shannon had the hung-up wingtip when he launched his F1C. It wasn't Shannon's model, it was Shayne's..... Sorry.

Editor

LETTER TO THE EDITOR

Dear Malcolm and all friends in Australia

Thank you very much for the June edition of FFDU. This is superb reading and makes me feel so far away sick. I really miss being with you and to meet all you fine people.

I read that Terry is recovering from an operation. Please send him our best wishes from the entire Seifert family. The boys adored him way back in 2006 and 2007. They are grown up men now, but still speak so nicely about him.

Time to catch up with him I think.

All the best
Michael Seifert Malta



LEE HINES One of the World's Great Free Flight Glider Champions



Len Surtees sent me this rare drawing of Lee Hines first balsa glider. Len goes on to say:

1. I first met Lee when he picked me up from LA airport in 1997 after I had just won the USIC Cat 4 indoor hand launch glider event. Lee put me up for the night and entertained me for hours recalling in great detail just about every major contest he had flown in. I mentioned to Lee that I won my first OHLG National contest in 1992 flying his 19" Sweepette, a beautiful design and hard to beat in still or light winds. To my surprise Lee gave me a copy of all his HLG designs up to that date including his very first 6" indoor glider when he was a teenager in 1956. This rough drawn sketch shown here was an indicator of his probing mind and desire to document changes, what worked and didn't, information that would lead to improvements which led him to be the world class designer, builder and winning competitor which endeared him to all competitors

on and off the flying field, as he unselfishly gave his knowledge to all who asked for it.

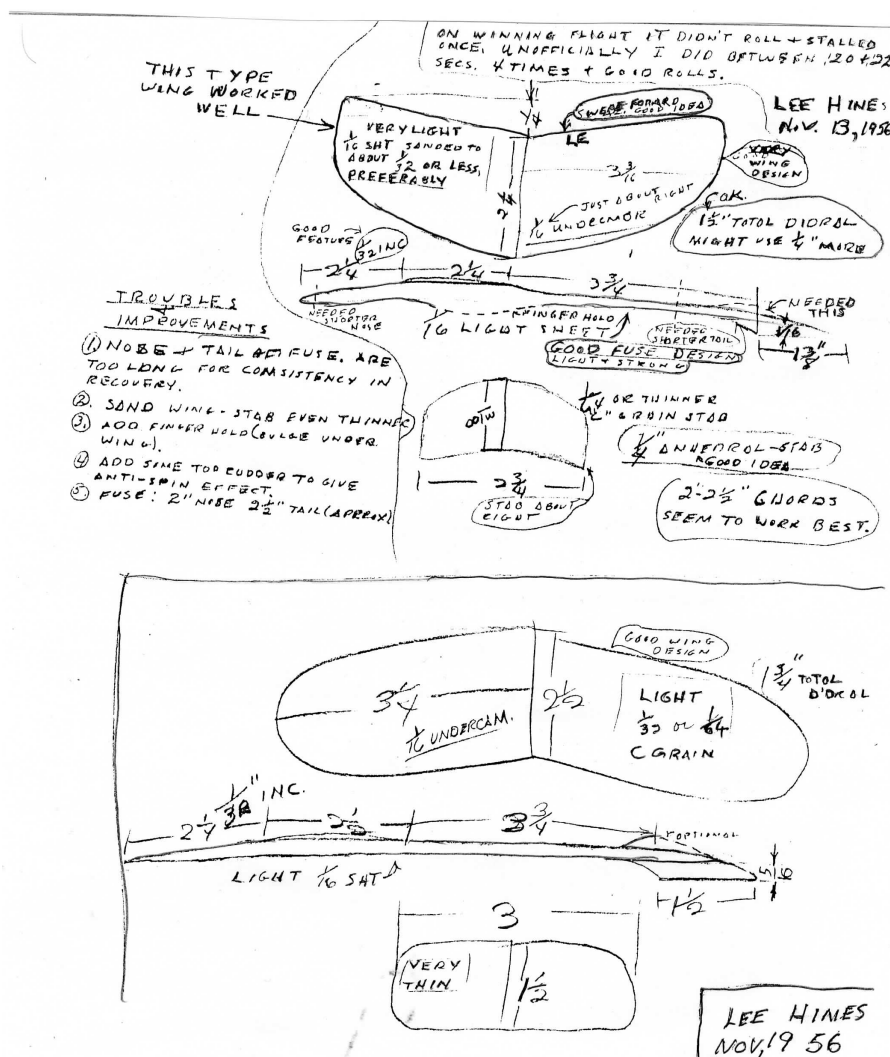
2. Lee visited Australia in 2004 to compete at our Nationals. I timed Lee's F1A glider and one flight was released into good air and had a max written all over it, until after 30 seconds it dropped dramatically falling into sink air. Lee knew he was done and started rolling up his tow line with head bowed. I shouted out, "Hey Lee, have a look", his glider had somehow found another lift bubble rising and it maxed. Well Lee had the biggest smile. The thermal gods had reminded him

(and me) who was in charge, ha ha.

3. A couple of years later I met Lee again at the USA Nationals at Muncie and had the privilege to award him the World Postal glider trophy called the HEAVE HO for winning the OHLG contest. Lee showed me his latest CLG design and his bubbling enthusiasm was contagious.

Thanks Lee for your life long commitment to Free Flight; you were a shining light and an inspiration to me to make better built gliders and observe flights to make the smallest adjustments that made a difference.

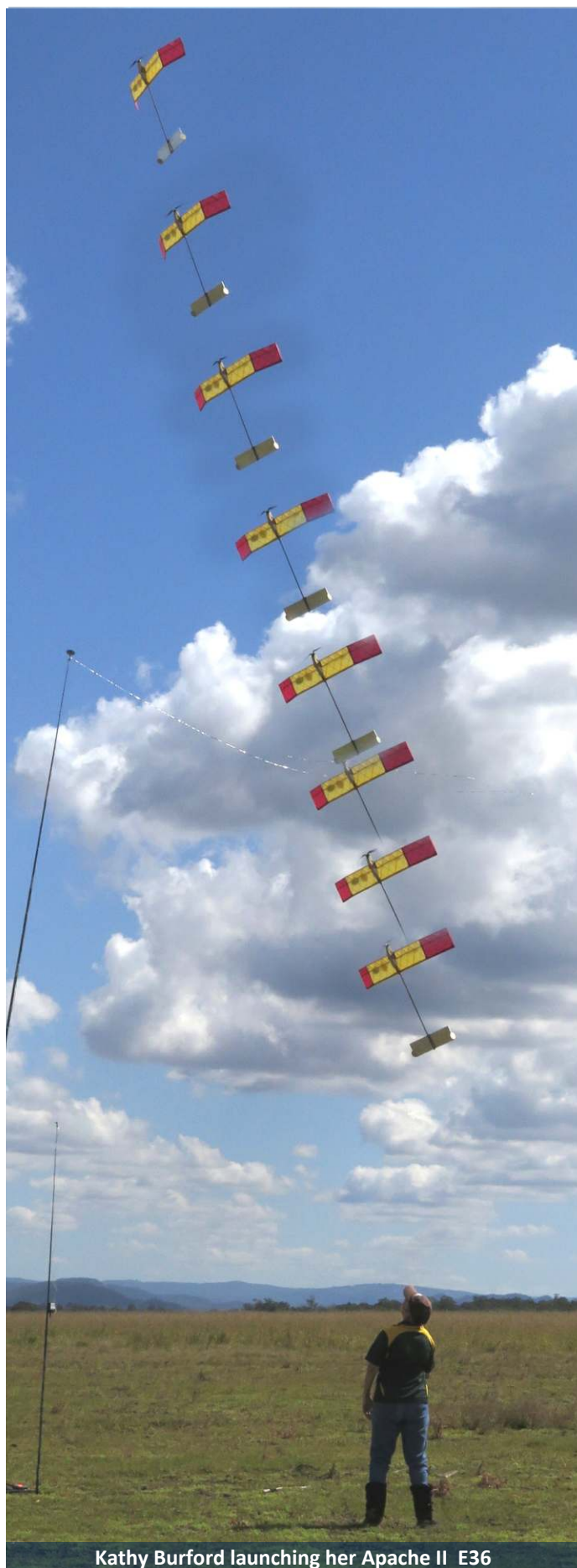
Len Surtees



Queensland E36 State Championships

21 August 2022

by Malcolm Campbell



Kathy Burford launching her Apache II E36

It's hard to believe it but by mid-August, the BFFS have only had four outdoor competitions this year, thanks to COVID, long grass and excessive rain events. So, it was great to see nine club members entered in the very popular E36 event. E36 is serious stuff, so the club photographers, Kathy, Malcolm and John, were pretty busy chasing thermals. Their cameras took a backseat. John, however, got some great shots.

We decided to fly from the low end of the old field, where the plough used to be and it worked well for the low wind speed and direction. The grass is still very long (a metre) over the majority of the field but there are sections that have been cleared so we utilised those as best we could when doing retrieval. To walk through the high stuff was hard work.

Peter Nash and Graham both spent a lot of time trimming their models with Peter recording the only max. Both models climbed and transitioned well with Graham's model developing a stall he could not remove whereas Peter just wasn't finding good air. Graham only put in two timed flights and Peter stopped after his fourth.

Des's first flight was a long walk for him, when his model flew straight, to the pig farm. Subsequent flights stayed in the paddock, with good climbs and some good glides. He was however the only 89 yo on the field and he put in two maxes! Ron's BMJR Sparks model flew the best it has done for some time.

Albert arrived late after getting lost on the way down! This, mind you, was the week after he completed a 17,000 km lap of Australia in his little A van. He was having trouble with all his flights and retired after two timed flights, with a bent prop shaft.

Malcolm was trimming his new HTL E36, a model that climbs fast and high. It will be a real threat when finally trimmed out. He left two trimmed models in the box – what was he thinking? John and Ben flew early, a wise move because retrievals were short. John's model didn't climb high but the glide was excellent and it revelled in the light airs. Ben struck trouble in some flights with his model rolling on its back during its steep climb. Finishing early, they moved to the long grass to chase down the trim on Ben's model.

As the day progressed, only John and Malcolm were maxing out, but Malcolm fell short in the final flight when his "Hot Ticket" model transitioned poorly from great height, with a stall that never really settled because the turn had mysteriously opened out. So, there wasn't the highly anticipated fly-off that we all hope for, and John won, keeping the Lewis name at the top of the leader board, with two-times winner Ben back in third place.

Please turn the page

Kathy dutifully let Malcolm get his flights in and timed for all who asked. And then she flew, and she flew well, maxing her first and third flights, and falling 10 secs short in her second flight. The fourth flight climbed beautifully and transitioned into lift that took her to height of the day, and out of the paddock. Still in the air after 30 minutes Kathy and Malcolm hurriedly packed (missing a Winners' photo) and tracked the model 2 km down the road to find it amongst farm 'junk' behind buildings on a farm property, without damage. The DT had popped, but when? I guess we'll never know. It was a strong thermal, and Kathy was relieved to have her model back, 56 minutes after launch.

I think we'd all agree that the field still isn't the best to fly on, but it suited the changing wind directions as the morning progressed, so it was the best field on the day.

No one liked trekking through the long grass although a few corridors of cleared grass were able to be used. Let's hope Jesse mows it soon - I wouldn't like to be moving through that long grass in warmer times.



John Lewis launches his own design E36



Malcolm Campbell launches his Hot Ticket E36



Ben Lewis launches his own design E36

Name	1	2	3	4	5	Total
John Lewis	120	120	120	120	120	600
Malcolm Campbell	120	120	120	120	99	579
Ben Lewis	90	120	120	108	120	558
Des Slattery	120	68	120	87	97	492
Kathy Burford	120	110	120	120	-	470
Peter Nash	102	120	93	80	-	395
Ron Munden	44	79	61	57	40	281
Graham Maynard	93	107	-	-	-	200
Albert Fathers	52	46	-	-	-	98

Cowra Oily Hand weekend

by Roy Summersby

Quite a few NSWFFS members managed to leave their nice warm homes and travel to Cowra to enjoy the magic weather that was put on for the three days. There was also attendance from SA, VIC, and ACT. Not sure if there was anyone from QLD. In total there would have been approximately 60 in attendance.

As stated, the weather was perfect for all types of flying and it was certainly made use of by many. The control line circles were buzzing, and sport type radio models were slowly pushing there way into the blue. There was always some sport free flight going on in the paddock on the northern side.

I tried to wear out my SE5a with many flights, I even had a go with the Lavochkin but this put me in trouble with the management, as the model is

electric which is taboo till 1.00pm on Sunday. The free flight field changed to the southern side on the Sunday as the sheep were starting to lamb so we left them to it.

The control line "Model of the Meet" was the Peacemaker and there were many, most powered by 2.5 diesels followed by the glows. As I have only flown Goodyear racers for the last few years it took quite a few flights to get back to throwing a model around the sky like I should have been able to. They are a great model for this type of rally event (no competition). Radio models seemed to be a mixed bunch from Tomboys to the Keil Kraft Southerner which again was the radio/free flight model of the meet. Free flight was a huge range of sport models along with quite a number of scale or semi-scale models including biplanes and twin powered

jobs. Everyone was having fun which is what the weekend is all about.

Next year the model of the meet, is Adrian Bryant's 1946 Golden Boomerang. You would have seen Michael Towel's ½ size one at West Wyalong. It's quite a pretty model so get yourself a plan or kit and build one for next year.

As always there was plenty of buying and selling to be had. The verity of goods was impressive: models, engines (Cox 020 to RC Super Tiger 90), books, Super Sport rubber, even ¼" black rubber new in box for cat gliders, to give some idea.

As normal the Cowra club had available hot breakfast, lunch and coffee available. They are to be congratulated on putting on a great weekend.



Construction Corner

PZL P.11c a rubber-powered 1/20th scale model

by Thomas Wielecki



Essentially this PZL is just another stick and tissue model; so no point talking about the basics. Instead I'll expand on some of the tricks I used to dress it up in the most realistic way I could.

For that I needed to use some techniques I've never used before, including experiments of my own devising to create a particular effect.

Surface finish, huge engine cowl and those very particular gull wings are definite stand-outs. My principal headache was to create the illusion of a metal skinned aircraft. The main characteristics were opaqueness, very obvious panel lines and rivets, and weathering.



I enlarged a detailed three-view to the correct size and printed it out. Then the tedious task of tracing every panel line and rivet straight onto the tissue began with marker pens of various thicknesses ranging from 0.01 mm to 0.5 mm. Before covering I lightly airbrushed the bare bones with a diluted mix of the khaki on the fuselage and tops of the wings and stabiliser to minimise the white balsa showing through the tissue. I wanted the drawn-on tissue detail to show through the paint, but not the balsa structure.

Once the model was covered, water shrunk and lightly doped, I airbrushed Tamiya acrylic mixed to the correct colours in very light coats until the panel lines were just visible, and not too obvious. This was the blank canvas on which I could begin the masking process for all the markings and finally weathering. I paid a penalty for this finish: the paint added 4.5 grams to the model.

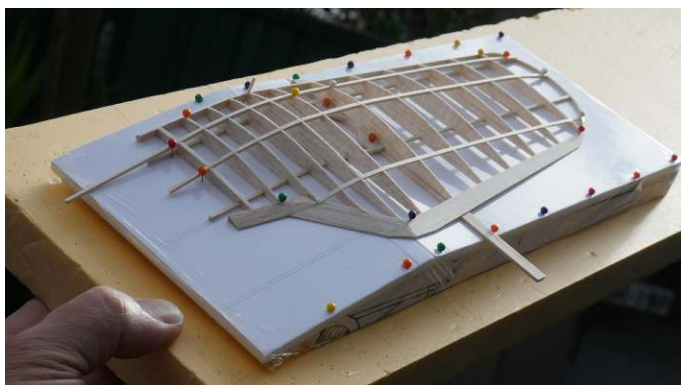
The big cowling had to be strong as it would not only cop any unwarranted arrivals but also serve as the main handling point for the model. It also had to hold its true circular shape and be the right cross section (a symmetrical airfoil with a nicely rounded leading edge - collector ring - and a razor sharp trailing edge). To add to this, the texture of the collector ring had to be different to the rest of the cowling with an even separation line.

I turned the collector ring out of insulation foam and laminated the rest of the cowling from three layers of 0.5 mm thick A-grain balsa with the grain running around the circumference, not across it. The cowl is immensely strong for its weight; 2.5 grams. But it's right up front and could easily have been beefier as the model needed a few grams of nose weight anyway.



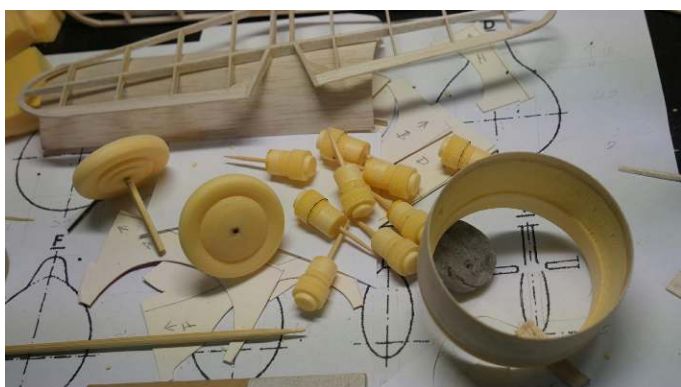
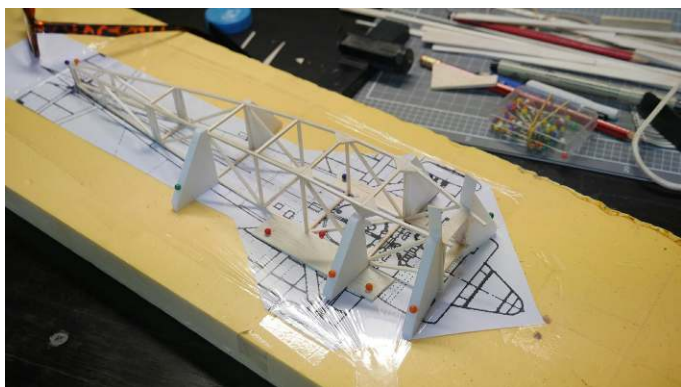
To replicate the correct shape of the gull wings, I had to build a building board shaped like the bottom surface of the wings. There are actually three breaks in the

undersurface, with the top surface being a smooth curve. To add complexity the chord changes at some breaks and not others along with the airfoil.



Good reference material is essential. I'll stare ad-nauseum at period photographs and drawings, often comparing the two. It is with this close scrutiny that you pick up many details that at a glance are not there. I learned not to be fooled by published colour profiles or plans as mistakes and inconsistencies are common.

For me at least the dilemma of "scaleness" is just as important as the model's ability to fly. And because I enjoy the build process at least as much as the flying, I get carried away; especially when my only flying field is the local park with trees on one side and used by kids and off-leash dogs for energy disposal. Truthfully, I spend a vastly larger amount of time building than flying.



The inspiration for this model came last year on the 1st of September, the anniversary of Germany's invasion of Poland and the beginning of WW2. I was dusting my bookshelf when I came across a PZL P.11c book. Packed



with period photographs and of the single surviving aircraft, colour schemes and technical drawings, it was also full of the aircraft's history in Polish service. The model is based on 2nd Lt. Hieronim Dudwal's aircraft; P.11c "10" no. 8.70 of the 113th Flight, 1st Air Regiment, IV/1 Fighter Squadron, September 1939.

As the unit badge -a black owl with green eyes- was too complex to paint directly on the model I painted it onto clear decal sheet before applying it to the side of the fuselage.



Dudwal had three confirmed kills in this aircraft between September 1 and 5 defending Warsaw -Heinkel He 111, Dornier Do 17 and Junkers Ju 87- and on the 16th he shot down a Henschel Hs 126 further East which incidentally was the last aircraft shot down by a Polish aircraft during WW2. It was around that time that fuel shortages forced the aircraft to be abandoned. Dudwal went on to fight against the Germans in the French airforce. He was shot down and killed on June 7, 1940. He was 26.

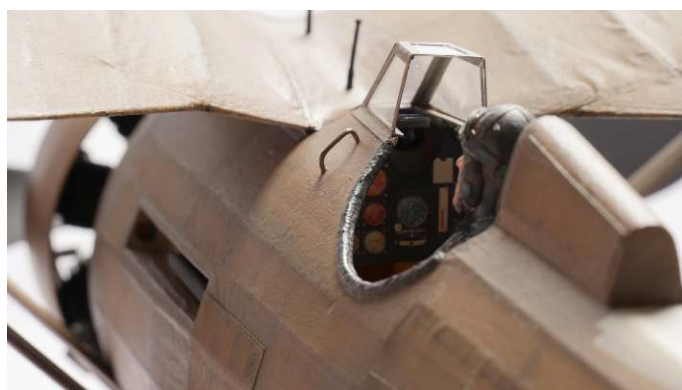
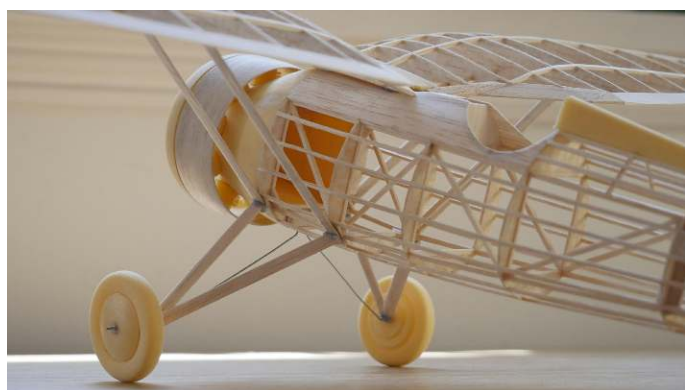
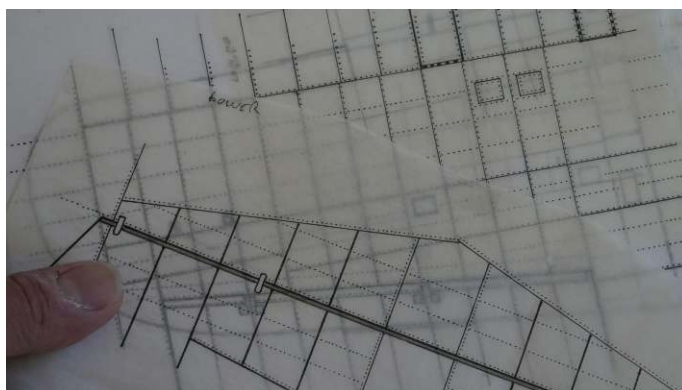
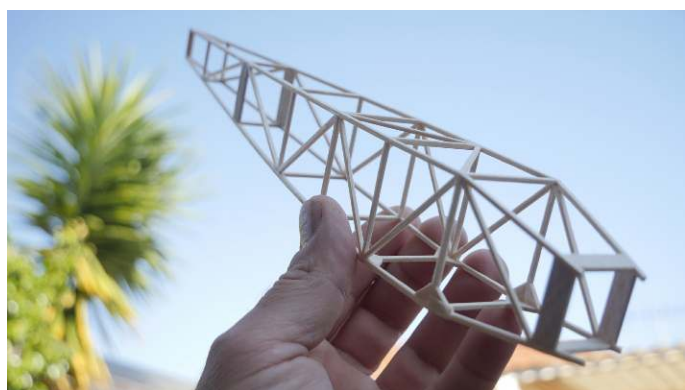
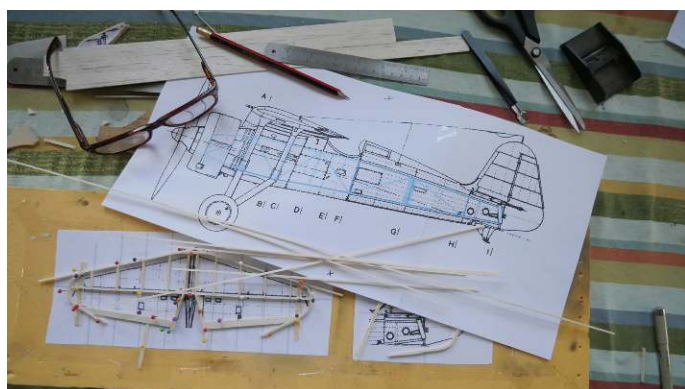
The amazing pilot figure is from the Dave Banks range.



A series of photographs of his particular aircraft captured by the Germans is an invaluable reference for this model; particularly the weathering and the curious white cross on the top of the fuselage behind the cockpit which according to accounts is a field applied repair after damage suffered during aerial combat with a Messerschmitt BF 110 on September 1.

I have only flown this model on a couple of very brief test hops, the longest so far being around 15 seconds. She appears to favour a right hand flight pattern.

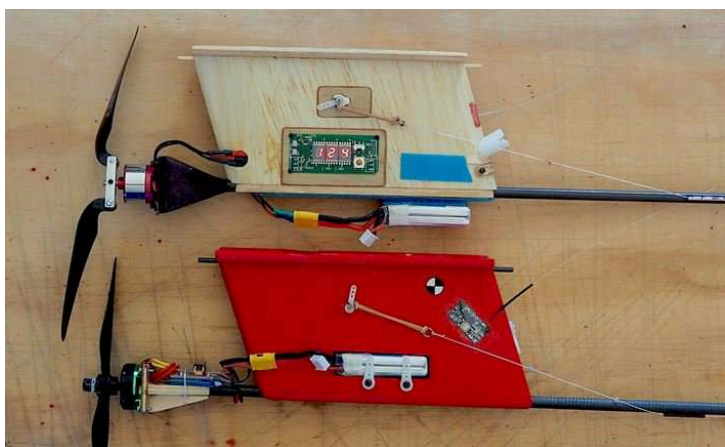
Editor: *Thomas Wielecki's attention to detail is extraordinary. It's hard to appreciate that this is just a 1/20th scale model of the PZL P.11c. I have added further photos for your appreciation.*



Roy Summersby usually supplies lots of items for the Construction section of FFDU, but not this time. Just one strange photo for us to ponder on, until the December of "Free Flight Down Under".



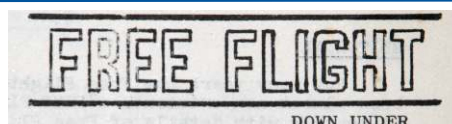
I thought another photo of Roy's magnificent Ilyushin III-2 (Shturmovik), as featured in the March 2022 FFDU, was in order, this time with its clothes off.



Pictured left are two of NZ flyer Bernard Scott's E36s, sporting the new BMK E36 timer and RDT.

Chris Edge from Scotland will be supplying an article in the next edition of FFDU where he tells all about the latest BMK timers.

Where it all began...



There were many small thermal that individual flyers picked, and when a large thermal passed, modellers were frantic trying to tow into it.

The same year was by far the most popular AS, taking out the first three places. It relied on lift for its consistency. Both Reg and Roy Summersby had poor last round flights. Ron Neville had the prettiest but was damaged it while test flying. He reverted to his old model to place second.

PLACINGS

1. Reg Allamby	733	7. L. Everingham	685
2. Ron Neville	731	8. Colin Cox	674
3. Roy Summersby	724	9. Tim Cartmel	669
4. Brian Potter	722	10. Gordon Robb	655
5. Allan Edwards	707	11. David Tongway	630
6. Brian Everingham	690	12. Bert Holmes	690

A/1 SHIP/BOAT

Barry Lee won the event using an original design based on his A/2 which appeared in the last issue of FFDU. Details of his A/1 are included in this issue.

Second and third placemen used Strolling Bones, the placings going to John Kerrill and Bert Holmes respectively.

PLACINGS

1. Barry Lee	545	7. J. Smith	442
2. John Kerrill	512	8. Leo O'Reilly	411
3. Bert Holmes	509	9. Bob Williams	365
4. Tim Cartmel	508	10. Allan Edwards	351
5. J. Grant	484	11. Ford Lloyd	328
6. Brian Potter	444	12. Ron Durr	304

FAI POWER

By far the most impressive climbing power model seen at a Mata was Roy Summersby's well built Night Train. Roy's model was reaching tremendous height but progressively lost trim. Still he won the event with 5 boxes, a fine effort.

Mike Pettigrew was somewhat unlucky, had a bad first flight and ended up with 4 boxes to place second, proving that a good sliding model is hard to beat. Ford Lloyd placed third using his old Eclipse which has been around for many years.

PLACINGS

1. Roy Summersby	560	4. Jim McNeill	559
2. Mike Pettigrew	534	5. Leo O'Reilly	364
3. Ford Lloyd	501	6. Colin Cox	346

All F/F events started at 5.00 am and finished 10.00 am. FAI events were kept to 5 rounds which worked out quite well for most.

WAKEFIELD

After the 3rd round it looked as though Col Cox would take the trophy, but true to the old saying, Col finally placed 3rd. Brian Beashel using an original design model about 5 years vintage managed a lucky max to edge out Arthur Butler for first place. Brian flew consistently and deserved the win, he became the fourth Southern Cross member to win the title.

PLACINGS

1. Brian Beashel	821	7. Allan Edwards	468
2. Arthur Butler	795	8. Ford Lloyd	435
3. Colin Cox	668	9. David Hegarty	220
4. Brian Potter	599	10. David Tongway	218
5. Barry Lee	586	11. Reg Allamby	160
6. Bob Edwards	508	12. Don Hope	99

COUPE d' HIVER

From the same day as Wakefield the results almost being reversed on the Wakefield. Arthur Butler won the event, Brian Beashel came second and Dave Hegarty always well up in Coupe placed 3rd. Arthur and Dave flew C.D. models while Brian's was a Baron Knight.

PLACINGS

1. Arthur Butler	545	4. Barry Lee	277
2. Brian Beashel	331	5. Allan Edwards	246
3. David Hegarty	325		

VOL. 1 NO. 1
Oct 1969
Compiled and published by SOUTHERN CROSS M.A.C.
All correspondence to: A. EDWARDS, 4 Bare Avenue, HILLVIEW 2170 AUST.

EDITORIAL
For many years now Free Flight printed matter in Australia has been almost non-existent. "FREE FLIGHT down under" will be printed bi-monthly with details of Free Flight models and news from Australian and New Zealand Clubs, to help cure this situation.
The assistance of Australian and New Zealand modellers in sending details of models, contests, results etc. will be more than welcome.

PIRELLI RUBBER

SCMAC hopes to make available in the near future 6 mm x 1 mm pirelli at a cost around \$3.60 for 500 gm. The cost will be decided after an initial order has been placed with Pirelli, and import duty paid. Rubber availability in Aust is long overdue so write and let us know your requirements as soon as possible.

VERON KITS AND PHIL SMITH - A LONG ASSOCIATION

This interesting by Mike Pettigrew continues as Part 2



Phil Smith, who was aged 29 when he joined Veron, had qualified with a BA degree in design and graphics as well as industrial design.

The stories of **Veron** and Phil Smith are so intertwined that one can't be told without the other.

Phil's role at **Veron** was initially to design model boats; his first boat was the 26" Veron Police Launch which sold then for 44 shillings (more than \$100 in today's money). Phil went on to design a further 20 boats for Veron and these kits were highly regarded and are still sought-after today on the nostalgia market.



Early in his time with **Veron**, Guy asked Phil to design a tethered racing car for him, a car specifically intended to be driven by the 6cc Stentor motor, the result being the 'Alton Special', taking the name, it is claimed, from the Rickard's home in Hampshire.

Phil was however, first and foremost a model aircraft designer, and in his 34 years with **Model Aircraft (Bournemouth)** he produced some 300 commercial designs, including the universally renowned Cardinal, which sold more than 170,000 kits, and the Impala slope soaring glider, of which Veron sold more than 140,000 kits.

Considering in addition, the massive number of Cardinal's scratch-built off plans; it could be that the Cardinal is the

world's most constructed model aeroplane, or would Vic Smeed's Tomboy give it a run for that title?

Having been provided with a fully-equipped drawing office and working for a company that was keen to make and sell model kits, Phil Smith's career was indeed prolific; he not only designed all those hundreds of models, but he also produced the design drawings, plans, tracings, and instruction manuals for all Veron's kits. He even designed the artwork and took the photographs for the boxes!

Phil Smith created a lasting legacy to the enormous benefit of aeromodelling; a legacy that has touched most of us older modellers in one way or another.

Philip Leslie Smith was born on October 5, 1916, at Stockport, Cheshire, the son of a travelling salesman for Johnson & Johnson.

Phil was educated at Hume Grammar School and then Buxton College where, aged 18, he built his first model aircraft from bamboo, balsa wood, tissue, and dope.

His education continued until he gained a BA in Design and Graphics.

Phil had begun his modelling career with cork boats which had rubber motors fitted under the hull driving a propeller at the stern. When he took up aeromodelling, he joined the Lancashire Model Aircraft Society, flying at Woodford aerodrome and all over the north of England, which he toured in his father's Clegg Daracq, a French car with English bodywork, wooden wheels, and acetylene lamps.

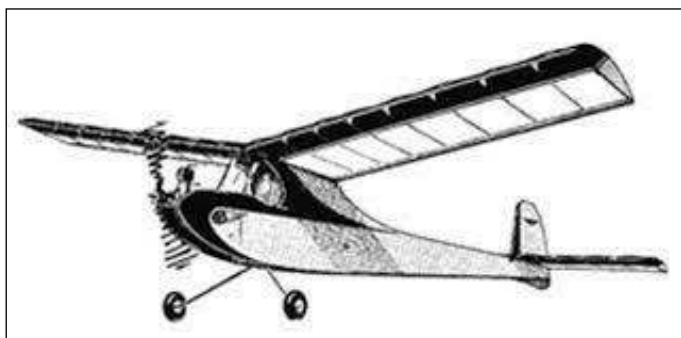
They often travelled south to the Fairey Aviation airfield, which became London Airport, now Heathrow.

Phil began designing his own models in the early 1930s and was reputed to have flown the first petrol-engine powered model off Southport beach.

He joined the Society of Model Aircraft Engineers in 1933 and much later became an honorary life member of the British Model Flying Association and the Association of Vintage Aeromodellers.

On leaving school he had become a clerk for Lord Derby at Manchester Chamber of Commerce but at age 20, his enthusiasm and natural talent for modelling led him to a serious career change when, with a partner by the name of Bert Coulthurst, he purchased NORMAC (the Northern Model Aircraft Company which is understood to be a hobby shop).

It is interesting to see from the advertisement on the next page that you could buy trailing edge shaped balsa sections more than 90 years ago!



FIRST AGAIN!

— NEW SECTIONS IN BALSA. —
Our introduction of 1931 now supplied in some New Sizes.

L 3 ft. \times $\frac{3}{16}$ " \times $\frac{5}{32}$ ", $\frac{1}{4}$ " \times $\frac{3}{16}$ ".
3' 6" \times $\frac{5}{16}$ " \times $\frac{1}{4}$ ", $\frac{3}{8}$ " \times $\frac{5}{16}$ ", $\frac{1}{2}$ " \times $\frac{3}{8}$ ".
As used by Winners, 1933 "Wakefield Cup," 1934 "Farrow Shield," and 6th, Moffat Trophy (U.S.A.). Suitable for Fuselage Longerons.

T 3 ft. \times $\frac{3}{16}$ " \times $\frac{3}{16}$ ", $\frac{1}{4}$ " \times $\frac{1}{4}$ ", $\frac{5}{16}$ " \times $\frac{5}{16}$ ".
3' 6" \times $\frac{3}{8}$ " \times $\frac{3}{8}$ ", $\frac{1}{2}$ " \times $\frac{1}{2}$ ".
For Cross Members, and building Girder Spars, etc.

H 3 ft. \times $\frac{1}{4}$ " \times $\frac{1}{8}$ ", $\frac{3}{8}$ " \times $\frac{3}{16}$ ", $\frac{1}{2}$ " \times $\frac{1}{4}$ ".
For Hollow Spars, Motor Sticks, etc.
Can be tapered before cementing.
The Cap Strip Supplied.

Trailing Edge, Shaped, will suit any Wing Section. All ready for use—
3 ft. \times $\frac{1}{4}$ " \times $\frac{5}{64}$ ", $\frac{3}{8}$ " \times $\frac{3}{32}$ ", $\frac{1}{2}$ " \times $\frac{1}{8}$ ".

Leading Edge, efficient, keeps the shape of Wing Section. Needs slight sanding only to conform to section.

2 ft. \times $\frac{1}{4}$ " \times $\frac{3}{16}$ ", 2' 6" \times $\frac{5}{16}$ " \times $\frac{1}{4}$ ", 3' \times $\frac{3}{8}$ " \times $\frac{5}{16}$ ", $\frac{1}{2}$ " \times $\frac{3}{8}$ ".
Great Gain in Strength the Feature.

NORTHERN MODEL AIRCRAFT CO.,
11a, HIGH ST., MANCHESTER 4
Illustrated List 1½d., post free.

Bert Coulthurst was also the model aircraft correspondent for the Daily Dispatch newspaper, writing the aeromodelling section under the pseudonym Group Captain Robinson.

Thereby hangs a tale as they say, because how many newspapers do we know now that have a regular "Aeromodelling" section!

Bert Coulthurst and Phil Smith were founder members of the Model Aircraft Traders' Association, which also included Eddie Keil, founder of Keil Kraft Models.

During World War 2, Phil Smith spent his time at Lytham St Annes coastal command as an RAF technical instructor specialising in hydraulics and pneumatics. He trained flight engineers on Lancaster and Halifax bombers.

When hostilities ceased, NORMAC was sold, and Phil joined Aeromodeler magazine to run their plans service.

At the same time, Phil was also appointed manager of **DAGRA Engineering Co Ltd**, a model-making firm next door to the Aeromodeler magazine premises at Eaton Bray. Phil was put in charge of a scale model building service for various aviation companies, including Fairey.

Another story to be told another time unfolds if we delve into DAGRA, Eaton Bray and Aeromodeler because this introduces us to the Eaton Bray

Model Sportsdrome where we find D A Russell, whom will be instantly recognised by older modellers as the one time Editor in Chief of Aeromodeler magazine.

Pictured below is an image of the tethered car track at Eaton Bray in the heyday of this aspect of modelling. For quite some time there were no tethered car tracks in England, but we understand this has since been rectified, which is good to hear because with luck, this interesting aspect of modelling will grow in strength again.



DAGRA Engineering Co Ltd, was a D A Russell enterprise and the name comes from an acronym of Douglas Arthur and part of his wife's name Grace. What its purpose was then is not clear, but it later became a highly successful model-making business.

A number of high profile model makers worked for DAGRA including Eric Pullen and Doug McHard producing fine quality aeronautical and engineering models commissioned by most of the major companies, including Rolls Royce.

Pictured below is a model of De Havilland DH18A G-EAWO made by DAGRA.



Phil's involvement in becoming manager of DAGRA was facilitated by the D A Russell ownership of Aeromodeler Magazine, and of DAGRA as well. D A Russell was also heavily involved in the various developments at Eaton Bray centred around the Sportsdrome as well as the various modelling activities conducted at that venue.

Whilst for many years there was a huge demand for the type of model made by DAGRA, the post-war decline in the aircraft industry had a serious impact on DAGRA, eventually leading to it being wound-up voluntarily in 1956.

Phil left Aeromodeler and DAGRA to join **Veron** in 1946 as previously described.

Phil continued to be an active modeller while at

Veron, and in 1948 he won the Queen's Cup for aeromodelling, which was presented to him by Queen Elizabeth (later the Queen Mother), accompanied by a young Princess Margaret.

His early designs were of free-flight and control line models, but later he incorporated radio-controlled systems. At weekends he travelled extensively around Britain in his blue Austin A55 van to promote his products at model aircraft rallies.

Always an innovator, Phil Smith was the first to produce a commercial ducted fan system for the 'jet propulsion' of model aircraft. The prototypes had a dangerous

aluminium blade, but these were later modified to a ply and fibre type, which Phil continued to produce in his own workshop until his retirement.

This photo of Phill Smith in his later years is the only photograph I could find, and I hope it does him justice.



One of the many stories about Phil Smith is the report that in 1964 he was invited to demonstrate model aircraft to the Shah of Iran. He took five models, all his own designs, and spent the day flying them on the Shah's own personal part of the airfield at Isfahan, which was closed for the occasion. While running down the Tarmac demonstrating his Veron model Concord, he snapped his Achilles tendon and ended-up in hospital. During his stay in hospital Phil built a rubber-powered model which he then flew in front of the Shah.

Phil was presented with a Turkman red prayer mat as a memento of the visit.

In the 1960's **Veron** introduced the "Combi-Kit" range of models (see top of next column) which had the distinction of being a range of four models with each sharing a sheet of die cut parts common to all models – another Phil Smith innovation.

In later years, **Veron** also launched their Kwik-Fix series of pre-decorated all balsa models. These were intended, apparently, to ensure they still offered introductory style kits



while their range continued to venture further into more specialised models such as the RC models, Concord, Viscount and the Impala glider, amongst others.

To confuse the situation even more; we find that some of the Veron Kwik-Fix all-sheet kits are identified on the box as being made for Veron by Keil Kraft. They also bear the name of Solarbo on the box lid.

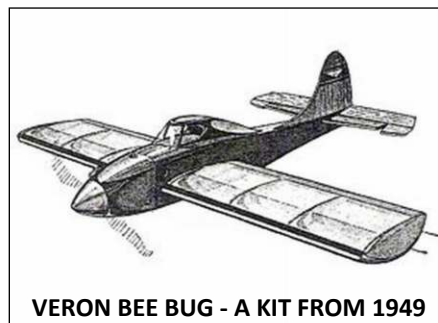
This seems odd, but we know that Keil Kraft relocated from Wickford to Lancing in Sussex which is also the location of the Solarbo Balsa company, and this suggests that Solarbo may have acquired an interest in Keil Kraft. We also know that 'a Balsa distributor' acquired **Veron** in 1978, a date which coincides with the death of the last surviving owner of Veron.

This balsa distributor could have been Solarbo and this would then provide a common link of **Keil Kraft** to **Veron**.

All was not well however, with the traditional modelling industry in the 1970's – my theory is that this was the time of the early development of ARF models which signalled a significant shift in direction for model shops and manufacturers serving our hobby. I may be wrong, but it would be the basis of an interesting discussion.

In any event, it is reported that a difficult trading situation for the

modelling industry prevailed in the UK in the late 1970's and there was talk of a significant downturn in business with rumours of many unsold kits being dumped. If only they knew when dumping those kits that there would one day be a nostalgia market!



VERON BEE BUG - A KIT FROM 1949

Phil Smith finally retired at age 65 in 1981 – the traditional retirement age of the time, and his retirement signalled the end for **Veron** which closed in the same year.

It is difficult to say how many different kits were manufactured by **Veron** – I know of no way to find out nowadays, but it must have been a very significant number. There were R/C models, Free flight, Control line models, boats and cars, and everything in between.

It is also reasonable to say that Phil Smith was **Veron**.

Endnote.

- In retirement, Phil operated a plans service over the internet offering to enthusiasts more than 250 vintage plans of **Veron** aircraft and boats he had designed. This also included some Bowden and Mercury designs.
- Phil Smith married four times, and passed away on May 22, 2010, aged 93. He was survived by his fourth wife, Joyce, and by three children from earlier marriages.
- Phil Smith's son Colin still operates the on-line plan service, we understand.
- Guy Rickard died in 1978 having married Dorothy Wills

in 1965 following the death of Vera a year earlier.

- D A Russell separated acrimoniously from his wife Grace in 1950 and married an ex-ATF pilot by the name of Joan Naylor (the ATF ferried fighters and bombers around

England during the war). He suffered a stroke and died on the 9th, April 1973 at the age of 70.

Mike Pettigrew

September 2021.

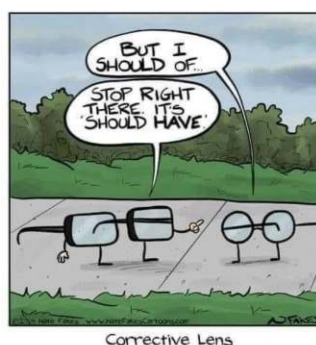
WANT TO BE A CHAMPION?

Thoughts re-visited, from the late John Paul van Leuven

A champion is someone who excels at a task because he or she knows how to perform best and gets success in what task they undertake. Performance is a combination of effort + skill + motivation. Skill is an important part of the formula, for without it one would not know what to do next. Effort is the work and the willpower to succeed, and is generated by believing in oneself. Motivation, however is in the mental plain. It is the very complex programming of the subconscious mind, which allows one to condition oneself mentally and physically to achieve a goal, or target; the other is the direction of the mental and physical energy to reach that goal. Purposeful human activity begins with

the intention to achieve a definite goal, and is regulated by a programme in the brain which then directs physical action to obtain that goal. This brain programming is the motivation process. It is influenced by stimuli from outside the body, like a pat on the back for a job well done, and from internal stimuli such as the desire to win and the satisfaction of success. Many internal stimuli which arise in the brain are the subconscious, and because of this we are often at a loss to explain our behaviour; we then refer to it as intuition.

J O K E S P A G E



Corrective Lens



"You put a round thing on a spinning plate with a needle and then you play with buttons and knobs ... only old people know how to do it!"

We're not going to make it, are we...



A BACKWARD GLANCE Narrandera 2012

Roy Summersby launches his big Open Power model "Diana". The flight was short-lived, with some repairs needed. I wonder if someone told Roy that, in 15 months he would be F1C World Champion, would he have believed them? 2012 saw visitors from China, New Zealand and USA. Many good flights were made.



Vin and Leigh Morgan



George Batiuk and Brian Van Nest



William Jones



Dave Ackery



Richard Blackam



George launches Brian's F1H





Adrian Bryant



Ford GT 40 replica seen on the field



The Chinese loved the Scramble!



Gary Odgers



Gary Odgers again



Leigh Morgan



Adrian, Dave and Des discuss old times



Terry Bond



Jim Christie's OR model



Hot Rods in the street at Easter

NAME	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
PAUL H. CAMPBELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
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NAME	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
PAUL H. CAMPBELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
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PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164
PAUL MITCHELL	128	132	136	140	144	148	152	156	160	164

Plenty of red dots at Narrandera



Terry Bond starts a mass launch



Phil Mitchell



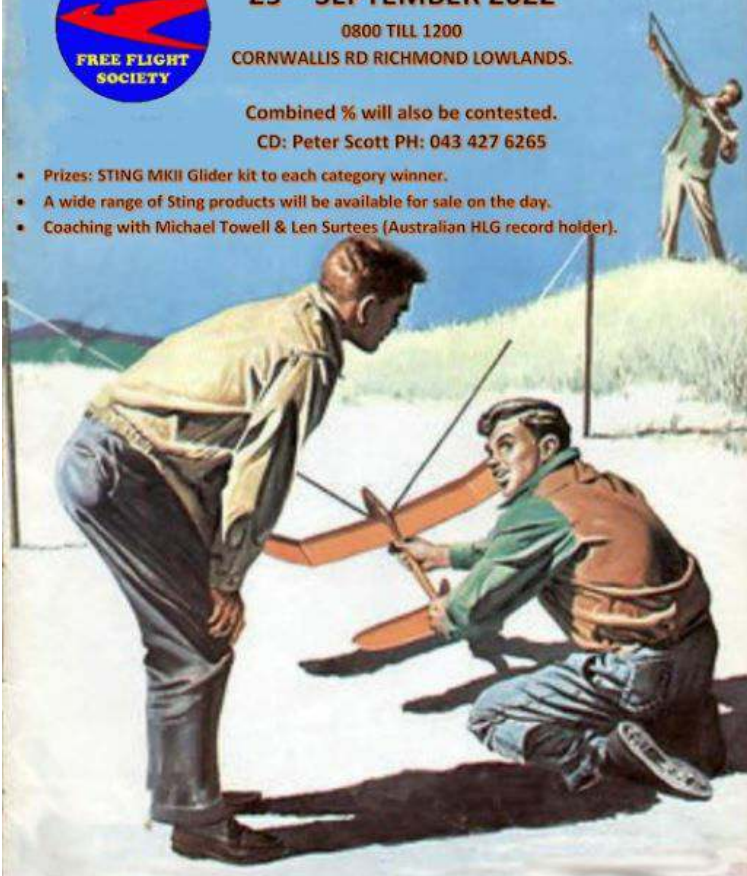
Col Collyer

NSW STATE CHAMPIONSHIP combined (HLG, TLG) & CLG GLIDERS
25TH SEPTEMBER 2022
 0800 TILL 1200
 CORNWALLIS RD RICHMOND LOWLANDS.


Combined % will also be contested.
 CD: Peter Scott PH: 043 427 6265

NSW FREE FLIGHT SOCIETY

- Prizes: STING MKII Glider kit to each category winner.
- A wide range of Sting products will be available for sale on the day.
- Coaching with Michael Towell & Len Surtees (Australian HLG record holder).



Len Surtees is our major sponsor for the day.
 Check out Len's products
www.stingmk2gliders.com




The above launch sequence was captured at Coominya in August where Len Surtees was trimming his awesome new TLG.

Len went on to win the TLG State Champs in September. And he also won HLG and CLG, underlining his dominance in these classes of little balsa gliders.

Excellent carbon booms now available from Len Surtees



Len Surtees has good stock of two excellent lightweight carbon booms

The larger one is 750 mm long and available for **\$10.00** post postage.

The smaller one is 680 mm and available for **\$7.50** plus postage.

Although intended for TLG and CLG gliders, I'm sure innovative modellers will find many other uses.

Contact Len at lensurtees@hotmail.com or phone 0409 891 008





SCALE OVER WEST WYALONG ADRIAN BRYANT FIELD

1390 CLEAR RIDGE RD WEST WYALONG



- All types of scale models welcome (RC, CL and FF).
- If it looks sort of scale come fly it (including foam and profile models).
- If you own a pulse jet it's a must to bring it!
- Big function organised for the Saturday Night.
- Camping available on site \$10 per night.
- Contact Roy for catering and to secure your spot.

A field will be allocated for those wanting to fly non scale Free Flight.

**PROUDLY
SPONSORED BY**



CONTACT: ROY SUMMERSBY
SMS: 0413 588 72
EMAIL: roydi132@optusnet.com.au

**5th & 6th
NOVEMBER
2022**





* NSWFFS Contest & Fixture Calendar 2022 *



Date	Event	Venue	Time	C/D
Dec 28 Jan 4	1 st 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 th Combined Vintage, E36, 16th Combined Mini & P30. 17 th 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 st 2nd & 3 rd Flying. Sun 3 rd 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	HLG, CLG St Chs + Comb % 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	F	Sun 23 rd	7-10am	Trimming day & fun flying	Coominya
	✂	Sat 29 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 13 th	7-10am	Trimming Day & fun flying	Coominya
March	F	Sun 13 th	7-2pm	Dale's Fun Day including P20	Coominya
April	IND	Sat 9 th		Indoor – Delta Dart	BSHS
		10 th - 14 th		AFFS Champs & SCC (F1A, B and C)	Narrandera
		15 th - 17 th		AFFS cont'd Small classes, see FFDU program	West Wyalong
	F	Sun 10 th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 16 th	3-6pm	Indoor - EZB	BSHS
May	🏆	Sun 1 st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7 th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆CP	Sun 15 th	8-12pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
	F	Sun 29 th	8-12pm	Club rubber model fun & testing day including Frog models	Coominya
June	F	5 th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11 th	3-6pm	Indoor - Hanger Rat	BSHS
		11 th - 13 th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	✂	Sat 25 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 2 nd	3-6pm	Indoor – P18	BSHS
	🏆	Sun 10 th	8-1pm	Scale State Champs & club testing	Coominya
	F	Sun 24 th	8 – 1pm	Club power model fun & testing day including E36	Coominya
August	IND	Sat 13 th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 14 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 21 st	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 28 th	8-1pm	P30 State Champs (3 flights)	Coominya
September	🏆	Sun 11 th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	🏆CP	Sun 18 th	8-2pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	F	Sun 25 th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 2 nd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
		6 th – 7 th	7 – 1 pm	TBA: F1A, B & F1C Team Selection Trials	Dalby
	🏆	8 th – 9 th	7 – 1 pm	TBA: F1A & B State Champs plus F1C (5 rounds, R1 240 secs)	Dalby
	CP	Sun 16 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 23 rd	7-1pm	Reserve Day	Coominya
	🏆	Sun 30 th	7-1pm	Open Rubber State Champs (3 flights)	Coominya
November		Sun 6 th & 13 th	7-1pm	Two Reserve Days	Coominya
	F	Sun 20 th	7-1pm	Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	✂	Sat 10 th	12-4pm	Xmas party & prize presentation	TBA

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



WAMAC AND STATE CHAMPIONSHIPS 2022 CONTEST CALENDAR



Date	FF Events	OT Events	State/Club	Field
20 Mar		Standard Duration	State/Club	Beverley
27 Mar	Combined Open FF		Club	Beverley
10 Apr		½ A Electric / 2cc	Club	Beverley
24 Apr	½ A Power / E36		Club	Beverley
01 May		Texaco	State/Club	Beverley
15 May	P30 / Coupe		State/Club	Oakford
22 May		Duration	State/Club	Beverley
29 May	SLOP / Nostalgia		State/Club	Beverley
12 Jun		38 Antique	State/Club	Beverley
26 Jun	Open Power		State/Club	Beverley
03 Jul		Nostalgia	State/Club	Beverley
17 Jul	Open Rubber		State	Beverley
24 Jul		½ A Texaco	State/Club	Beverley
07 Aug	Combined FAI F1A, B & C Team Selection		State	Beverley
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



**FREE FLIGHT
DOWN UNDER**

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.