FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 54 NUMBER 4

SUMMER 2022

2023 AFFS EVENT DETAILS

BMK GPS REVIEW

SPECIAL COUPE D'HIVER SECTION

FINAL SCORES 2022 TEAM TRIALS

PLUS GOOD READS ABOUT OUR PAST

AUSTRALIAN FREE FLIGHT SOCIETY Inc.

FRONT COVER: Albert Bojec launches his small Civvy Boy at West Wyalong in April 2022, while Dad Steve looks on. The model was painted to look like a Playboy and is powered by a PAL Infant motor. Albert had a long retrieve with that flight because it appeared to have landed near the club house.

Free Flight Down Under

Summer 2022

Volume 54, Number 4

This edition of Free Flight Down Under is edited by Malcolm Campbell,
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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.

Contents

CONTRIBUTORS

Mike Pettigrew
Roy Summersby
Vin Morgan
Chris Edge
Paul Rossiter
Rod McDonald
Len Surtees

PRESIDENT'S REPORT

THOUGHTS ABOUT THE FUTURE OF AUSTRALIA'S F1 A, B & C WORLD CHAMPIONSHIPS TEAM SELECTION TRIALS

Because of Australia's 2022 La Niña weather phenomenon, the last planned Australian team selection trials due to be held in Dalby for the 2023 F1A, B, C World Championships, were cancelled. We knew a while ago that the Dalby field, due to it being located in the black soil country of the Darling Downs didn't really have much of a chance of being available when we consider how inhospitable it becomes when wet, but the BFFS certainly gave it a good shot and we should all thank them for trying.

The AFFS will now sit down and go through the point scores and from there, team place offers will follow.

Not surprisingly, there have been some mutterings of unrest amongst those competing for a team place due to the disruption to the various trial events caused by the weather, the fact that trial events are required to be held in multiple states, the long drawn-out process involved, and missed opportunities due to event cancellations.

That process, however, is the MAAA approved team selection system, and we are obliged to abide by it while it remains in force.

As you would be aware, the team selection system is able to be changed at a general meeting of the AFFS because the AFFS is the MAAA National Special Interest Group (NSIG) representing free flight at national level. The AFFS, should its members so decide, could put a recommendation to the MAAA to change the team trials selection system, but before you all rush out and start suggesting changes, it might pay to think about whether a change is needed or not.

You know the old saying: "If it ain't broke don't fix it"

In simplified description, let's recap how it works:

Our trials are worked on a points system so we don't recognise where people placed in any of the team trial events.

There are other complications which I'll not deal with in this discussion, but fundamentally, we add together your best three scores out of the trials events you fly and discard the rest. If you max-out in three of those events you are on maximum points but if more than one flyer achieves that per category, we look back into your dropped results for your next best score and we take these into account to determine the top three places per category.

Sounds semi-complicated, but it has a lot of merit as this system pays respect to consistency of performance over multiple events.

Originally, under this system the events at which you could gain points towards your score were:

- AFFS Championship – a World Cup Event
- Widgiewa Cup – also a World Cup Event
- Southern Cross Cup – also a World Cup Event
- Australian National Championships
- Queensland Team Trial Event
- NSW State Championships
- Victorian State Championships
- West Australian State Championships
- Queensland State Championships
- One overseas World Cup Event.

The intent of this big list was to spread the trials around the country so as to not unduly disadvantage one flyer over another based on where they lived. It also encouraged flyers to become adept at travelling and competing in a variety of places and situations.

The "wild card" in all of that, for want of a better name, being the overseas result that could be counted, had similar intent as it encouraged overseas travel to compete, which for us is not unlike travelling to a World Championships. Covid and travel restrictions in the last few years have made this more of a liability than a benefit.

Where did it go wrong in 2022? (If indeed it did)

1. The West Australian event was taken off the list by the WA organisers and the AFFS because the field wasn't suitable for ABC events. It was surrounded by crops and you flew out of the field in wind strengths in excess of 2 metres/second.
2. The Queensland trials event and also the Queensland State Champs were both scheduled for Dalby but we weren't able to hold them as mentioned at the beginning of this note.
3. Covid etc., virtually removed the overseas event in this case as well.

Six events were conducted however, with the big three being the World Cup events conducted at Narrandera. These are the first three on the list above.

You will be interested to know that if we took the results from only the three Narrandera World Cup events and ignored all the rest, we would end up with the same team selection

outcome as has been achieved by taking the results from all the events conducted in the current trials season.

Does this mean we could drop all the other events from the trails selection schedule next time and pick our teams out of the three Narrandera World Cup events? Maybe yes, maybe no……

Doing so might have a side effect of reducing the numbers of competitors at the "other events"?

How do others do it? I'm not sure, but I think I understand the USA version (but apologies to our American friends if I have it wrong). Briefly, and I've probably oversimplified it, they conduct two events at the same place one after the other. Taking one category only at the moment, the two winners get a team place while second in each case fly off for the third spot. I don't know what happens if the same person wins both events, but I'm certain they have a very simple and satisfactory answer for that as well.

Is this good for us? I'm not sure, as it's perhaps too big a departure from our current system?

If you've stayed with me up to this point you'd be aware that if you believe our team selection system should change, now is the time to have your say.

Conversely, if you believe we should leave it alone, now is the time to have your say.

If you believe a change is necessary, you will need to put together a sensible and well-considered written proposal that you have assembled and ready to send to the AFFS secretary in time to go on the agenda for the AFFS meeting due to be held on the evening of 18 April 2023.

Let me add a little proviso: If you think a change is a good idea, please don't ring any of the AFFS committee members or the team trials scorekeeper and drive them to distraction by lobbying for your version of how the team trials should work. Any lobbying of the committee will result in negative responses.

At the end of the day, a vote by those at the meeting will determine the outcome in accordance with the articles of the AFFS. How well you defend the present system or how well you propose an alternative will decide the will of those present, if there is a vote required at all, that is.

Food for thought……..

Mike Pettigrew

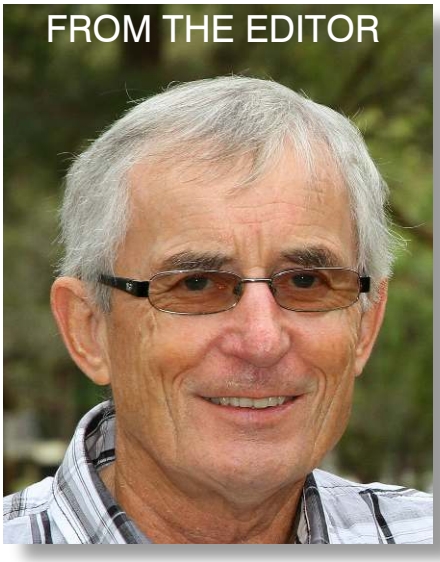
Final Team Trial Scores for 2022

	Australian Nationals	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic 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	
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**
Gary Pope	670	937	950	800	119		**2687**
Warren Leadbeater					783	860	**1643**
Terry Bond	900						**900**

1st round time to 240 counted

~~Shayne McDonald~~	~~865~~	~~960~~	~~892~~	~~914~~	~~960~~	~~743~~	~~**2834**~~

FAI Registered to fly for New Zealand.



FREE FLIGHT DOWN UNDER

No one's building or so it would appear. It's the first time "Construction Corner" has been at the back, on page 43! You can fix that!

With lots of rain and no competitions, it was like trying to pull a rabbit out of a hat to get content together for the December edition of Free Flight Down Under.

Thank goodness for my regulars, Mike Pettigrew and Roy Summersby. Along with articles from Chris Edge, Paul Rossiter and Vin Morgan, I now have plenty of content! This edition also looks back on our past, to the first AFFS Champs held at Narrandera. I still need more people to give it a go and write something or send photos of what you are building. It's not hard.

Like many sporting events this year on the east coast, postponements and cancellations were commonplace. Clubs relying on income must have been grossly affected this year. Amazingly, Bathurst and the Phillip Island Moto GP both ran and Bathurst was pretty exciting in the rain.

Lets hope we can get our free flight events run next year a lot better than this year. Hopefully the roads will be in a better state by the time the AFFS Champs are run at Narrandera and West Wyalong in April.

In closing I wish you all a merry Christmas and a Happy, Healthy and Safe New Year. For our dear friends in the Ukraine, we are thinking of you and hope the conflict is resolved so the world can get back to normal. With COVID, floods, fires and international conflicts - things just have to get better!

See you all downwind
Malcolm Campbell

F1C FLYERS GET READY

F1C flyers will need to be on the lookout for a pending rule change involving a requirement that RDT must be available without the model's timer being started.

Presently, those using the SIDUS timer only have the use of RDT if the model's timer has been correctly started prior to launching the model. I understand that a number of people believe this has resulted in an increase in the number of F1C engine overrun crashes and so presenting an increased safety risk.

As a member of the CIAM F1 Technical Sub-committee I did not support the proposed rule change for a number of technical and practical reasons. I am, however, in a minority in this regard and the proposal is likely to succeed. You should be aware that the proposed rule change doesn't do anything to prevent the flyer from launching the model without starting the timer, therefore it won't reduce the number of such incidents, it just gives you a chance to DT the model after you realise you failed to start the timer. What you get back when you retrieve your model after such an incident depends on how strong the wings are on your folder because a DT at such high speeds can, in many cases cause the wings to leave the model as they unfold, and this would, of course, do nothing to reduce the risk as the descending fuselage is still a missile.

If and/or when the rules change to deal with this is enacted, the requirement will be for the RDT function to be available from the time the model is filled fuel prior to a flight up to and including the period of the model's flight.

To achieve this on a SIDUS timer, it will be necessary to return your timers to the manufacturer so he (Massimo) can make a firmware change. This will have a cost which may vary depending on how long it takes to make the changes and depending on any customs or postal charges. As altered, the timer will stay awake for 10 to 15 minutes as opposed to the present 30 seconds, and it will be adjusted so that RDT is available at any time the timer is awake. If you fuel and hook-up your model too early or you stand on the flight line too long waiting for good air, you may need to re-awaken the timer.

It will also be necessary to use a larger capacity battery to handle the additional battery usage.

Note that if you are in a fly-off and you have a spare model rigged and waiting, make sure its timer has gone to sleep before you launch your first model, or don't fuel it so it can be left off. Reason: If you need to RDT that first model for an attempt for any reason, you don't want your reserve model DT'ing as well! (Remember; RDT is flyer specific, not model specific!!)

It is likely that a period of grace will be given because it is an enormous task to change every SIDUS timer in use around the world and it will take a long time for Massimo to get through this extra workload imposed on him.

Maybe you should consider getting in early to get changes made, although I'm sure this rule won't be completely mandatory during 2023.

Mike Pettigrew.

November 2022.

45th Australian Free Flight Society Championships and Widgiewa Cup

Narrandera & West Wyalong 2023

Widgiewa Cup (World Cup Event) Venue: Narrandera

Sunday 16th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300

AFFS Championships (World Cup Event) Venue: Narrandera

Monday 17th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
Tuesday 18th April	Reserve Day F/O day for AFFS & Widgiewa		0700-0900
	Evening AFFS AGM	Narrandera Club	1900

Southern Cross Cup (World Cup Event) (NSWFFS) Venue: Narrandera

Wednesday 19th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
Thursday 20th April	F/O morning for Southern Cross Cup		0700-0800
	Moving Day to West Wyalong		

West Wyalong Competitions Start , Venue: West Wyalong

Friday 21st April	Combined Vintage	3 flights no rounds	0800-1300
	E36	3 flights no rounds	0800-1300
Saturday 22nd April	F1G/F1H/F1J	5 x 1hour rounds	0800-1300
	P30	3 flights no rounds	0800-1300
Saturday (Evening)	Indoor HLG (F1N)		1830-2130
	Hanger Rat		1830-2130
Sunday 23rd April	Combined %	3 x flights no rounds	0800-1300
	Combined HLG/TLG		0800-1300
	CLG		0800-1300
	Evening Presentation Dinner		1800
	Venue: NSWFFS West Wyalong Farmhouse		

45th Australian Free Flight Society Championships and Widgiewa Cup

Narrandera & West Wyalong 2023

General Notes

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

EXPRESSION OF INTEREST

The AFFS is seeking expressions of interest for suitable candidates to work in the role of Contest Director at the 2023 AFFS championships to be held at Narrandera in April 2023.

The suitable candidate should:

- Be across all aspects FAI free flight competitions.
- Be across all the current FAI rules.
- Be very familiar with the current generation of FF models, allowing accurate processing if needed.

In exchange for your time the AFFS is willing to subsidise travel and accommodation.

Please register your expression of interest for consideration with the AFFS Secretary, Shannon Tolmie, by email. smtolmie@hotmail.com

45th Annual Australian Free Flight Society Championships

Incl. World Cup – Open International for F1A, F1B, F1C

Narrandera, NSW, 16 to 20th - West Wyalong 21st to 23rd April 2023

ENTRY FORM

NAME: ……AUS No……. FAI ID……

ADDRESS: …… AGE (If junior) ……

……

PHONE …… EMAIL……

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

EVENTS ENTERED:

	EVENT	TICK
1	F1A WORLD CUP EVENT	
2	FIB WORLD CUP EVENT	
3	F1C WORLD CUP EVENT	
4	P30	
5	E36	
6	COMBINED %	
7	F1G, F1H, F1J	
8	COMBINED Vintage	
9	COMBINED Outdoor HLG & DLG	
10	Outdoor CLG	
11	Indoor HLG (F1N)	
12	Hangar Rat	

FEE CALCULATOR (There are no fees for Juniors)

AFFS WORLD CUP FAI EVENTS (Any or all)	$45	
AFFS EVENTS ONLY, (Non-FAI events, Any number)	$35	
AFFS WORLD CUP FAI EVENTS AND ALL OTHER AFFS EVENTS	$65	
CONTEST DIRECTOR LEVY, (Payable by FAI event contestants only)	$25	
PRESENTATION DINNER	$25	
ADMIN FEE (Any or all events)	$15	
	TOTAL FEE	**$**

PLEASE SUBMIT ENTRIES BY 15 MARCH 2023

Completed entry forms with payment (Cheques payable to Australian Free Flight Society) should be posted to: Gary Goodwin
7 Hilltop Rd
Wamberal NSW 2260

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

Bank transfer details: Name: Australian Free Flight Society
BSB: 033 174
A/C 331732
Payment reference required giving **Name** and **Amount Paid.**

Overseas entrants may pay on arrival but please email entry form by 15th March 2023 to confirm entry.

45th Annual Australian Free Flight Society Championships
Widgiewa Cup 2023 – Open International
Narrandera, NSW, 16th thru to 18th April 2023

ENTRY FORM

NAME: …… AUS No…… FAI ID……

ADDRESS: …… AGE (If junior) ……

……

PHONE …… EMAIL……

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

EVENTS ENTERED:

	EVENT	TICK
1	F1A WORLD CUP EVENT	
2	FIB WORLD CUP EVENT	
3	F1C WORLD CUP EVENT	
	TOTAL ENTRY FEE (Any or All)	**$45**

REFER TO AFFS CHAMPIONSHIPS ENTRY FORM FOR ADMIN FEE AND CD LEVY AS THEY COVER ALL WORLD CUP EVENTS

PLEASE SUBMIT ENTRIES BY 15 MARCH 2023

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

Gary Goodwin,
7 Hilltop Rd
Wamberal NSW 2260

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

Bank transfer details: Name: Australian Free Flight Society
BSB: 033 174
A/C 331732
Payment reference required giving **Name** and **Amount Paid**

Overseas entrants may pay on arrival but please email entry form by 15th March to confirm entry.

AUSTRALIAN FREE FLIGHT SOCIETY Inc

FREE FLIGHT DOWN UNDER SUBSCRIPTION OR AFFS MEMBERSHIP
IN AUSTRALIA

Name: .....

Address: .....

.....

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

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

Renewals: Go to **Payment** section.

New Members: Complete option A or B.
If you only wish to receive Free Flight Down Under, complete Option A.
If you wish to join the AFFS and receive FFDU in your membership, complete Option B.

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

Tick your choice

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

Now go to the Payment section.

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

I wish to become a member of the AFFS & receive a printed version of FFDU ☐

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

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

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

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

Send the completed form to:
Gary Goodwin
7 Hilltop Rd
Wamberal NSW 2260

Or send electronically:
newlook3@gmail.com

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

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

Southern Cross Cup

World Cup - Open International for F1A, F1B and F1C

Narrandera NSW, 19th April 2023

ENTRY FORM

World Cup events (F1A, F1B, F1C) - pay $30 once to enter any or all F1 classes.
There are no entry fees for Juniors

Send entries via email to: roydi132@optusnet.com.au or post to:
Roy Summersby, 132 The Esplanade, Umina Beach, NSW 2257 AUSTRALIA
Please submit entries by 15th March 2023

Bank transfer details New South Wales Free Flight Society Inc
BSB: 062 293 Account: 0090 1281
Cheques or money orders payable to NFFS Inc, in $A.
Overseas entrants may pay on the field.

We need timekeepers for each pole. Please indicate if you can assist with timekeeping.

Enquiries: roydi132@optusnet.com.au

Name: ..... AUS No: ..... FAI ID: .....

Address .....

.....

Tel: ..... E-mail: ..... Mobile: .....

EVENT	Tick
F1A	☐
F1B	☐
F1C	☐

Registration	$10
TOTAL FEE:	**$40**

It's rare when FFDU only contains a few competition reports. So thanks to Rod McDonald from West Australia who reported on competitions run for two electric classes in September, and Len Surtees for the HLG/CLG/TLG State Championships events held at Richmond NSW. I've also reported on two Queensland competition days.

WA Report on FF September 2022

By Rod McDonald

Conditions on Sunday were pretty near ideal for free flight at Beverley and it was a pity that we could only attract three competitors for these events. As usual performances reflected the lack of competitions in recent times and in some cases the models used had not been flown for several years.

In F1Q we were flying to modified rules permitting allowable motor runs to be estimated on the basis of model weight and measured wattage rather than the use of energy limiters required by the FAI rules. Phil had been expected to do well with his converted F1B which showed promise in previous test flights but on this occasion a broken tail mount that could not be fixed on the field meant that he had to use a model not designed for this event. Paul had severe stalling in the glide on two of his flights, later diagnosed to insecure tail seating. My excuse was that I lost my model on the fourth flight in a monster thermal following DT failure. Since the tracker was also off the air the model remained lost in dense Canola at the end of the day.

By the time it came to fly Open Electric the wind had increased marginally and it was decided to reduce motor runs to 5 seconds and maximums to 2 minutes. This proved no problem to Paul who managed three easy maxes with his E-36. My model landed in the local dam on its second flight completely submerging the fuselage and all the electronics and bringing to an end my participation.

The next free flight competitions are Open and 1/2A power on October 2.

Rod McDonald

RESULTS:

F1Q State Championship						**Total**
Rod McDonald	180	180	177	180		717
Paul Rossiter	180	58	180	77	145	640
Phil Letchford	55	62	93	42		252
Open Electric				**Total**		
Paul Rossiter	120	120	120	360		
Rod McDonald	93	113		206		
Phil Lechford	120	35		155		

Queensland State Championships in P30, CLG, TLG & HLG gliders

By Malcolm Campbell

P30 State Championships: Predictions were light winds early, picking up mid-morning and predominantly SE. We flew from the new field as our usual field still hasn't had the feed grass harvested owing to the rain. It was agreed on the field we'd fly to a 90 sec max. So, we located pretty well in the middle of the field and five set up our P30s.

Malcolm Campbell wasted no time in getting his flights off early, after a preliminary test flight. His model launched into good air, climbing briskly to a very decent height. He was thankful for his wing DT because it cut drift significantly, and it was down in 3 min 15 sec, and still inside the field. Setting the DT early for his next flight he wasn't as high and was down in 2 minutes. The final flight got good air and he was across the road when the DT brought it down quickly. He then assisted Kathy Burford preparing her model.

John Lewis's old Rubicon flew very consistently in all flights and maxed out, with two of his flights landing across the road and in the adjoining farm property. New member Craig Ferguson didn't get the height but his flights were were very good. After all, it was his first BFFS competition, and his model had a stick fuselage.

Kathy, John and Malcolm all flew the David Ackery designed Rubicon. Kathy's first flight looked good, until it DT'ed early. New rubber for the remaining two flights didn't work, although it probably wasn't wound hard enough (my fault).

Des had a variety of rubber to choose from and he went about breaking the ones he didn't want to use. His model was out of trim but he had fun and that was all he intended to do on the day. John and Malcolm both maxed out and it was agreed that Malcolm's first flight time was enough to make him the winner.

RESULTS:				**Total**	**High Time**
Malcolm Campbell	90	90	90	270	193
John Lewis	90	90	90	270	123
Craig Ferguson	90	67	90	247	
Kathy Burford	78	77	63	218	
Des Slattery	43	47	57	147	

CLG State Championships:

With winds WSW, we flew from the lower right-hand side of our new paddock and it worked fine for winds that varied between 2 and 4 m/s, with some calmer spells.

It was obvious that Len Surtees would be the guy to beat when he started flying – his launch heights were far higher than the rest of us although his flight times were not so good. John Lewis's early flights were disappointing, considering how well his test flights went, and Kathy Burford was flying better than last year. After three flights, Malcolm was leading the group. Len asserted his authority with a max and a 57. Malcolm had two flights remaining and a target of 56 secs to win – but it didn't happen. John's flights picked up with mid-30 times and then he put in his final flight, 60.4 secs to slip into third place, one second behind Malcolm.

Len's model flew the furthest and highest for a deserved win.

TLG State Championships:

Len cruised to victory in tip launch, with some powerhouse launches and a big max in his first flight. His model flew for two minutes, over the crest and into the next paddock. After a second flight, he sat back to watch John and Malcolm playing. Neither got much height off their launches but their models (a Morris Dancer and a Sweep 30) had good glides. Malcolm caught good air with his second launch with the model heading for a certain max only to spin in from 30 feet. This seemed to be a problem we all encountered on the day – maybe it's the Bermuda Triangle of the top paddock? That one flight put Malcolm into second place with Len coming back into the box for one token flight to firmly lock out any challenges.

HLG State Championships: John and Len had real HLGs to fly so Malcolm joined in with his TLG, launching it as a HLG. He found that difficult but persisted. Len once again had launch height and his first flight was miles ahead of his opponents. He could relax, while John struggled to find form and Malcolm put in a number of single digit scores.

Malcolm Campbell

CLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	32	**34**	33	**60**	**57**	31	151
Malcolm Campbell	36	**47**	23	**49**	**38**	32	134
John Lewis	5	4	**37**	**36**	17	**60**	133
Kathy Burford	**33**	24	24	23	**40**	**32**	105

TLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	**60**	**29**	**12**				101
Malcolm Campbell	**17**	**56**	**25**	10	16	13	98
John Lewis	14	**23**	11	16	**22**	**24**	69

HLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	**47**	**18**	8	**17**			82
John Lewis	4	4	**18**	**21**	13	**20**	59
Malcolm Campbell	3	3	**4**	**13**	2	**7**	24

NSW State Championships in CLG and HLG/TLG gliders

Richmond 13 November 2022

By Len Surtees

Under heavy clouds and threatning rain, ten glider enthusiasts with some very Hi Tech models battled it out in Catapult and Hand Launched/ Tip launched glider classes. Several flights were flown in light rain and no lift could be found resulting in average flights between 30 and 40 seconds. Natalie Beckett, her first time at flying, equalled Michael Towell's best three scores. Michael narrowly beat Natalie on 4th best score. Several flyers have represented Australia at World Champs so this was a quality group of consummate FF contestants. Geoff Hungerford again shared the CD role with Len Surtees.

CLG RESULTS (best 3 scores):

1	Len Surtees	49	51	59		159
2	Michael Towell	40	44	43	(38)	127
3	Natalie Beckett	51	37	39		127
4	Roy Summersby	33	41	38		112
5	Geoff Hungerford	39	32	33		104
6	Terry Bond	34	37	32		103
7	Aaron Booth	28	27	29		84
8	Tahn Stowe	33	22	27		82
9	Lindsay Muffet	17	23	18		58
10	Phil Warren	23	18	15		56

HLG/TLG RESULTS:

1	Len Surtees	43	53	47	143
2	Michael Towell	45	48	45	138
3	Lindsay Muffet	24	16	18	58
4	Tahn Stowe	19	18	19	56

stingmk2gliders.com provided STING MK2 glider kits to first places, carbon fibre tapered tubes to second places and champion CLG rubber for third places (given to 2nd, 3rd and 4th places as I produce the kits). A big thank you to Geoff Hungerford for CD and Aaron Booth for NSWFFS certificates and promotion of this the biggest event of the year at Richmond.

Glider enthusiasts under heavy rain clouds

The STING MK2 18" CLG (option to hand launch) has a remarkable winning record, 1st at Nationals in January, 1st at AFFS champs in April, 1st QLD State champs in September and 1st at NSW State champs. Also the all new STING MK2 aluminum 32" wing TLG has won the two contests entered at QLD State champs and NSW State champs. At NSW champs I managed to beat Michael Towell (Michael flew a modified Tim Batuik 30" TLG) by 5 seconds. Michael launched a little higher but my aluminum wing had a better glide. I launched conservatively to ensure a good transition, can launch more vertical but transition becomes more problermatic without serious practice to nail the transition. For American readers I will have for sale RTF Aluminum wing TLGs at the Fab-Feb FF contest at Lost Hills. They will also be available with electronic band burner. Please email lensurtees@hotmail.com for further information.

The winning STING MK2 aluminium wing 32" TLG

The 1960s Coupe D'Hiver Postal 2022

By Vin Morgan

The World Wide 1960's Coupe Postal Competition has been completed for 2021/22. Australians took 1st and 3rd places. This Competition is organised by Mark Braunlich from the US and has now been running for eight seasons. It's a Winter Cup so flyers in the Northern hemisphere fly during their winter, and flyers in the Southern Hemisphere fly during our winter, for us June through September. The event has been a bit of an Australian benefit. Over the eight competitions 24 out of the total of 73 entries have been Australian. This year, four Australians flew, all from Victoria. Unfortunately, none of the South Australians who have entered in the past and none of the NSW flyers who I understand have been working on models put in scores. Bit of a pity.

You can see a bit about the competition in FFDU 2020-4 where we reported on the 2019/2020 event. For 2021/22 the Melbourne winter has not been good for flying, cold, wet, and windy. However, in September, the last month in which we could fly there were a few good days and we managed to get all our flights in. Mike Glaster had a fairly severe handicap in the form of torn tendons in his right shoulder which meant he had to launch with his left arm. He managed but his score was not up to his usual standard.

Mike, Vin and Leigh all flew Deuzio's (plan below). This is a design by Christian Menget who used one to win the 1969 Coupe Contest in Chevenay in France in 1969. The plan was included in December 1969 Aeromodeller. Deuzio's are a sensible design and a pleasure to build - all balsa of course. They fly well, easily doing the required two minutes in still air. They are about the same size as modern, carbon infused coupes but of lower aspect ratio and with larger tails than the VIT coupes to suit the more rearward CG needed to control looping in the burst. There are no size restrictions in the rules so coupes vary from very small fast-climbing models to ones that are just about as big as Wakefields. Deusios like thermals; I think the stubby wings, the rearward CG and the big tail help with thermalling. Sean flew a couple of models this year; a Dwarf Dip III and a Baron Hunter (plans below). In this competition you are sort of encouraged to fly different models; a lot of the 60s coupe discussion in Hip Pocket Aeronautics is concerned with the models that can be used.

You can find the competition at:
https://www.hippocketaeronautics.com/hpa_forum/index.php?topic=16375.0

And you can find Coupe plans re-drawn by Mike Glaister at:
http://members.iinet.net.au/~oconnor@netspace.net.au/Glaister-60s-CdH.html

This year's winner:
Leigh with Deuzio

For 2021/22 there were fifteen entries, the most yet.

1	Leigh Morgan	AUS	Deuzio	120	115	120	120	120	595
2	Bruce Hannah	USA	My Coupe	113	120	120	120	120	593
3	Sean O'Connor	AUS	DDIII/Baron Hunter	120	107	120	120	120	587
4	Don Thomson	UK	Batiuk '69	120	120	80	120	120	560
5	Vin Morgan	AUS	Deuzio	120	120	120	77	120	557
6	Bill Swift	USA	Dwarf Dip III	68	120	69	120	120	497
7	Glen Grell	USA	Voyager	55	120	120	120	75	490
8	Bill Dennis	UK	Garter Night	120	52	76	120	120	488
9	Chris Murphy	NZ	Deuzio	101	120	92	45	120	478
0	Wayne Lightfoot	NZ	Loque Bis	120	120	96	67	70	473
11	Mike Glaister	AUS	Deuzio	58	116	54	120	108	456
12	Ron Marking	UK	Deuzio	64	59	120	120	74	437
13	Ray Elliot	UK	Joe Bilgri Mini	43	92	57	120	110	422
14	Phil Sullivan	USA	Nikolina	28	44	46	51	75	244
15	Alan Shields	USA	Nikolina	39	28	27	40	54	188

Mike Glaister's squadron:

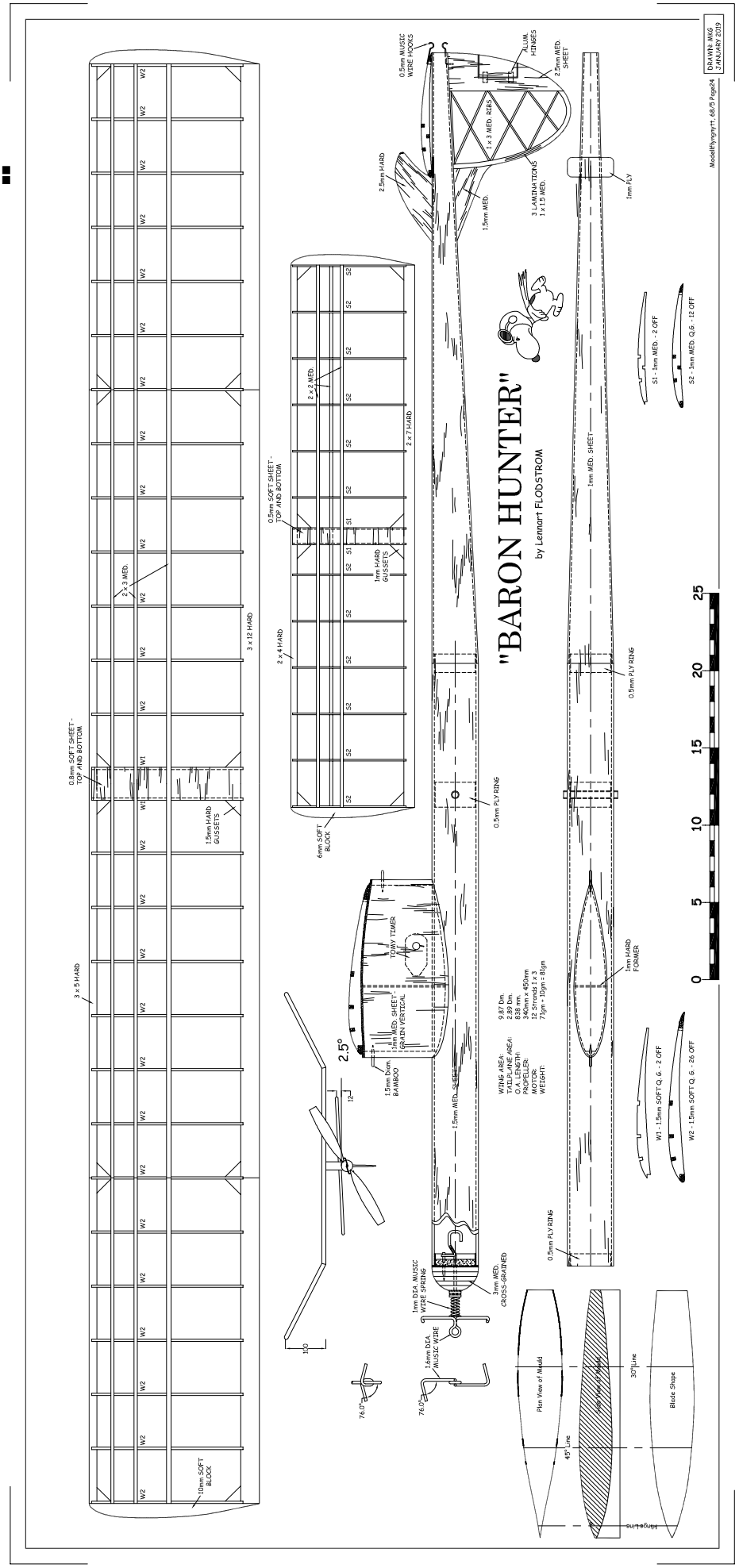
In front is Mike's Ferion. The other two are Deuzios.

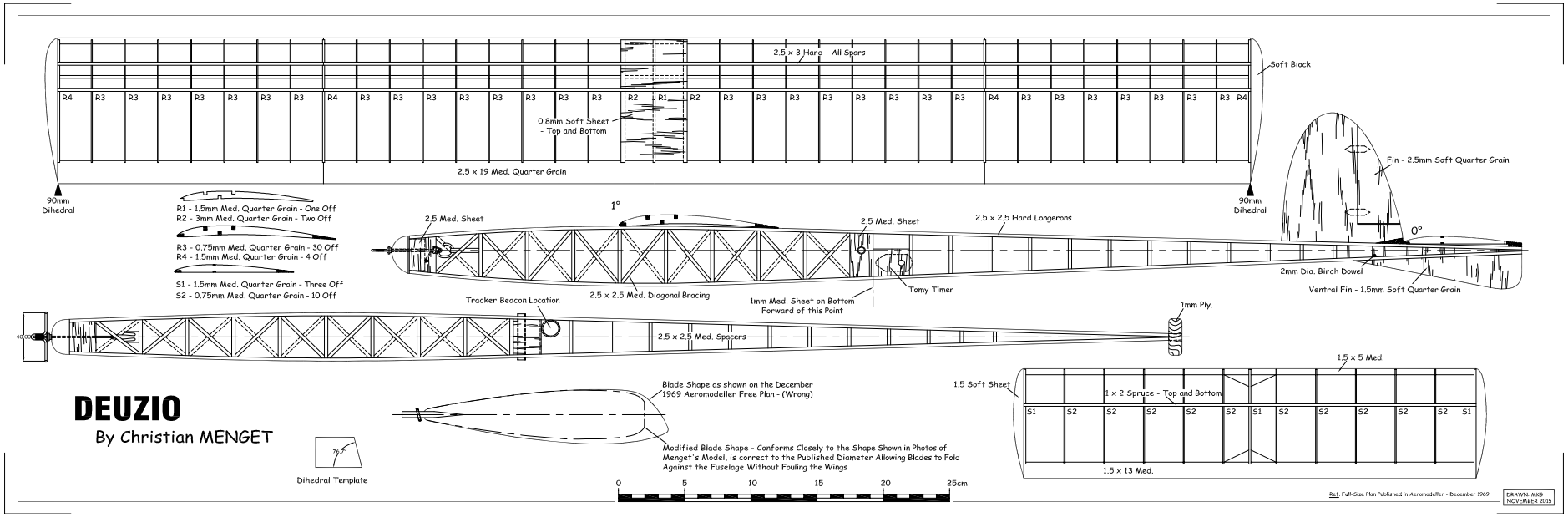
Mike is a prolific builder and gives a lot of models away.

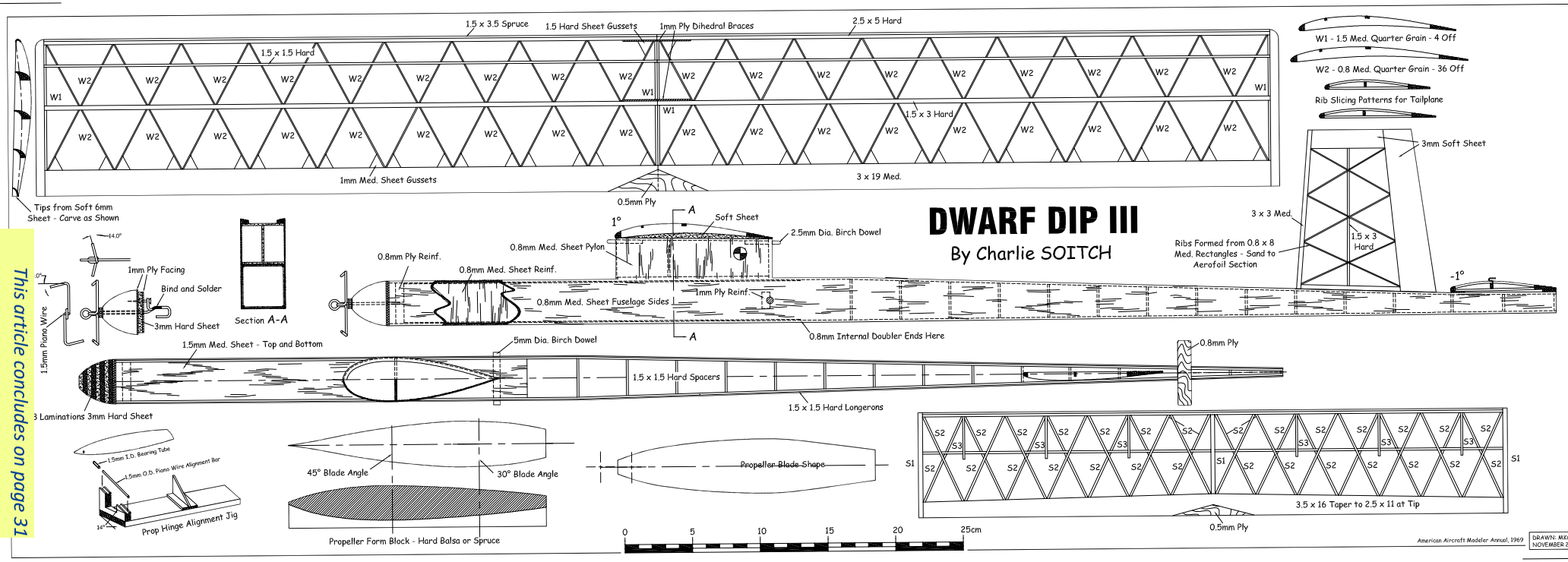
Leigh's Deuzio was (mostly) built by Mike.

Action at Eynesbury: Sean winding his Baron Hunter with his support team in the background.

The Coupe plans:







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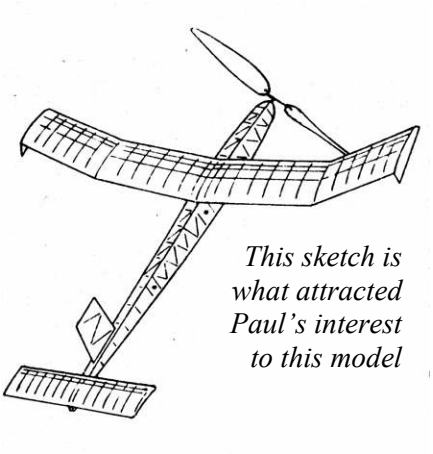
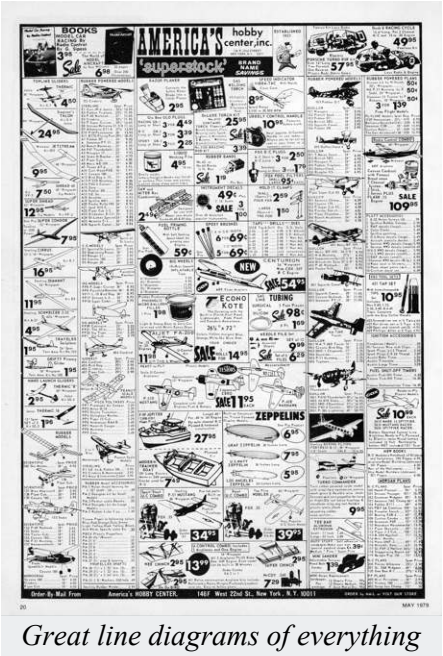
Blue Ridge Models Coupe de Ville

By Paul Rossiter.



This sketch is what attracted Paul's interest to this model

Way back in my early aeromodelling days I subscribed to Flying Models and Model Builder magazines. The beauty of these was their coverage of so many different aspects of the hobby including free flight, control line, radio control and even boats. One of my particular likes was the advertisements for America's Hobby Centre in Flying Models, with their great line diagrams of everything from model aircraft to boats and tools. One particular diagram that kept capturing my interest was for a Coupe from Blue Ridge Models called the Coupe de Ville, even though my main activity at the time was radio control, and more latterly electric powered radio control. I'm not sure what the attraction was, maybe the way it was portrayed reaching for the heavens.



Great line diagrams of everything

Fortunately, on a couple of occasions I had cause (or was that an excuse?) to visit New York on academic matters and so of course I made the pilgrimage to America's Hobby Centre situated at 146F West 22nd Street. From where I was staying in The Village, this involved taking the tube along 8th Ave and then walking east along West 22nd to the store. On one occasion I noticed a huge American limo parked at the kerb and inside saw a guy covered in bling lying across the back seat with a scantily clad girl bobbing up and down on him. Fearful of the possible repercussions, I fortunately managed to avoid eye-contact (I guess he was otherwise preoccupied) and scurried off with some haste, half expecting to run into a couple of his muscle-bound bruiser mates. The building is still there but unfortunately the America's Hobby Centre is long gone.

The Centre was a real Aladdin's cave of treasures, spread over a number of rooms. Absolutely everything was there in stock. I was mainly after some Guillows and Sterling kits that I wanted to convert to electric power (P38 Lightning, Stinson Reliant and Piper Tri Pacer, among others), as well as some Top Flite wood props that I found to be very good with electric flight. Not being into rubber at the time I never gave a second thought to the Coupe. While I was there I picked up a "Collector's" catalogue (the prices being out of date) which comprised 180 pages crammed full of everything that a hobbyist could dream of. Every now and then I still browse through it sparking some wonderful memories.

I managed to win the scale category at one of the annual electric flight (AEFA) rallies held over Easter with the Lightning, and on other occasions with a 1/5 scale GeeBee R2 and 1/5 scale Aeronca Sedan. However, when Kathy and I moved over to Western Australia, it became too difficult to transport the large electric models to competitions in the East and I started to have a rekindled interest in free flight, spurred on by a local bunch of enthusiasts.

Just about everybody over here competes in a number of different classes: P30, Coupe, F1A &B (a couple in C), F1Q, E36, open rubber, open power, slow open power and so on. However, our flying field options have become more limited in recent times and I started thinking about a smaller open rubber model that was more suited to a field with a 2-3 minute max, even in light airs. As fate would have it, I managed to pick up a kit for the Coupe de Ville at a swap meet a short while ago and it has the option of being configured as an open rubber model with anything up to 30 g of rubber.

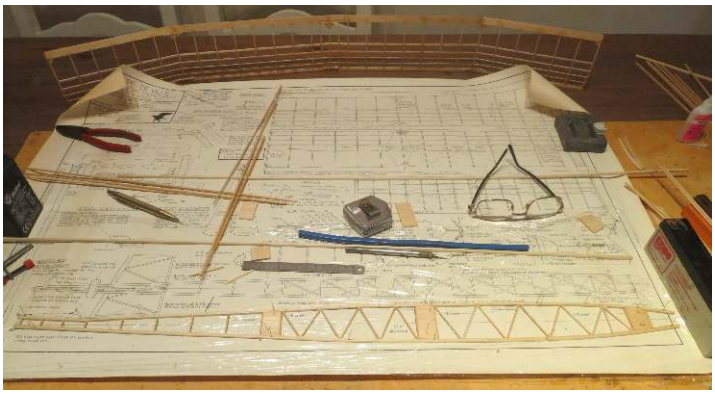
The design was produced in 1975 by Phillip Hartman and kitted by Blue Ridge Models in North Carolina. It apparently had some good competition success, including a 1st and 3rd in Coupe at the 1979 U.S Free Flight Championships at Taft. However, given its larger fuselage cross section and expected slightly excess weight, I doubt that it would be competitive against modern Coupes. Nevertheless, as a small open rubber model it has a lot going for it with a 41 inch span and 185 square inch wing area and rubber load adaptable to local field conditions.

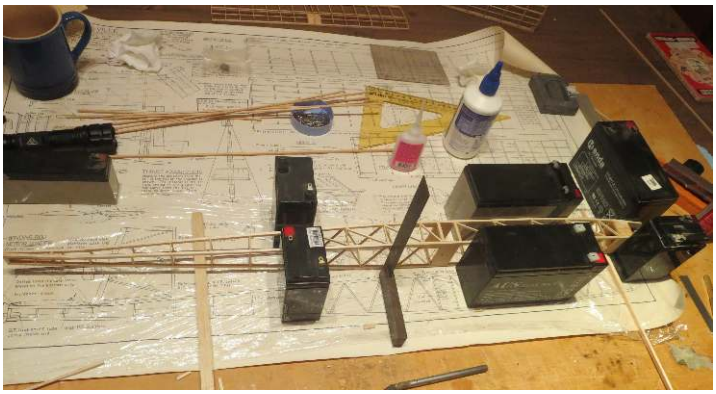
With a health issue recently restricting me to base a bit more, I figured that it would be a good time to get out the kit and start putting it together. The kit included band-sawed and sanded and notched ribs,

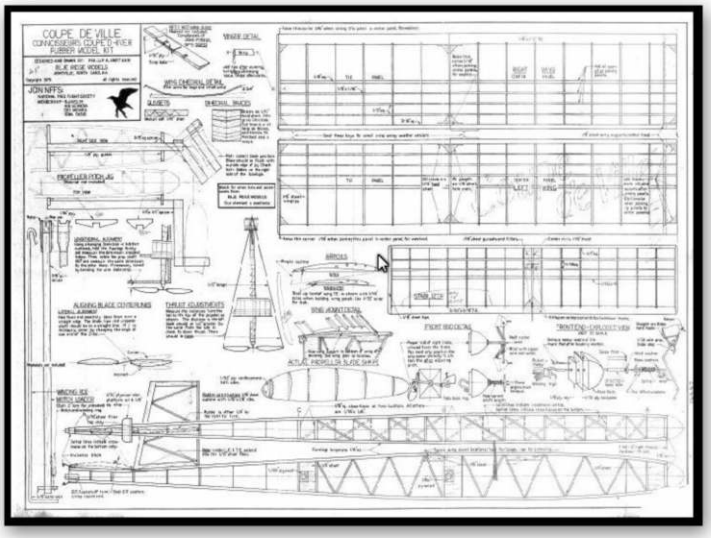
stripwood and shaped training edges pre-cut to length (more about that later), moulded prop blades, front end hardware and even a couple of winding tubes (actually Estes rocket holding tubes!).

The general construction is quite typical of models of that era, with multi-spar, under cambered wings and Warren truss fuselage bracing. The rib notching is excellent, facilitating use of CA adhesive, but the "cut to length" spars precluded scarf jointing at the dihedral breaks so I used PVA for the butt joins there to ensure adequate strength. PVA was also used for the fuselage construction. The only slight complication compared to most stick and tissue Coupes was the curved top and bottom of the fuselage sides, so that when they were joined together much of the cross bracing had to be done away from the building board. Here I used a number of expired SLA batteries to ensure that the sides remained square and the fuselage remained true. In addition, the absence of a pylon necessitated alternative mounting arrangements for the timer and tracker on the side of the fuselage. Covering was Esaki tissue (now becoming a bit scarce) fixed with Clag paste and two coats of thinned dope. The accompanying photos tell the story.

Since the model doesn't have to comply with any vintage rules I opted to use a reverse Montreal prop stop (based upon the Teeny Torque mechanism) rather than the tension stop assembly supplied with the kit. Similarly, I used Bukin Coupe blades rather than wrestling with the moulded blanks in the kit, though I might have a go at those a bit later on just for old times sake.







The location for the wing dowels was determined by fitting the 10g and 20g motors and shifting the wing so that the model balanced at the recommended 1.5" from the TE. These turned out to be almost exactly at the "indicative" positions shown on the plan. After waiting for a bit, there was finally a calm morning so I took it to the local park and did some test glides. Set up as a Coupe, it was slightly under-elevated but 1.5mm under the stab TE resulted in a nice floating glide with slight right turn. Swapping over to the 20g motor and relocating the wing to its rearward position produced exactly the same result.

As expected, the final weight was a bit over the Coupe minimum of 70g, made up as follows:

Fuselage	23.8g	(31.8 with all extras)
Wing	29.5g	
Stab	7.2g	
Front end	18.9g	
TOTAL	79.4g	(87.5)

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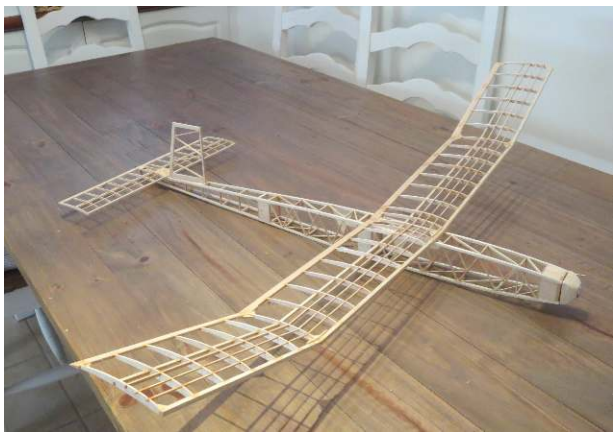
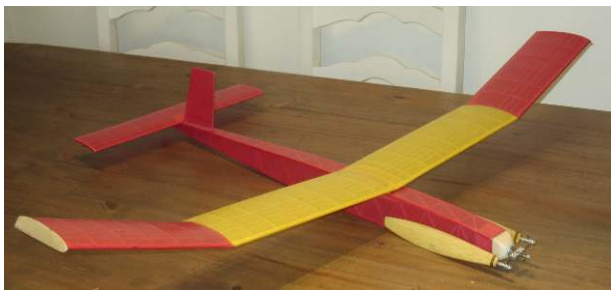




Review of BMK GPS Locator System

By Chris Edge

I am very honoured to be allowed to provide an input to Malcolm's fine organ. I have been a been admirer for some time and it's only right I provide a fully-formed, gorged perhaps, item for you to thumb in a virtual sense. Knowing that we are a nation like the USA, separated by a common language, Malcolm asked me to translate some words that you may now be aware of; here goes :-

Spondoolies – local currency of the Scottish nation - not tied to the £ or it would have tanked as well.
Dreich – a day of steady rain and wind, with dark skies. Perfect for trimming in this neck of the woods.
Stramash – spot of bother.
Eejit – hmmm, maybe it's universal actually.
RTFM – stands for 'Read The Free Manual'.

Also note that no chickens were harmed in the making of this article.

What's that Skippy - it's 94m away on a bearing of 97deg ?
(Photo by SEE)

Prologue

Strewth, this is cute ! If like me you like modelling tackle that performs beyond expectation then this is for you, but first a disclaimer. Yes, I have been involved in some of the functional details and testing of this system and I did receive some items free-of-charge, so consider this review with that clear conflict of interest in mind. However, I've now stumped up some of my hard earned spondoolies and bought more bits as it's so good I don't want to miss out in the rush. Nuff said.

What's on offer, Cobber ?

The systems consists of two parts, an AltiLoc (the transmitter, or Tx) that sits in your model and the FlexiDisplay (the receiver, or Rx) that you strap to your upper arm or inner thigh (or perhaps internally if you play international chess), so it's similar in set-up to both the Pyxis, iCare2 and FlyingNeurons units you'll be aware of. As an iCare2 user for 8 years and occasional user of Pyxis, the BMK systems gives you (almost) the best of both units plus a bit more besides.

'Starter Pack' of two AltiLocs and one FlexiDisplay, with batteries and other kit

The Tx is titchy (technical term) at only 20x13x5mm (20mm wide if the 'ears' aren't removed) and 1.6grms, so is smaller that both Pyxis and iCare2 Txs. You install it the same way, with maybe 6mm sticking out the top of a conducting material fuselage to ensure the GPS aerial can see the satellite thingies well. If you have a wood or glass fibre structure then it can be buried inside (I do this on my E36s) albeit that I find with all these systems that you get the quickest GPS lock with the units pointing at the sky.

The AltiLoc Tx comes with mounting 'ears' that are removable – it's smaller than the iCare2

BMK supply the Tx with their standard small 2-pin socket for battery power (a 1s LiPo is perfect but it will cope with up to 15v), but there are also solder pads under the waterproof coating in case you want to hard-wire it in place. Plug in a battery, allow it to lock to a satellite (>1 minute) and it's good to go.

The Rx is a different kettle-of-fish (old English colloquialism), being more like a Baofeng FM radio with a monochrome (ex Nokia) display, red button on the front and small 'Edge Button' on the side. It runs off an internal 1s LiPo which can be charged via a USB port.

Continues on the next page……

Switch it on and it plays the theme from 'Neighbours' (allegedly), booting up to the default Screen 1. There are 5 screens that display different information we'll come to later. A GPS lock is obtained and you're set to sling the puppy, with the GPS data being updated roughly every 1 second – marvelous !

The FlexiDisplay Rx is smaller than the iCare2 equivalent and sits nicely in the palm

But there are other key functions you get. As well as transmitting the GPS data, the Tx also contains a true pressure altimeter, so the model's altitude (relative to the height when it was switched on) is also sent back. And, like the FlyingNeuron system, the red button on the front will send out your dedicated RCDT code to any BMK RCDT-equipped models. If like me you fly E36 with a BMK timer with in-built RCDT (the excellent E36+ unit), then the Rx can be used to tell you how far away it is, how high it is, and to DT and will - all in a single unit (and yes, you can order now before reading any more !).

Many will opt for the 'starter pack' comprising one FlexiDisplay Rx and two AltiLoc Txs for a mere £300 – by the time you read this with the English £ tanking as it is, that will be less than a pint of shrimps I'd expect. For that you also get two 40mAh batteries (ideal for small models) with dedicated charger, a USB cable for the charger/Rx, and two plug/lead combos for the AltiLocs so you can run them off a model's timer battery. Additional Txs are £60 each (~½ dozen eggs). Everything will arrive with the Rx and Txs set to the same frequency channel and ready to go.

Home on the Range (and Battery Life)

I've done ground and in-air testing on a number of occasions and got 1.3kms of RCDT/GPS transmit range on level ground; this was the same as iCare2 which was tested at the same time. I've not flown more than 1kms in the air so far but based on the range I've had with iCare2 I'd expect the BMK system to have a similar ~20kms at >50m altitude; good enough I'd suggest.

The Rx battery life is at least 20 hours (tested), with the Tx running for at least 1 hour off the supplied 40mAh battery; both units have low power modes that actually allow some data transmission/reception for much longer periods. I always connect my GPS Tx to a timer battery (typically over 500mAh for F1As, down to 150mAh for E20s) so Tx life is rarely an issue for me. However like iCare2 (and unlike Pyxis) the display shows battery voltage for both the Rx and Tx, an extremely useful aid when flying all day, and which allows you to recharge when necessary. The Rx will also run off one of those USB power blocks which it's useful to have in your tool box in case of emergencies; a CHE Top Tip.

In summary, tested range and battery life is no worse and likely better than my usual iCare2 system.

GPS Location Options

Like the Pyxis hand unit, the BMK Rx has a simple bearing arrow and distance data to the model. The Rx has an in-built compass which can drift, so there is an option to calibrate this if needs be; say if the bearing is off by 5deg or more to where the model is. Calibration is via screen 5 (you get to that and all other screens by pressing the Edge Button the appropriate number of times) and the 'SETTINGS' menu, so select 'COMPASS CAL' and basically throw the Rx around as if you're making an agreeable cocktail (testing has yet to determine which cocktail is best, but I'm working on it – hic, burp). I've found the bearing to be very accurate until you get close to the model where the in-built GPS accuracy (no better than +-5m) can lead you slightly astray. But fret not, screen 1 has a signal-strength (SS) meter (like iCare2) so you can use that to guide you the last bit. This meter is particularly useful for Scotland where we have a habit of using trees to land in, whereupon GPS data is not much use. Using SS and the height data, you can figure out which tree and how high up it is very quickly.

Screens 1 and 3 showing distance/direction and height data, and QR code respectively (All emulated screen images by BMK)

Back to the screen information. Screen 1 also shows both a Tx and Rx GPS accuracy value which frankly I've never used, but it's there if you're au-fait (French apparently) with that sort of thing. This screen also indicates the status of the GPS lock for the Rx and Tx in the form of 'NO GPS', 'LOW GPS' (both flashing) and a fixed 'GPS' messages. You'll see the 'NO GPS' message when either unit is booting up and acquiring a satellite lock, with the 'LOW GPS' message occurring for the Tx at it's range limit or for either/both units in dreich conditions. Screen 1 also shows the AltiLoc ID code (here as B344E7 but user changeable), distance to model and a chuffin' great arrow to show you the direction.

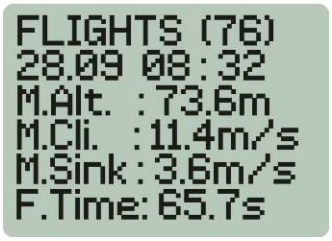
Now I like the mapping function on iCare2 and with the integrated timer/GPS GEF Fx units, but the limited screen of the BMK Rx won't allow this. However, screen 3 gives you a QR code for the last received model's position - scan this with your phone, tablet, or digital abacus and it will provide a link to GoogleMaps and show a 'pin' at that position ! If way far away, then use the 'Directions' option on GoogleMaps, put that in your Tesla and let it self-drive

to your model, stopping at the local cash-and-carry to pick up a few tinnys on the way; neat eh !

A source close to the action is talking about subsequently providing a link to a mapping app like 'Rocket Locator' via the BlueTooth hardware already in the FlexiDisplay Rx. It's clearly achievable and would just require a firmware update which is possible via the WiFi link – no cost/delay in sending back to the manufacturer. (Just a thought: can we get that Tesla robot to just run to the model and bring it back ? It would solve a lot of problems: anyone got Elon's phone number ?).

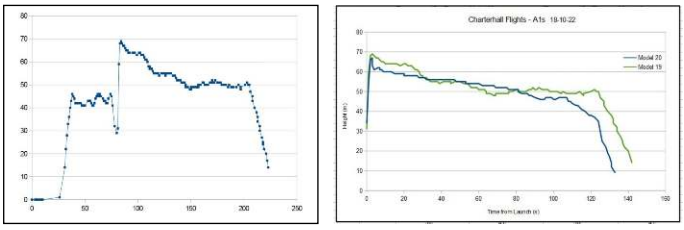
Altimeter Data

As noted, the Tx has an in-built pressure altimeter which sends data back at the same time as the GPS information. Screen 1 on the Rx displays basic height and and indication of variation (ie variometer reading) but screen 2 is configured to give more information including instantaneous height, maximum height, and variometer as well as a smaller bearing arrow and distance. If like me you find it, er less than optimal to look at the Rx screen as your E36 is climbing, then this data is stored for the last 10 flights for retrieval later. I'm told that a new 'flight' is started by the model climbing at >1m/s and attaining over 20m in altitude, but this seemingly can be affected by wind on the transducer so positioning is important; it's fair to say that this automated flight mode is still a work in progress.



Screen 2 shows the instantaneous altimeter data and Screen 4 the individual flight summaries

You can also download the height-time data in .CSV format and paste in to a spreadsheet to, say compare flights; you do this with the WiFi link and again the last 10 flights are recorded – see the images for example plots.



Example Downloaded Height-Time Plots, Pasted in Excel

Transmitter Selection

Like iCare2, any Tx transmitting on the FM channel your Rx is tuned to can be selected to track. Accordingly you can have multiple Txs yourself or help a colleague to track their model, all without the need to 'bind' the Tx to the Rx like with Pyxis. The Tx list is found within the 'SETTINGS' menu by selecting, er (consults notes) 'BEACON SELECT' and picking the appropriate Tx from the list using the Edge Button (TM) to scroll, and the Red Button to select (typical process for all SETTINGS options). The Tx ID is a 8-character hexa-thingy, and the selected Tx ID is shown underneath the bearing arrow on screen 1; note that you can change the name if you want to via a .INI settings file as described in a minute.

Screen 5 accesses the 'Settings Menu' which contains some neat stuff

But there is another much cleverer way to select a AltiLoc Tx, and that via the well-named (by me of course !) 'Antenna Kiss' method. BMK have programmed the FlexiDisplay to select an AltiLoc if you touch (kiss) the Rx and Tx antennas for one transmission cycle, or about 5s. The Rx displays the new Tx ID and you can now track that. In the heat of the moment this is a god-send, no pressing of various buttons like you have to do with iCare2 and Pyxis, just do the Antenna Kiss and you're all ready to go.

'Antenna Kiss' in action. Note annotation on piece of tape so CHE can remember the Tx ID

I refer to the 'FM channel' above. Like iCare2, there are frequency bands (the channels) that each Tx falls in to, but this can be changed. Why do that ? Well, again like iCare2, you might, in extremis, get swamped with the number of Txs on a given channel if you're at, say, the prestigious 'Westruther Rise-Off-Ground Rubber-Powered Canard Bi-Plane' contest or even a World Championships, with possible bandwidth effects on transmission. You will also need to change the channel on the Tx which you do by pressing the tiny button on the side which you've so far been afraid to ask what it's use was. As with all BMK kit, there are detailed instructions on the website you can

download to understand and use some of these ancillary functions; the current version of the manual is linked from the ordering page for the system here :- https://bmks.co.uk/products/bmk-gps-locator-system .

Shoot it down. Shot it down, now !
Let's talk about RCDT. If like me you bought the BMK B1 RCDT system then you'll already have a unique RCDT code that is only assigned to your transmitter. You can copy this code in to the FlexiDisplay via it's own webpage (obviously !) that I'll mention in a minute. This is a contest-standard RCDT Tx of similar range to the Ken Bauer system that I've used for years and which I've tested on the ground for a range of 1.3kms.

If you don't have a B1 Tx and thence your own code then you could write one in directly; maybe you shouldn't use the code '000000', however (just saying). The RCDT is activated using the red button on the front of the FlexiDisplay, but a transmission is suppressed if you're in the settings menu etc.

Connectivity and Updates
The AliLoc Tx can't be updated except by return to BMK, but the software/firmware/flacidware (delete those not technically correct) in the FlexiDisplay can be by the user or a competent user like Malcolm. Within the settings menu you'll see the 'WIFI' option. This opens WiFi connectivity with any PC/phone/tablet and will show the Rxs webpage with a few buttons presses (RTFM). This allows thingy-ware updates, adding or changing the RCDT code, etc. I say etc as there's probably stuff in there that is so secret that it comes under the Donald Rumsfeld 'unknown, unknowns' definition.

With the Rx in WiFi mode you can access the flight data files and change user parameters

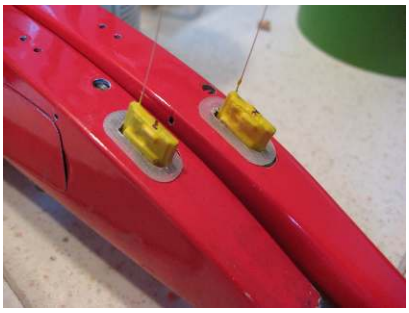
The great thing about WiFi updates is that the Rx display and/or functions can be updated as new, sneaky ideas are developed. Allied to that is that the Rx also has BlueTooth connectivity as well, so the option is there, like the Fx units, to stream data to some other unit. There has been talk about real-time altimeter graphs, links to 'Rocket Locator' or similar, and of course the chicken and haggis tracking options. Updates so far have taken maybe 30 seconds to load from a phone.

Via the WiFi link you also get access the setup .INI file that you can edit on your browser directly. This is where you can switch on the flight logs (RTFM) and edit some options such as the Tx names. These come with a random name which can be difficult to remember, so why not change them to the name of your favourite chickens ? I'm often heard saying that “Flossy is down at 1.37kms !” or similar.

I expect that the .INI file will become more extensive with more user-defined options being possible, so watch this space (well, literally not THIS space) or perhaps make suggestions to BMK; they're always interested in what the user wants (Haggis density per acre please !).

Installation
The AltiLoc Tx is lighter and smaller than current GPS systems we know and love and so it's easy just to drop them in the slot/hole in a current model. You'll need to connect to a battery and you'll be provided with one lead to do that – it's worth getting extra with your order of course (make it a dozen, I'm on commission).

Like iCare and Pyxis Txs, you need to keep the top 7mm or so clear of any conduction materials like carbon, metal or Haggis skin – this is where a hat can help you. An 'Edge Hat' sits over the top of the Tx body with a brim (see what I did there !) at the right level to provide a attachment flange. A few bright sparks (let's call one of them Mark Benns) has 3D printed a 'Benn's Bowler' hat that fits snugly over the Tx – the .STL file is available on the BMK FaceBook page if you want to m**ake some yourself.**


A Benns' Bowler and Edge Brim ensures the AltiLoc Tx is clear of a conducting fuselage

That CHE GPS Location Strategy in Full
All these functions are pointless unless you have a logical thought process (so not like a politician's brain then) that you'll follow to cover the sort of things that can happen with a flight. To that end, here is my prescription, published a few times now, when retrieving with GPS. I've modified a bit to incorporate some of the neat BMK functionalities.

So your model is in a massive thermal, this is what you should consider doing :-

1) Stay put. Each transmission is giving you the

model's position in 3D space to within ~5m, so as long as you get a transmission you know exactly where it is and you can navigate to it. Chasing risks losing the transmission (ie it suddenly DTs as you start driving/riding off and the transmission ceases).

2) Watch the numbers. Rather than just a beep from a FM tracker from which you can only get direction and a poor estimate of distance, the numbers are very useful. They tell you how far it is and, more importantly, if it is still going up or not. If still going up then relax, just enjoy the ride, if coming down then do 3). Note that testing shows typically 20kms range at 50m altitude, likely more if the model is higher but there will be a limit on range based on the power of the transmitter, this could be 30, 40 kms however; experience will eventually show what is achievable.

3) Hold the receiver above your head. Like a FM tracker receiver, every extra foot in height is a benefit in keeping the data coming. And like a traditional bug, as the model gets closer to the ground you will eventually loose line-of-sight to the transmitter and the data will cease. Review the numbers after each transmission, is it coming down or not ?

4) The last transmission will likely be at some finite altitude. If the model was descending quickly (you've followed 2) right ?) then it will have landed close to the position shown on the receiver. Scan the QR code, fire up GoogleMaps and see where the model is relative to roads and field boundaries. If the last transmission showed the model was still high, say a few hundred meters, and was descending slowly then you need to extrapolate a landing position/area using a paper map (you carry a paper map of the site with you, right ?) and navigate to it.

5) You're now downwind at the last transmitted position. If the model is within 500m or so then you'll get another transmission and you'll know where the model is to within 5m - go and get it ! If you are at the last transmitted position and don't get a signal then you need to get one. Clearly the model is further along it's flight line (as per the map heading) so head downwind in ~500ms steps, trying to gain height to increase reception range to the model. You'll eventually get to a point where you'll get another transmission and hence you know where the model is. If you still don't get a transmission after heading downwind in steps then frankly I'm in uncharted territory. I would likely plot the flight on a paper map and extrapolate more accurately the likely landing position from the altitude/direction data. The only positive is that, assuming it hasn't been picked up, you know where it isn't so maybe at this point you start phoning land owners.

6) If you've got a signal and the model is in a tree you have a slightly different issue. Here the GPS accuracy can be insufficient to spot the model but you now use the signal strength meter on the receiver. This displays the Tx's signal strength with the maximum typically being within inches of the transmitter; it's best to do some testing beforehand to get used to what the numbers mean; you can use body shielding for direction if you wish. The one occasion I had to use this method was when my model landed in a tree but was not immediately visible from ground level. It took a few minutes but I eventually saw it using the signal strength information - note that you can use the altitude value to tell how high it is, very useful.

Conclusions

You don't have to buy this kit but frankly asking Skippy isn't practical anymore (" You saw it down to the left of the haystack over the I5, just left of the nodding donkey called Gerald; thanks Skip !") and frankly your models deserve the best kit out there. And simply this is it.

There's lot's more to discover with this system but that would produce an article even more tedious than this one. Keep an eye on FaceBook for support, tips and future ideas, subscribe to his store news page in the knowledge that there are plans for even more useful tackle in the pipeline – but I'm sworn to secrecy at the moment. There is also a increasing set of user tips (including videos) that help the novice and ensure the good ideas are communicated.

I've been a strong advocate for GPS retrieval for some years now, it saves a lot of time when going to collect your model especially for those long flights. Having used most of the GPS products on offer I can honestly say that the BMK system is accurate, has good range, is phenomenally good value for money and gives you additional functions, such as the flight summary information, that you will use on a regular basis. If you're considering upgrading from a free-flight FM tracking system or want a high-quality GPS for your space model or drone, then this will delight you. Highly recommended.

Links

BMK store :- https://bmks.co.uk/
Pre-order for GPS Locator System and manual :- https://bmks.co.uk/products/bmk-gps-locator-system
BMK FaceBook page :- https://www.facebook.com/groups/bmkfreeflight
Chicken book everyone needs :- https://www.amazon.co.uk/Extraordinary-Chickens-Chunky-Stephen-Green-Armytage/dp/0810990652

FIRST TO REALLY SUCCEED

C. E. BOWDEN OR MAXWELL BASSETT?

By Mike Pettigrew

Most modellers who grew up in the 1940's and 1950's as I did, and even those who are younger than me, would know who C. E. Bowden and Maxwell Bassett were, but it crossed my mind that perhaps there are many who have heard of them, but know very little about them. I thought I might, therefore, spend a little time talking about the British modeller they called "The Colonel"- a title that was based on his rank at the end of his military service, and a young man by the name of Maxwell Bassett from the USA, both were significant people in the early days of engine powered free flight model aircraft.

Let's start with C. E. Bowden: He was acknowledged in his day as an authority on the subject of engine powered model aircraft, especially during the times in which this type of model was being developed rapidly towards becoming a practical reality. I refer here to the years 1930 to 1935 although I acknowledge that much early development work on engine powered free flight model aircraft took place well before 1930, but progress was slow, and results were unremarkable.

C.E. Bowden was a modeller and an author of many books on the subject of model aircraft for many years, however the 1930's through to the immediate post-war period was the time when he had his greatest influence on the subject we are discussing.

Claude Evelyn Bowden was born on 11 October 1897, in Oxfordshire, and he was the son of a reverend and his wife. He completed primary school before he was sent to Radley College Boarding School in rural Oxfordshire in the Summer of 1910.

C.E. as we will now call him, left Radley College at age 17 in 1914, to enter military service, serving in France and Palestine during the World War 1 and rising to the rank of Lieutenant in the Duke of Cornwall's Light Infantry. In early 1918, he was promoted to Captain and then joined the Royal Flying Corps during the time it transitioned into becoming the Royal Air Force.

C.E was a single-seat aircraft scout pilot in the last days of World War 1.

When the war ended, C.E transferred from the RAF back to Army service, and served in India as a Subaltern, becoming a Major in 1938 and then Lieutenant Colonel in 1939.

With the arrival of World War 2, C.E. was assigned to the Royal Army Service Corps and was promoted to acting colonel in 1942. He retired after the war in 1946, as a Lieutenant Colonel. C.E. kept the rank as part of his name after retirement from the service, as the British tended to do back then.

While at Radley College in the days prior to 1914, C.E set-up a model aeroplane club, as it appears that aeromodelling and flight generally, were almost an obsession for him already. Interestingly, all of the members of this model club also went on to serve in the flying corps/Royal Air Force during World War 1.

Those of us who grew up with British modelling magazines may be inclined to believe that the English, and in particular C.E. Bowden, led the charge when it came to the development of engine powered fee flight model aircraft in the early 1930's, and that Britain was also in the lead in terms of model aero engine design and production, but that's not entirely correct.

If the British were in the lead of engine production at one stage, it may only have been for a brief time, because in late 1930 a young man by the name of Bill Brown was in the midst of designing and making a .29 cubic inch sized model aircraft engine and his good friend Maxwell Bassett was designing and building a model aircraft in which it could be flown. Bassett's early designs were mainly stick fuselage models for ease of construction and repair during these formative years, as his progress was based on trial and error resulting in many early crashes.

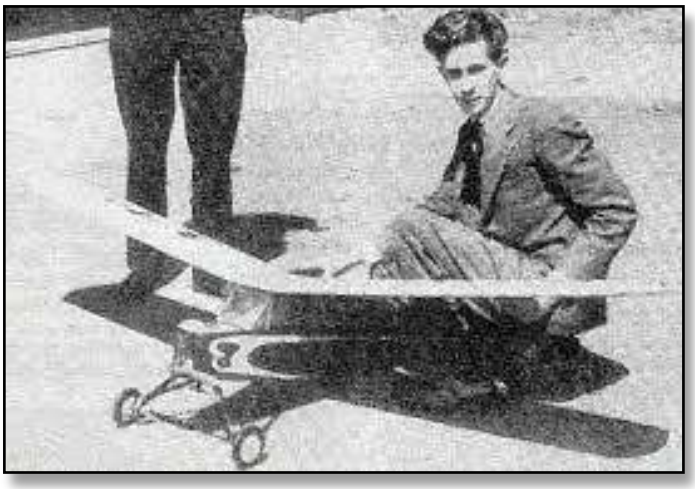
Bill Brown was 19 at the time and Maxwell Bassett was only 16 but they were to become a formidable team as we shall see later in this story.

Maxwell Bassett was born in Philadelphia on July 7, 1914, and he and his slightly older friend, William (Bill) Brown were school friends from the Oak Lane section of Philadelphia. Both were members of the Philadelphia Model Aeroplane Association (PMAA) and they both flew rubber powered model aircraft in local competitions.

As they were relatively young compared to C.E., neither of these young men had accumulated much of a history leading up to the time where we start looking at their progress, so we have little to tell you about them in the years prior to 1930, in fact we have nothing, apart from them being at college.

By the way, the story of Bill Brown and the development of the ***Brown Junior*** engine and its prototypes including the size change to a .60, his brief engineering collaboration with Walter Hurleman, and the role his father played in the production of the ***Brown Junior***, is a long but interesting story that is already well documented in the annals of the AMA. I recommend that those who enjoy reading about early aeromodelling and engines, should find this story, as it is worth reading.

This story continues on the next page .....



MAXWELL BASSETT IN 1934 WITH MISS PHILADELPHIA IV

As noted before, various attempts at engine powered model aircraft flight had been made from the late 1890's but these pioneers battled to find a means of achieving reliably stable flight. Spiral instability leading to the models winding-in and hitting the ground, a problem which also beset Maxwell Bassett for quite a while, as well as problems with the models tending to loop and crash caused flight times generally to be very low. For quite some time the total duration of a fight was the universal measure by which one could evaluate their success or failure. This is, of course, still the case today in most aspects of our competitions except that we invented limits, or maxes, as we know them now.

In April 1914, a gentleman in England by the name of A. D. Stranger succeeded in keeping a petrol engine powered canard biplane model aircraft airborne for 51 seconds and this became the record at that time. It remained the longest duration engine-powered free flight by a model aircraft until it was broken on May 15, 1932, by C.E Bowden when he recorded a flight time of 71 seconds.

C.E had mechanical engineering qualifications and he also would have learned something of the theory of flight during his time with the RAF, and this becomes evident when we look at his writings on the subject of model aircraft flight where he shares his view on the issues of lift and drag and the relevance of the CG to the flight of a model aircraft as well as many other interpretations of the outcome of test-flying his various models.

Many of his models were characterised by lots of dihedral and what seems to us to be overly large tail fins, but this had the desired effect somehow, because his models flew.

The model C.E used to set the new endurance record in 1932 was slightly different from what is described above; it was called ***Kanga,*** a biplane with striking similarities to what he would have flown with the RAF except for the exceptionally large tail fin as can be seen in the nearby photograph.

This photograph of ***Kanga,*** at the top of the next column, was taken in 1933, but it is the same model he used in 1932. Witnesses to the 1932 record flight were at pains to point out that the engine timer stopped the engine after 60 seconds and that the flight could easily have been much longer.

Kanga had a wingspan of 7 feet and was powered by a re-worked ***Wall*** 28cc two-stroke engine turning a 24 inch propeller. The all-up weight of the model was just under 9 pounds (using English terminology) and C.E made the flight at the Fairey Aviation Company's aerodrome located to the west of London.

That flying site has come a long way since then; we know it now as Heathrow Airport.

C.E. Bowden collaborated extensively with a model engineer by the name of E. T. Westbury during this period as Westbury was well known in the world of model engineers for designing and making model petrol engines of all types. He was notable, we understand, for constructing the ***Atom 1*** motor, a 52 cc motor complete with a flywheel magneto and a mixing valve in place of a carburettor. The ***Atom 1*** motor was used in some free flight models but became regarded as being too large for the average amateur model constructor and was replaced by the ***Atom II*** and the ***Atom III***, both of 30 cc capacity.

It was E.T. Westbury that re-worked the ***Wall*** motor for C.E to use in his ***Kanga***.

C.E. decided after this record flight to concentrate his efforts on smaller models to "encourage petrol-model flying" as he put it. He was seeking improved portability as he felt this might open the way to more people to take up this sort of model engineering. As part of this campaign, E.T Westbury produced a 14.2 cc two-stroke petrol motor called the ***Atom Minor*** and for this engine C.E designed and made a new model called the ***The Bee***. It was of 7 foot span (no smaller than ***Kanga*** actually) but it was a monoplane, and had the various detachable parts held together with rubber bands.

C.E. Took this model to the Sir John Shelley Power Cup in 1933 where it recorded a flight time of 8 minutes 42 seconds but was out of sight by that time. We can't find any photographs of that particular model, however.

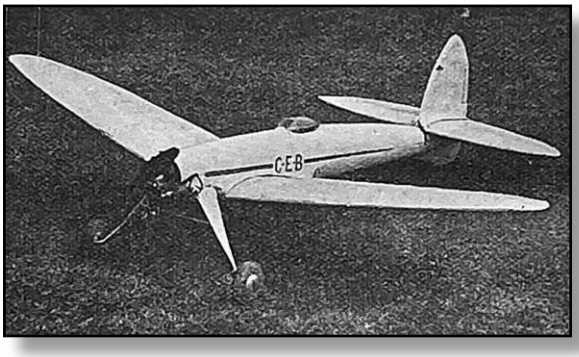
One year later, again at the Sir John Shelley Power Cup, C.E. used a new model called the ***Blue Dragon*** (seen on the next page) shortly after take-off, to establish a new duration record that stood for some time, but we don't have details of the time it recorded for some unexplained reason.

Even C.E acknowledges that the fin is huge and tries to explain it away by saying he was attempting to balance the side area caused by the significant amount of dihedral and also, the short tail moment required larger tail surfaces.

What is clear from these successes, is that C.E had mastered the art of making a petrol-engined model aircraft fly and that his flight times were only limited by the eyesight of the timekeepers and the strength of the prevailing breeze.

During succeeding years, including while he was stationed at Gibraltar prior to World War 2, C.E. designed and built a vast array of free flight petrol-engined models including a number of low-wing aircraft and some seaplanes including one very attractive looking model called the ***Blue Goose***.

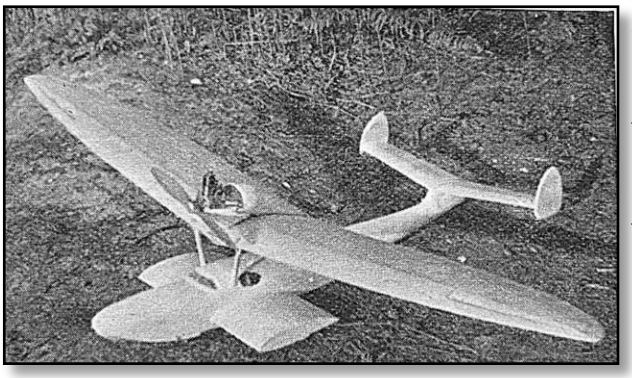
The ***Bowden Contest*** was also designed in this period, and it was sold as a plan for novice builders to construct and fly. This may be C.E.'s best known model.



C.E also enjoyed experimenting with different construction techniques including planked fuselages and other means of making his models more attractive, as he believed it was safe to do so because he felt that he had succeeded at the business of making them fly without crashing all the time.

This model is one of his smaller models and has a planked fuselage and sheeted leading edge elliptical wings. The low wing configuration worked for C.E and he used this layout on a few of his models.

His work on model seaplanes began in 1936 and continued during the Gibraltar years with very good success. The seaplane shown below is the ***Blue Goose*** built around the end of World War 2, and it is a very elegant looking aircraft clearly showing the refinement of his designs as he finally broke free from massive fins and lots of dihedral. Again, it has a planked Monocoque hull, and it is described as being powered by a Brown Junior motor. This last point is significant as it shows that C.E was now looking to the U.S. for smaller and more powerful model engines.



Note also the slotted leading edge detail at the wingtips which is typical of some of C.E.'s late 1930's designs.

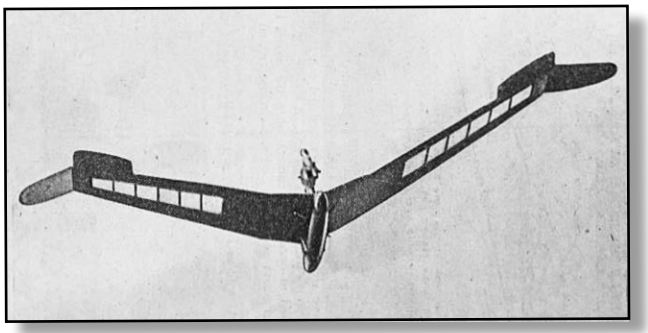
There is no need within the scope of this particular story to go into further detail regarding the various models he built and flew successfully as we have covered, albeit briefly, the period within the scope of this essay. The work of C.E. Bowden in the field of powered model aircraft was indeed extensive and it even included experimentation immediately after the war with radio control models in collaboration with a pioneer radio control modeller by the name of C.R. Jeffries.

The Bowden book titled ***"Petrol-Engined Model Aircraft"*** released in 1946, included a chapter in it by C.R. Jeffries on the subject of radio control of model aircraft and it included circuits for a 56 megacycle carrier wave single channel transmitter and a receiver. These were to some degree modelled after the equipment used by Walter Goode in the U.S., but again, C.E. went to some trouble to publish full details so others could follow. That was one of his big strengths.

We can't leave the C.E. Bowden portion of this story however, without drawing attention to his flying wing model which was a very interesting project considering the model was designed during the war and first flown in 1945. This is it in the photograph at the end of this column: The wing had a span of just under 9 feet and it was powered by a 2 cc ***Majesco*** diesel motor. It was a free flight model, we must remember, and therefore quite an achievement for that time.

C.E. also made a number of autogiro models that flew successfully.

It is fair to say that as far back as early 1934, C.E. Bowden had mastered the art of designing and flying engine powered model aircraft and it stands to his credit that he published a vast number of books and articles on the subject to teach others what he had learned. These contributions of his go a long way towards him having a very enviable record of achievement in our hobby. ***This interesting story will conclude in the March 2023 FFDU.***



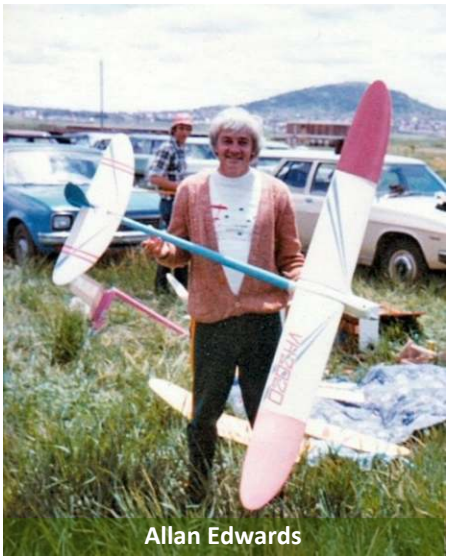
FFDU IN TIMES GONE BY AND THE PEOPLE IT MENTIONS

by Mike Pettigrew

Being always on the lookout for a topic for an article for FFDU, I was surprised to see a portion of the very first FFDU reproduced in our spring edition so I decided to write a bit about it and to tell you about some of the modellers of that time. I won't be able to talk about all of the modellers mentioned in this first edition so I would welcome input from others to tell us about those I can no longer bring to mind.

This all makes me feel old of course, as I was there at the event covered in that 1969 edition of FFDU, and I feel even older when I see in the spring issue of FFDU that Des Slattery is now considered our oldest active free flight modeller, who at 89 years of age has taken over that title from the late Jim Christie whom we lost recently. My problem with all this age thing is I'm only 4 years younger than Des Slattery and I'm still throwing F1C's in the air!

Volume 1 No.1 dated October 1969 was produced by Allan Edwards, a notable and very successful flyer of some years ago and I include a photograph of Allan appearing below with one of his power models. He perhaps should have moved the broken power model behind him before he posed for the photo!



Allan Edwards

He's standing on what looks vaguely like the old Canberra field out along the Monaro Highway and I guess the photo was taken in the 1970's

Allan was a notable F1B flyer and I recall that amongst other World Champs teams, he was part of the 1977 Australian team at the World Championships that year. Some will remember that the Memorial F1B trophy at the 2021 AFFS championships was the Allan Edwards Memorial Trophy.

The Gestetner Duplicator

Producing a newsletter in the 1960's wasn't as much fun as it is today; all Allan had, as I recall was access to a Gestetner duplicating machine (pictured above) to run-off multiple copies after he'd typed out his newsletter onto a Gestetner stencil and it wasn't a lot of fun when time came to correct a typo! Some may remember the purple printed output of this type of device. I know that later editions came as black and white so I guess he moved on to bigger and better things. Allan was a handy draftsman as his job involved preparing what the building trade know as "shop drawings" related to the fabrication of structural steel frames used in commercial building construction. Allan did much to better free flight modelling in Australia.

Let me now have a go at talking about the modellers mention in the newsletter and I'll start with the A/2 entrants.

Let me briefly digress as I believe this to be a report on the Free Flight category of Australian National Championships and at a rough guess, and Roy will no doubt be quick to correct me if I have the wrong year, the nationals covered was the Wallacia Nationals with Free Flight being conducted at the nearby Badgery's Creek field.

Winner of A/2, which of course we now know as F1A, was Reg Allenby. Reg was a Victorian flyer and a pretty handy one at that. He was at one stage President of the Victorian Free Flight Society (VFFS) and if I recall correctly was one of the panel that interviewed me when I applied to join the VFFS after being moved by my then employer to their Melbourne head office. Ah, how things have changed!! There was no free ride into membership back then no matter how successful you were elsewhere. Nowadays we'll take anyone!

Reg started backing away from free flight competition in the early 70's due to deteriorating health and is no longer with us. A nice gentleman and a good modeller.

Second place went to Ron Neville. Ron was one of our "Characters" and was initially involved more in control line flying in the 1950's. As I recall, he seemed to be involved in speed and team race and had a bit to do with model engine development/production back then. He was also a skilled free flighter but sadly left us too soon when he was killed in a MV accident in Canberra many years ago. Ron was the innocent victim of a drunk driver as he sat on his motorbike at an intersection waiting for the lights to turn green. He was hit from behind by a car travelling at speed. A nice man and a good modeller, and as I said, he was one of the "characters" of our hobby.

Third place went to a modeller by the name of Roy Summersby flying his Sans Egal (the one I towed into the power lines one day long ago) This modeller needs no introduction of course, as he is very active in the NSWFFS and also an F1C World Champion (2013) as well as being a prodigious builder and flyer of model aircraft.

Brian Potter took 4th place. Brian hailed from Tamworth and was a good modeller, he had one arm that didn't work as well as it should but he never let that get in the way of pursuing his hobby. He was another character of days gone by, always ready with a joke or a weird story to tell as soon as we got together again at some competition or other. Brian also is long gone, presumable getting endless 180's somewhere up there in the sky…….

Allan Edward was next and we've discussed him already to some degree but may say more later.

Sixth place is where I get into trouble because I can't remember Brian Everingham – I might need Barry Lee or Roy to help me out there. Likewise, L. Everingham – presumable connected in some way perhaps as father and offspring.

I have the same problem with Colin Cox, Tim Cartmel and Gordon Robb. I feel I should remember Colin Cox and Gordon Robb but can't, so once again; help somebody please!!

No. 11 was Dave Tongway. Dave has been out of the modelling scene for many years now, but in his day he was without doubt one of the best Wakefield flyers in Australia. He was an analytical chemist back then and was indeed notable for his skill as a modeller but he objected to the removal of the builder of the model rule and faded away from modelling. I had the pleasure of exchanging a few emails with Dave earlier this year to find he and his wife both well and living in Canberra. Dave last flew a model at the Sierra Cup at Sacramento in 1979 and he and his wife Helen are now into marathon canoe racing.

Bert Holmes was 12th and he was more active flying power than he was in glider and I always enjoyed the time I spent with Bert; he was what we call a "nature's gentleman". I don't know his background, but always thought of Bert as a "country boy" and one of those reliable, competent modellers.

As I look at the results for A1 sailplane, first-up is Barry Lee. Barry

Barry Lee

is, of course, registrar of the NSWFFS and I've known Barry and his wife Margaret for many years. An excellent modeller and very competitive in his day, but he has been unable to spend much time away from home due to family health issues. His service to the hobby knows no bounds and it is a shame we don't see him on the flying field these days. The above photo shows Barry in action at the Richmond field some time ago.

Next on the list is John Borrill. John was a very eager and active F/F modeller back in the 1960's. He hails from the "Old Country" and was a power flyer that was very hard to beat. He and I had many open power battles back in those days and I recall that he might have beaten me more than I beat him.

John Borrill

John is in his late 80's now and has retired to the Sunshine Coast of Queensland where he spends his spare time flying radio models at the local field. Yvonne and I had lunch with John and Ann just last year and remain in regular contact. Modelling creates many enduring friendships!

The photo below left shows John with one of his open power models although I remember his open power modelling more because of the very potent Dixilander's he flew.

Going through the A/1 results, we see Bert Holmes again and Brian Potter further down but I can't provide any information about Tim Cartmel still, nor I. grant, or J. Smith.

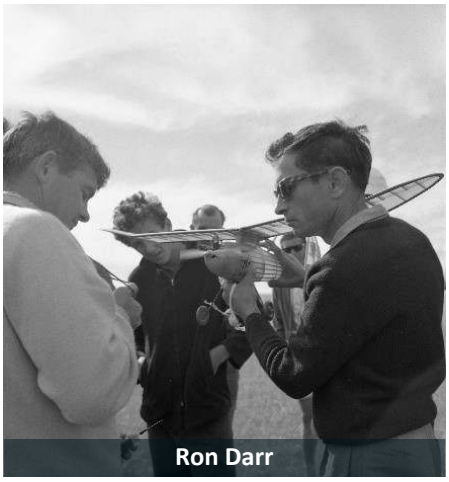
I pick-up the list again at Leo O'Reilly from South Australia. It is actually Lee O'Reilly but if you say his name fast enough, you end up calling him Leo Reilly and everybody called him Leo! Lee was a very good modeller but by the late 1960's was more into RC than free flight and it was Lee that started "Modelflight", a name many Australian Modellers would know well. Lee was a representative for LinkBelt Australia and travelled overseas often with the result that he found his way into becoming an agent for JR radio control sets which led to his first model shop and ultimately into Modelflight as we know it now that mainly operates on on-line sales under the guidance of Lee's son Michael. Lee passed away some few years ago now but we visited his widow, Claire, in Adelaide just a few years ago – just before COVID stopped us I our tracks. Lee and I were good friends and I always admired his "get it done attitude".

Bob Williams, I'm not sure about, but the last 3 people on the A/1 list is an easy one!

Allan Edwards appears again followed by Ford Lloyd. Redford Lloyd, AKA Ford Lloyd, was very hard indeed to beat when it came to flying FAI power and to be honest, I wasn't aware he flew gliders until I saw this list. Ford Lloyd was ahead of both Roy and I in the world of FAI Power as it was called back then. He was older than we were and had started earlier with a lot of experience back in the

time of Power Ratio and other early-day events. Ford was another of Nature's gentlemen and a very good flyer. He wrote an article in a 1964 edition of an Australian Model magazine about how to build and fly Peter Nash's Eclipse. It was that article that drew me from RC aerobatics towards free flight power. I knew of Ford Lloyd before he knew who I was, but after my relocation to Melbourne, which is where Ford lived, we started flying together and became good friends. His favourite saying as we were walking back to the flight line with our models in hand was "man, this is living!!". Sadly, old age and dementia saw us lose Ford quite a few years ago.

Ron Darr, 12th on the list of A/1 sailplane placings hailed from Maitland in the Hunter Valley. That's him pictured below in the black and white photo holding the Mills .75 powered old-timer model checking an engine run time. Allan Edwards is on the stopwatch and I can see the top of Bert Holme's head in the background.



Ron Darr

Ron was another of our "personalities" and was largely responsible for the wonderful Maitland Field Days held annually in his home town. Parties at Ron's were legendary and I always admired the sign that held pride of place in his loungeroom that advised all present to **"please remain seated while the room is in motion"** I need say no more…….

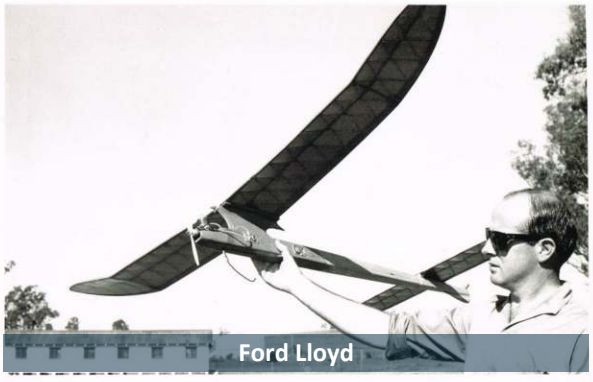
Going to the FAI Power list, we find Roy as the winner using his tuned pipe Rossi powered Night Train. I

Roy's "Night Train"

remember it well as it was the first free flight tuned pipe model I'd come across. If I'm not mistaken, the Night Train in the above photograph is the model being discussed. The image quality is poor because it was rescued from a damaged colour slide, but I believe I can just make-put the pipe down the right side.

I didn't bother trying the tuned pipe thing and relied on "steady as she goes" type models plus picking the right air. My model of that era was the FAI size URANUS which was not much different to the Night Train except that URANUS carried slightly more undercamber in the wing section. The photo below shows me with one of that model although this one looks like it still used a G15 which was the motor we all used before Rossi came along.

Ford Lloyd came third using the eclipse that was photographed for his construction article and it still had the G15 in it as the source of power.



Ford Lloyd

Jim McFall was 4th. . He was a long-time modeller who seemed to me to be nearly always chasing a scramble model and I had forgotten that he had flown FAI Power. For the benefit of those wondering what a "scramble model" is, I should explain.

Australians have a quaint event called the Power Scramble which lasts for one hour and is fundamentally conducted on the basis of the competitor trying to accumulate the maximum flying time for his particular model within that hour and in early versions, he also had to be the retriever. The contest developed into one where the ideal model flew low and never far away so as to reduce the time spent chasing it because the flier had to always return to his pole position to refuel and launch, because that was where his timekeeper was located. Weird models became the norm such as flying carpets and flying rags and the Mills .75 prevailed for many years because they were easily, started with one flick. Jim passed away just last year…….

Last event covered was Wakefield and this brings up a few new names to discuss:

Brian Beashel was, as I recall a bespectacled gentleman whose glasses always seemed to me to be rather thick and highly corrective, but nothing in that reduced his ability to build and fly a really good Wakefield. Brian was always there and always competitive, but I must admit that after I moved to Melbourne I lost track of him as he rarely travelled outside his own state.

Arthur Butler was one that I also lost touch with after I moved interstate. Arthur was very competent and diligent and always a real threat when it came to flying Wakefield. Arthur was a man of few words and liked to keep to himself on the flying field. Many thought him rude because of that but that was far from the case as I and others that knew Arthur

found him to be a very interesting person to talk to. Arthur was a gentleman and was dedicated to the art of building and flying rubber powered models.

Dave Hegarty came 9th in Wakefield. That's him in the adjacent photo flying a scale model, possibly at Badgery's Creek. Dave was king of the chuck glider for many years but I lost touch with him also after relocating to Melbourne.

The other name not yet mentioned is Don Pope who placed 12th with a 99 second flight, Don was, of course, the father of Gary Pope the current MAAA treasurer and F1C flyer. I knew Don through work as he and I worked together while I was at my then

Dave Hegarty

employer's Sydney office. This is where I should raise my hand and tell you that Don didn't fly that model – I proxy flew it for him which was fine until it ended up hitting something, I think it was a fence, and that ended that particular model's life.

I could go on but by now our editor will be wondering when this mess is going to end.

As I said early in this missive, if you feel inclined to correct my observations or add to them please do so! Our history is being lost……

Mike Pettigrew.

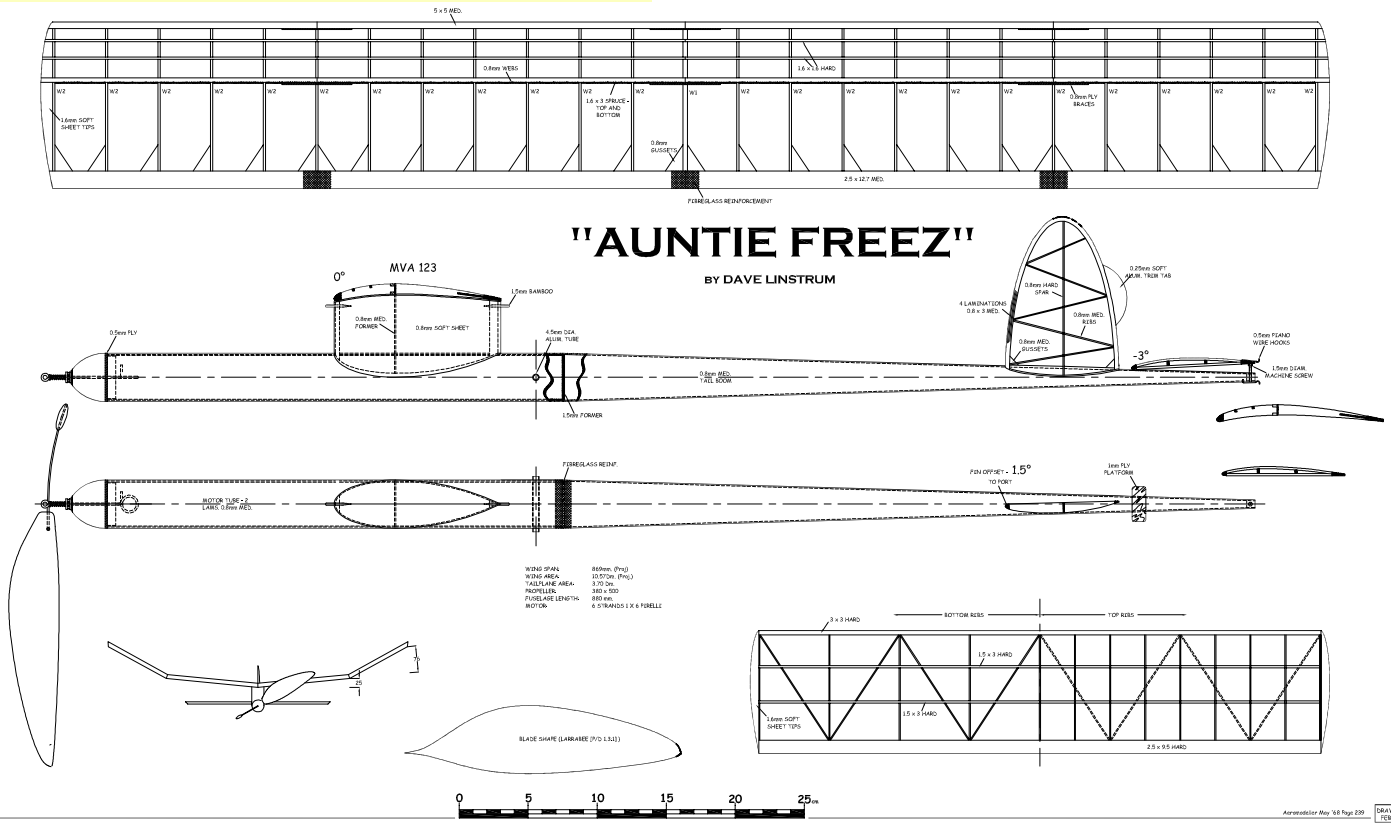
*Paul Rossiter's **Coupe de Ville article** continues from page 19*

Due to the larger fuselage cross section and additional 10g weight, the predicted duration when flown as a coupe (using my FFCalc program) is around 20 seconds less than my normal 70 g, tube fuselage Coupe. However, when fitted with 14 strands of 1/8" rubber, 44cm long (i.e. two Coupe motors reconfigured), the predicted flight time is over 4 minutes, still pushing the boundaries of our current field. Nevertheless, more manageable than a full-blown open rubber model.

However, as we are now in the windy season over here in the West, it will probably have to wait until next autumn for more extensive flight testing. But however that turns out, this is another "dream" model ticked off the list!

Paul Rossiter

*Vin Morgan's **Coupe Postal article** continues from page 17*



Way back in April 2001, the AFFS Champs and the Southern Cross Cup were run for the first time at Narrandera. So we are now in our third decade at the big field.

24th AFFS Champs – Narrandera NSW, Easter 2001

Report by Jon Fletcher

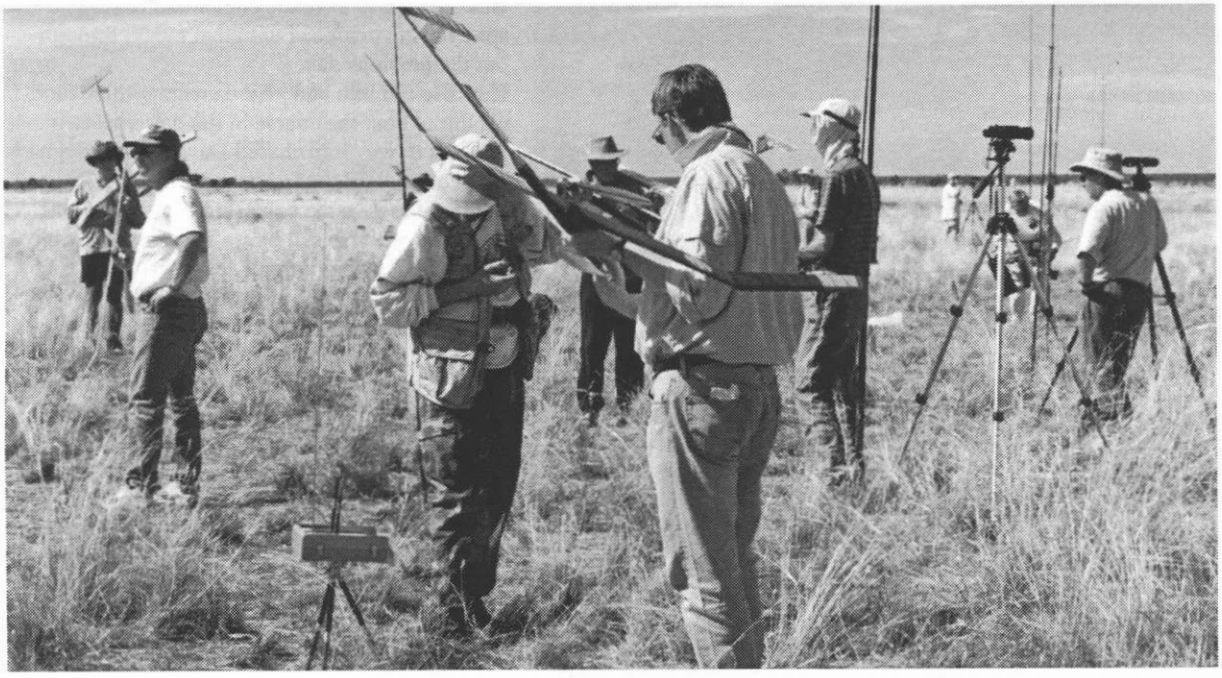
The keen ones had arrived a day or two earlier to get some practice at this site, the first time the AFFS Champs have been staged here and only the second time the field has been used for Free Flight competition.
The site is dead flat grass covered grazing land several kilometres square (like 5 by 10kms). The paddocks here can be big - the Farmer tells of ones over 3,000 acres.
The first competition to be run at Narrandera, the Trials in October 2000 were a very windy affair. This time we were all hoping for a lot less wind and we weren't disappointed. The weather was truly fantastic throughout and even though some flights went OOS upwards including some light models under DT, all models were eventually found. The only complaint seemed to be lack of trees to get a line on.
I placed the flight line in the middle of the field as I was uncertain which way the drift would be. During the contest the wind took models through all points of the compass. Some models landed within a few tens of metres of the line while others went a few kilometres. Those that went the furthest were usually launched during the strong infill accompanying a departing thermal. It was unnecessary to move the line throughout the whole contest.

Friday 13th April
There was a cool run to the field before sunrise as just 6 degrees was recorded on the way. Care had to be taken as kangaroos cross roads at this time of day. I counted between eight and twelve each day sitting by the verge ready to leap into the path of unsuspecting motorists.
As an opener the **Combined % Open** contest with unlimited re-entry attracted the usual high entry and gave contestants a chance to get their models sorted. The flyoff was an interesting combination of P30, Open Power and F1A & F1B models but my money was on the formidable P-30s of Terry Bond and Kookie Tibbet. And I was right with Terry Bond beating all others by a fair margin.

At the end of the day there was talk of light wind and rain for Sunday and Monday but all kept their fingers crossed. I spot-checked many flight times during the contest with no deviations found.

Saturday 14th April
A warmer start to the day, 9.5 degrees being recorded on the run to the field before sunrise. More kangaroos on the way, which strangely no one else seemed to notice.
F1A started on time however some of the contestants were still arriving well into the first round. The drift was quite low and there were signs of only weak lift. Many flew late in the hope of improved conditions at the end of the round. Just three made the first round max with Richard Blackam taking a break from F1B flying to miss out by just three seconds. As the day heated up the wind speed dropped and by round three all but one of the sub maxes were under 100 seconds. It seemed as though you were either at great height in a tremendous thermal or bombed out in the accompanying sink. In round four all but one maxed out in one of these great thermals.
By round six just Vin Morgan and Phil Mitchell had full houses, Peter Summersby having dropped the third round. The temperature was up around 28 degrees. The last round proved to be tricky, with lift appearing to die

F1B—Waiting for lift.



3

for models well into the flight. These conditions claimed Phil's last flight giving an outright with to Vin. I processed the top three placegetters to find the model Martin Williams used for the last flight to be under weight by 3grms. I determined to null his score for this round, which lifted Peter Summersby to third place. All but the bottom two-place getters had their lines checked throughout the contest and found to comply.

For **Open Rubber**, there were just three entrants with Bill Gordon and Ted Woolley maxing out for a full house. In the fly off Bill had the better performance by far against Ted's F1B making a flight of over six minutes to win it.

The **Open Power** contest had Roy Summersby and Col Somers both on full houses for the last round but both missed it on the last flight. Col's was the bigger miss, giving an outright win to Roy.

In **P-30** just two people maxed out, Terry Bond and Kookie Tibbet. Mark Gordon was unlucky to score 119 seconds on both the first *and* second flights. Leigh Morgan was going well until a dropped flight in round four. In the fly off Terry was heard to remark to Kookie that she was now the "enemy" in a good-natured way, but Kookie got the better air even though they launched together to win by 14 seconds.

Sunday 15th April
It was warmer again on the way to the field with 11.5 degrees being recorded.

The **F1B** and **F1C** contests started on time with the F1C contestants flying from one end of the line. As the entries were relatively low and the ground flat and even, I elected not to rotate poles this year as I could see no competitive advantage at different pole positions. The simplicity of flying from the line rather than moving poles each round seemed to be quietly appreciated. Also I elected to run both these classes with the same round times, which avoided the confusion of earlier years where they have been staggered by 30 minutes.
In such perfect conditions it was not surprising that only two of the ten **F1B** Contestants missed the first round max, Bill Gordon missing out by just two seconds. This performance was repeated for the next two rounds, claiming Linc Vincent's full house. In round four the conditions were becoming tricky as the earlier wind speed fell off and there were long periods of the deathly still conditions which seem to have models most likely at you feet for flights of one quarter of their still air times. Both Don Blackam and Leigh Morgan fell victim to such conditions in round four. Line hook up trouble claimed Don's fifth flight and he pulled out. Round six claimed Terry Bond's perfect score and it looked like we were going into a big fly off until round seven, when all but three dropped flights. This left Richard Blackam and Michael Seifert clean for the first fly off round of 5mins. Held at 15.30hrs both managed this easily as they were to make the subsequent 7 min. round. After discussion with the Contestants I decided to hold the third fly off round the following morning on the reserve day to avoid the thermally conditions which were going to make it very unlikely to decide the contest that afternoon. With the promise of timekeeper support for an early morning fly off the following day we agreed to a 6.45am period start. During rounds five and six all the models had their motors check weighed at the conclusion of flights and complied.

In **F1C** Dave Thomas made the first round max by just 3 tenths of a second (!) with both Roy Summersby and Stan Hinds missing out by two and three seconds respectively. Bill East flying at the end of the first round was unlucky to have the engine fail to stop despite having practiced with that model throughout the previous day.
Roy also ran into bad luck damaging three models throughout the course of the day. Just two seconds down, Stan chased Dave hard throughout the day until the last round where he dropped the flight to give the contest to Dave, who was delighted with his full house with his first triple paneled wing wiggling model.

In **Vintage Rubber** it turned out to be the big models' day with the '40 Pomoma Champ of Terry Bond making a full house to win outright against Grant Empen's small '37 Flying Aces Moth. Col Somer's '52 Flip Flop followed with Ted Woolley's '40 Lanzo Stick somewhat surprisingly trailing the field.

Vintage Glider was keenly contested with the 300 ft long line making the difference against earlier years. None were to max out however, with all but Col Somers managing two maxes

Michael Siefert

F1A

1	Vin Morgan	Aus	210	180	180	180	180	180	180	1290
2	Phil Mitchell	Aus	210	180	180	180	180	180	148	1258
3	Peter Summersby	Aus	210	180	37	180	180	180	147	1114
4	Jeremy Woolley	Aus	190	102	87	108	180	180	180	1027
5	Martin Williams	Aus	192	180	180	180	109	180	0	1021
6	Richard Blackam	Aus	207	142	23	180	180	89	180	1001
7	Stan Hinds	Aus	73	102	180	180	67	180	130	912
8	Mike Thomas	Aus	199	143	110	180	180	0	46	858
9	Moira Vincent	NZ	91	103	80	180	0	0	0	454
10	Terry Bond	Aus	162	164	51	0	0	0	0	377
11	Tahn Stowe	Aus	0	0	0	0	0	0	161	161

F1C

1	David Thomas	Aus	240	180	180	180	180	180	180	1320
2	Stan Hinds	Aus	238	180	180	180	180	180	122	1260
3	Roy Summersby	Aus	237	180	180	0	0	0	156	753

F1G

1	Terry Bond	Aus	120	120	120	120	104	584	495
2	Bill Gordon	Aus	120	120	120	120	104	584	365
3	Col Somers	Aus	106	120	112	94	0	432	

F1H

1	Tahn Stowe	Aus	102	120	106	120	120	568
2	Phil Mitchell	Aus	82	120	120	120	120	562
3	Des Slattery	Aus	56	92	64	120	120	452
4	Grant Empen	Aus	60	120	78	120	61	439
5	Moira Vincent	NZ	97	61	33	120	120	431

F1J

1	Des Slattery	Aus	120	120	120	120	120	600
2	Stan Hinds	Aus	120	120	100	120	120	580
3	Col Somers	Aus	120	88	57	68	48	381

Open Rubber

1	Bill Gordon	Aus	180	180	180	540	377
2	Ted Woolley	Aus	180	180	180	540	179
3	Col Somers	Aus	79	159	0	238	

Open Power

1	Roy Summersby	Aus	180	180	144	504	
2	Des Slattery	Aus	128	180	180	488	
3	Col Somers	Aus	180	180	54	414	
4	Stan Hinds	Aus	115	0	0	115	

P-30

1	Kookie Tibbet	Aus	120	120	120	120	120	600	264
2	Terry Bond	Aus	120	120	120	120	120	600	250
3	Mark Gordon	Aus	119	119	120	120	113	591	
4	Leigh Morgan	Aus	120	120	120	94	120	574	

each, the third eluding them. Vin Morgan's '54 Seraph won the day ahead of Phil Mitchell's '51 Revenge followed by Des Slattery's '50 Odenman, a little known Swedish design. Col's '52 Guilly Chopper brought up the rear.

Vintage Power yielded a convincing full house for Roy Summersby who flew a '53 Fifteen to good effect. Col Somer's '53 Stomper ran second with Terry Bond's Stomper failing to perform. (Terry was heard to say some very disparaging things about his Stomper, serve him right!) and Des Slattery's '42 Kerswap closing the field.

Scramble was flown by three flyers but did not yield a result due to confusion as to when watches were to be stopped at the end of the event. This was unfortunate as the fine conditions resulted in good scores and a close competition. Since all the competitors were from the NSWFFS it was agreed (with the flyers and their timekeepers) to refly the event at Richmond to determine a winner of the Russ Hammond perpetual trophy.

Monday 16th April

On this morning the temperature was up at 17 degrees and the sun rose shortly after 6am. Just before the **F1B fly off** I expressed the hope that there was sufficiently visibility, but as I could see the trees some 3 to 4 kms away I judged there was. A foretelling remark as it turned out. As on the previous day two timekeepers were assigned to each pole and all were equipped with binoculars. One of Michael Seifert's timekeepers was using a tripod. All the others sat in chairs with arm rests to steady their gaze. Both contestants flew almost together at the end of the period but drifted off in quite different directions - maybe 30 degrees apart. All four timekeepers lost their models OOS quite close to the ground. Michael Seifert's chair bound timekeeper lost the model at the end of the flight as he rose from the chair to get a clearer view,

Col Somers and Des Slattery enjoyed the field.

but left his watch running while listening to the commentary from the second timekeeper. One of Richard Blackam's timekeepers told me "it was at about 10ft" when the model went OOS. The models had drifted a very long way, much farther than I think anyone anticipated. When the scores were in Michael Seifert's score was just 8 seconds. ahead of Richard Blackam's and he was thus declared the winner. Not unexpectedly there was some discussion about the timing, with claims of Michael Seifert's model being timed for another 40 odd seconds, and a time of over a minute until the beacon quietened for Richard's. A disquieting end to a truly great contest.

After their flights both models were processed for rubber and airframe weight and found to comply.

The mini comps started at 7:30am with **F1G** attracting three flyers. As the day progressed the wind became calmer and the thermals bigger. Terry Bond and Bill Gordon full housed all the way to the fifth round when unbelievably they both sub maxed, but with the same score! A fly off for first place was quickly arranged on the basis of the longest flight wins. Both launched together and Terry won with a score, which was half as big again as Bill's.

F1H attracted five Contestants with Tahn Stowe resolutely pursuing the top spot after dropping the first round. Phil Mitchell's first flight was a case of 'if only' as he maxed all the others. As the conditions improved with boomer thermals aplenty, every one maxed the fourth round and just one contestant missing the last.

F1J Looked good to start with all three contestants maxing the first round. However Stan Hinds dropped the third round leaving Des Slattery with a full house and an outright win of which he was deservedly proud.

HLG attracted five contestants with Mickey Towell winning it. The wind was fairly strong during the HLG contest and perhaps this contributed to no one scoring a max though Mickey came closest with a 55sec. flight.

Scale was not flown this year as there were just two entries and the participants elected not to fly.

The 2001 AFFS Championships concluded with the prize giving of uncollected trophies from the days before and those for the F1B and the mini classes.

This years Champ of Champs trophy with a score of over 600 goes to **Terry Bond.**

HLG

1	Michael Towell	Aus	33	55	33	36	51	47	153	
2	Phil Mitchell	Aus	33	32	42	20	24	18	107	
3	George Car	Aus	28	29	23	22	27	44	101	
4	Grant Empen	Aus	30	30	37	23	33	16	100	
5	Tahn Stowe	Aus	13	5	6	44	7	7	64	

Combined % open

1	Terry Bond	Aus	P30	100	100	100	300	119.2
2	Peter Summersby	Aus	F1A	100	100	100	300	88.9
3	Anselmo Zeri	Ned.	F1B	100	100	100	300	86.7
4	Kookie Tibbet	Aus	P30	100	100	100	300	72.5
5	Roy Summersby	Aus	O/P	100	100	100	300	68.9
6	Stan Hinds	Aus	F1J	100	100	87.5	287.5	
7	Michael Seifert	Ger	F1B	100	100	87.2	287.2	
8	Bill Gordon	Aus	O/R	97.7	82.2	100	279.9	
9	Grant Empen	Aus	F1H	100	78.3	100	278.3	
10	Jeremy Woolley	Aus	F1A	100	57.2	100	257.2	
11	Des Slattery	Aus	F1J	100	100	47.5	247.5	
12	Phil Mitchell	Aus	F1A	100	100	42.8	242.8	
13	Richard Blackam	Aus	F1A	100	100	40	240	
14	Col Somers	Aus	F1H	81.7	100	46.7	228.4	
15	Ted Woolley	Aus	F1B	55	60.5	100	215.5	
16	Tahn Stowe	Aus	F1A	38.3	62.2	15.5	116	

Vintage Rubber

1	Terry Bond	Ponoma Champ	1940	180	180	180	540	
2	Grant Empen	Flying Aces Moth	1937	129	101	126	356	
3	Col Somers	Flip Flop	1952	83	126	107	316	
4	Ted Woolley	Lanzo Stick	1940	79	72	93	244	

Vintage Power

1	Roy Summersby	Fifteen	1953	180	180	180	540	
2	Col Somers	Stomper	1953	79	180	114	373	
3	Terry Bond	Stomper	1953	180	23	84	287	
4	Des Slattery	Kerswap	1942	33	0	0	33	

Vintage Glider

1	Vin Morgan	Seraph	1954	180	180	116	476	
2	Phil Mitchell	Revenge	1951	180	108	180	468	
3	Des Slattery	Odenmans	1950	180	70	180	430	
4	Col Somers	Guilly Chopper	1952	48	63	51	162	

F1B

1	Michael Seifert	Ger	210	180	180	180	180	180	180	1290	300 420 353
2	Richard Blackam	Aus	210	180	180	180	180	180	180	1290	300 420 345
3	Peter Sikora	Aus	210	180	180	180	180	180	151	1261	
4	Anselmo Zeri	Ned.	210	180	180	180	180	180	115	1225	
5	Leigh Morgan	Aus	210	180	180	121	180	180	134	1185	
6	Bill Gordon	Aus	208	180	180	180	92	180	137	1157	
7	Terry Bond	Aus	210	180	180	180	180	108	52	1090	
8	Ted Woolley	Aus	116	68	149	180	180	180	166	1039	
9	Linc Vincent	NZ	210	136	114	35	180	180	180	1035	
10	Don Blackam	Aus	210	180	180	128	32	0	0	730	

Southern Cross Cup

The inaugural Southern Cross Cup was run on a near perfect grazing paddock of approx 2000 acres some 48 klms outside Narrandera NSW Australia. in almost ideal weather conditions. The competition was perhaps not as well attended as was expected. however once word spreads about the field and general friendly nature of the event and in a non World Champs year we hope for far greater international and local participation. Australian (FAI competition) free flight has been looking for a home since leaving Canowindra several years ago.

We believe we have found such a home at Narrandera and this was our first step towards establishing a National Free Flight Site. As an aside we have been granted approval by our national body the MAAA Inc to spend $100.000 (immediately) on a suitable site with a further amount of $50.000 being available subject to approval by the full MAAA Inc Council. With land currently selling in the area for approx $150 per acre we are confident that with a suitable lease back deal with the farmer , we should be able to purchase a fairly large chunk of Free Flight Heaven. The beauty of this scheme is that once we do own our own field facilities and improvements can be contemplated and realised with the security of tenure that only Title Deeds can instill. (exciting times) I digress.

Although I was both an organiser and the overall event co-ordinator I was given great support by my wife Elizabeth, Michael. Reg and Lynn Towell, Barry Lee , Phil Mitchell and the brilliant comraderie displayed by all the competitors. Jury President was Michael Towell AUS 15535. of 92 Lamonerie St Toongabbie NSW Australia 2146. his report will be snail mailed asap (he is not yet on line). The other members of the Jury were Michael Siefert GER 1863, Moira Vincent AM 002 (New Zealand), and alternate for F1A , Reginald Towell AUS 2152.

RESULTS
F1A

Peter Summersby.	210, 180, 180, 180, 180, 180, 180, ------	1290 AUS
Phillip Mitchell.	210, 144, 180, 180, 180, 180, 180,--------	1254 AUS
Vincent Morgan.	210, 180, 180, 180, 180, 174, 81,--------	1185 AUS
Mike Thomas.	210, 180, 180, 180, 41, 180, 180,--------	1151 AUS
Stan Hinds.	113, 119, 155, 123, 180, 180, 70,--------	940 AUS
Tahn Stowe.	114, 85, 180, 81, 180, 67, 180,--------	887 AUS
Moira Vincent.	59, 99, 180, 26, 180, 89, 180,--------	813 NZL(?)

Peter Summersby won this event (his first in F1A) by maxing out in fine style with some good launches into even better air. The anticipated flyoff did not eventuate for various reasons; Phill Mitchell broke a line ring on launch acceleration in round 2 and overbunted to well below line height. Vin Morgan just missed the 6th round max and then fell victim to the "Sidchrome Sink" (patch of spanners) in the 7th. Mike Thomas also looked in fine form up to the 5th, when the strong infill dragged his model way left on wind up (directly in the sun) with the resultant sideways bunt and afore mentioned "toolbag" air resulting in a disappointing 41 seconds.

F1B

Terry Bond.	210. 180. 180. 180. 180. 180. 180. -------1290. 300.	AUS
Richard Blackam.	210. 180. 180. 180. 180. 180. 180.--------1290. 285.	AUS
Anselmo Zeri.	210. 180. 180. 180. 180. 180. 180.--------1290. 257.	NED
Don Blackam.	210. 180. 180. 180. 180. 180. 180.--------1290. 245.	AUS
Michael Seifert.	210. 180. 180. 180. 180. 180. 180.--------1290. 240.	GER
Peter Sikora.	210. 180. 180. 180. 180. 180. 175.--------1285.	AUS
Leigh Morgan.	210. 180. 180. 163. 180. 102. 159.--------1174.	AUS
Lincoln Vincent.	90. 180. 180. 180. 180. 180. 180.--------1170.	NZL

Terry Bond proved to be the dark horse in this star studded event and alone made the 5 minute max in the 5 way flyoff. Michael Seifert seemed the only one with a plausible excuse when he slipped on launch and gave all on the flight line a quick lesson in German expletives. The rest just could not match Terrys tight circling model. Visitor from across the pond Lincoln Vincent was heard to remark that it was his best yet score in F1B and he still came at the tail of the field, an early DT in the first round his only error.

F1C

David Thomas.	240. 180. 180. 180. 180. 180. 180.--------1320.	AUS
Peter Scott.	228. 180. 180. 131. 180. 118. 180.--------1197.	AUS
Roy Summersby.	152. 150. 166. 144. 151. 124. 180.--------1067.	AUS
Stan Hinds.	5.2 sec attempt, broken model, withdrew.	
Peter Wright.	Broken engine brake, withdrew.	

I guess the scores say it all, however they don't say that Dave was trying a new set of triple panelled foil wings(mit ving viggler) and that Roy at one stage asked Peter Scott if he wanted to sell him a model, it was not Roys week. Having maxed out in both the AFFS Champs and the Southern Cross Cup it would appear that Dave will continue on in F1C and should do well at the upcoming World Champs in Iost Hills. We all hope that next year he and Jan are both flying as many events as possible, apparently the drive from the coast to Narrandera takes about the same time as from Sydney but is much more scenic.

ANOTHER APOLOGY

In the last edition of FFDU, I included a photo from the FFONZ Facebook page of two E36s, crediting them to Bernard Guest. David Ackery was quick to point out that they were Bernard Scott's models, not those of the Canadian Bernard Guest!

AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia

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A BACKWARD GLANCE
Narrandera 2013

The lead-up to the 2013 World Champs in France saw competitors from the Ukraine, China and Sweden visit. The took away a fair percentage of the trophies!

Slava's F1C

Wei Yuan and Yunsheng Wu winding

Slava, Vasy, Per, Kathy and Richard

Vasy avoids the heat

World Champs school

Jiong Yu Zou F1C

Des Slattery launches in Vintage Glider

Tahn Stowe F1J

Kathy and Paul Rossiter F1B

Gary Odgers 150% Dixielander

Albert Fathers Open Rubber

Per Findahl

Vasily Beschasny

Igor Vivchar

Viacheslav Aleksandrov (Slava)

Slava's F1Cs

Colin Crowley WA turned 60

JOKES PAGE

There's a fine line between a numerator and a denominator.

Only a fraction of people will find this funny.

I have many hidden talents. Just wish I could remember where I hid them.

Someone said "Nothing rhymes with orange."

I said "No it doesn't."

Ten Hilarious Jokes For Nerds

1. I'm reading a book on anti-gravity. I can't put it down.
2. The past, the present and the future all walk into a bar at the same time. It was tense...
3. A neutron walks into a bar and orders a drink. When the barman gives it to him, he asks, "How much?" The barman replies, "For you – no charge."
4. I have a new theory on inertia but it doesn't seem to be gaining momentum...
5. Argon walks into a bar. The bartender says, "We don't serve noble gasses here!" Argon doesn't react.
6. Two atoms are walking along. One of them says: "Oh no! I think I lost an electron." "Are you sure?" "Yes, I'm positive."
7. An infectious disease walks into a bar. The barman says, "We don't serve your type here". The disease replies, "Well you're not a very good host."
8. There are 10 kinds of people in this world. Those who understand binary and those who don't.
9. A photon checks into a hotel. The bellhop asks if they can help with the luggage. The photon replies, "I don't have any, I'm travelling light"...
10. What does a subatomic duck say? Quark.

I can't believe I forgot to go to the gym today. That's 7 years in a row now.

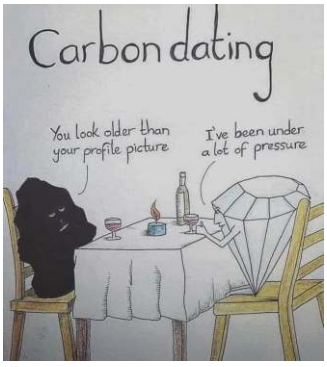
The guy at the furniture store told me the sofa would seat 5 people without any problems.

Then it occurred to me, I don't think I know 5 people without any problems.

Nothing spoils a good story like the arrival of an eyewitness.

~ Mark Twain

A woman walked into the kitchen to find her husband stalking around with a fly swatter. "What are you doing?" she asked.
"Hunting flies," he replied.
"Oh, killed any?" she said.
"Yep, 3 males, 2 females," came the answer.
Intrigued, the wife asked, "How can you tell them apart?"
Husband: "3 were on a beer can, 2 were on the phone."



I've been watching my weight.

It's still there.

* NSWFFS Contest & Fixture Calendar 2023 *

Date	Event	Venue	Time	C/D
Dec 28-4th Jan	New year get together. Fun flying any models.	W. Wyalong AB Field		
Jan 20	General Meeting	Dundas Sport	7:30pm	
Jan 15	Combined%, ½ hr Walking Scramble	Richmond		Roy Summersby
Feb 5	Combined F1 G, H, J, P30 + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
Feb 19	State Champs P30 & E36 + Comb Vint	Richmond	7.00 – 1.00pm	Gary Pope
Mar 5	State Champs Scramble & CG + CAT Combined %& Control Line, BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Michael Towell
Mar17	General Meeting	Dundas Sport	7.30 pm	
Apr 16-20	AFFS Champs See FFDU Program S C Cup for F1A, B, C	Narrandera	See FFDU	
Apr 21-23	AFFS continued at WW 21st Combined Vintage, E36, 22nd F1 G, H, J, P30 & indoor. 23rd Combined % & HLG/CLG/TLG See FFDU Program Evening Presentation Dinner	W Wyalong Farm House	8.00am-1.00pm See FFDU 6.00 PM	
May 7	E36 + Combined Vintage	Richmond		Aaron Booth
May 19	General Meeting	Dundas Sport	7.30pm	
June 3-5	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	See separate program for details
June 18	State Champs F1G, H, J + E36	Richmond	7.00am-1.00pm	Roy Summersby
June 30st Flying 1st & 2nd July	Scale Rally, + Trans Tasman, Scale Judging Fri 31st 1st &2nd Flying. Sun 2rd ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond Sunday BYO Food & Drink	7.00am till dark Trans Tasman	Phil Warren
July 21	General Meeting	Dundas Sport	7.30 pm	
July 29-30	Midwinter Mini Maxout	West Wyalong AB Field	8.00am- 2.00pm	Shayne McDonald
Aug 13	Scale Rally, P 30, Combined Vintage	Richmond	7:00 – 1.00pm	R. Summersby
Aug 25-27	Cowra Oily Hand Weekend	Cowra		
Sep 10	½ Hour Walking Scramble + Fun Fly B-B-Q Lunch	Richmond BYO Food	7:00am – 1:00pm	John Corby
Sep 15	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 24	Combined % 5 flights + E36	Richmond	7.00am - 1.00	Peter Scott
Oct 1	Combined % Multiple Entries	Richmond	7:00am – 1:00	Gary Goodwin
Nov 3-4-5	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 12	Scale Rally +Fun Fly	Richmond	7:00am 1:00pm	Peter Jackson
Nov 17	General meeting	Dundas Sport	7.30 pm	
Nov 24	Friday Xmas Party	Richmond	7.00am - 1.00	Terry & Lyn
Dec 3	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
2023 Flying Calendar

Month		Date	Start	Event	Location
January	F	Sun 22nd	7-10am	Trimming day & fun flying	Coominya
	🛠	Sat 28th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 12th	7-10am	Trimming Day & Fun Flying	Coominya
	CP	Sun 26th	7-11am	Club Day 2 min class models (3 flights, multiple entries allowed)	Coominya
March	IND	Sat 4th	3-6pm	Indoor – Delta Dart	BSHS
	🏆CP	Sun 12th	7-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	F	Sun 26th	7-2pm	Club Fun Day including P20 (3 flights)	Coominya
April	F	Sun 2nd	8-12pm	Trimming & Fun Flying / Reserve Day	Cooominya
	IND	Sat 15th	3-6pm	Indoor – EZB	BSHS
		16th – 23rd		AFFS Champs & SCC	Narrandera,WW
	🏆CP	23rd	8-12pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
May	🏆CP	Sun 7th	8-12pm	F1G State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	IND	Sat 13th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆	Sat 20th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	🏆	Sun 21st	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F	Sun 21st	8-12pm	Trimming & Fun Flying	Coominya
	F	Sun 28th	8-12pm	Club **rubber model** fun & testing day (including Frog models)	Coominya
June		Sat 3rd	8-1pm	Reserve F1A day	Dalby
		Sun 4th	8-1pm	Reserve F1B day and Fun Fly at Coominya	Dalby/Coominya
	IND	10th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sat 18th	8-1pm	Club Fun Day including P20 (3 flights) & ½ hr Scramble	Coominya
	🛠	Sat 24th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 1st	3-6pm	Indoor – P18	BSHS
	🏆	Sun 9th	8-1pm	Scale State Champs, Trimming and Fun Flying	Coominya
	F	Sun 23rd	8 – 1pm	Club **power model** fun & testing day including E36	Coominya
August	IND	Sat 5th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 13th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 20th	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 27th	8-1pm	HLG, TLG & CLG State Champs & fun & testing day	Coominya
September	🏆CP	Sat 10th	8-1pm	P30 State Champs (3 flights) and Club 2 min class (3 flights)	Coominya
		Sun 17th	8-1pm	Reserve Day	Coominya
	F	Sun 24th	8-1pm	Club trimming, sports models & limited RC	Coominya
October	F	Sun 8th	7-1pm	Col's Vintage Rally (Fun Fly any Vintage model)	Coominya
	CP	Sun 15th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 22nd	7-1pm	Reserve Day	Coominya
	🏆CP	Sun 29th	7-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
November		Sun 5th	7-1pm	Reserve Day	Coominya
		Sun 12th	7-1pm	Reserve Day	Coominya
	F	Sun 20th		Club **glider model** fun & testing day incl CLG & RC Gliders	Coominya
December	🛠	Sat 9th	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
2023 CONTEST CALENDAR

Date	Free Flight	Radio Control	Classification	Location
19 Mar		Standard Duration	State/Club	Beverley
26 Mar	Combined Open FF		Club	Beverley
02 Apr		½A Electric/2cc	Club	Beverley
16 Apr	½A Power/E36		Club	Beverley
23 Apr		Texaco	State/Club	Beverley
07 May	P30/Coupe		State/Club	Beverley
21 May		OT Duration	State/Club	Beverley
28 May	SLOP/Nostalgia		State/Club	Beverley
11 Jun		38 Antique	State/Club	Beverley
25 Jun	Open Power		State/Club	Beverley
02 Jul		Nostalgia	State/Club	Beverley
16 Jul	Open Rubber		State	Beverley
23 Jul		½A Texaco	State/Club	Beverley
06 Aug	F1Q/Open Electric		Club	Beverley
13 Aug		Burford	State/Club	Beverley
27 Aug	Combined FAI		Club	Beverley
10 Sep		Tomboy IC/Electric	Club	Beverley
01 Oct		OT Glider	Club	Beverley

Construction Corner

Remember this Mystery Photo in the September edition of FFDU?

Was this the start of a Hindenbag or an R100?

”No” says builder Roy Summersby. The photo was the bones of a “Windbag”. It has now been finished and awaiting a break in the weather to see if something like this will fly. Roy goes on to say ……..

The WINDBAG, from MA 1963 December

A build you do while you are not building a real model.
While browsing through Model Aircraft Magazines I came across this page plan in December 1963 of what is a very strange thing. I am not the first fool to have a go at a Windbag. I have since been told that one of these was seen at Muswellbrook and again (maybe the same one) at Cowra. It looked to me to be a bit of fun, not too much time in the building, a nice fill in job. Its quite an easy build, a few formers lots of stringers, some sheet fins and a stab. Job done. I covered it in laminating film and gave it a coat of silver. Attached a Cox 049 on the front and it is ready to go. When will it go? At the time of writing this the weather gods are in complete control, so it has been placed in the room with all the other unflown.

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.