

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 55 NUMBER 1

AUTUMN 2023

**FAB FEB
2023
REPORTS**

**2023
AFFS
EVENT
DETAILS**

BMK GPS REVIEW CONTINUES →

PLUS MORE GOOD READS ABOUT OUR PAST



FRONT COVER: Bruce Hao launches his F1B at Narrandera last year. In 2023, Bruce flew at Lost Hills for the first time and, in a superb example of his skills in front of a world-class field, placed first in the North American Cup. He did well in all three F1B events. Read about our AUS flyers in Vin Morgan's Fab Feb report on page 12.

Free Flight Down Under

Autumn 2023

Volume 55, Number 1

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

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

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- CONTRIBUTORS**
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- Mike Pettigrew
 - Roy Summersby
 - Vin Morgan
 - Chris Edge
 - Gary Goodwin
 - John Corby
 - Andrew Linwood
 - Len Surtees
 - Terry Bond
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PRESIDENT'S REPORT



FROM THE PRESIDENT

As I write this, our AFFS Championships are only 8 weeks away; entries are coming in and thanks to Shannon and Shayne, our Secretary and Vice President, who do far and away the major part of the organising, all systems are go and we're on the home straight, if you'll

pardon the over-use of catch phrases.....

From what I see, this year might well be one in which the event returns to normal following the impact of COVID on our activities during the last few years.

Last year we were very happy to have Jerry Fitch over from the USA – our only overseas entrant that year, and this year it looks as if we will have some of the Chinese flyers competing again for the first time since 2019, and also some representation again by our friends from New Zealand.

We're hoping the New Zealand flyers didn't suffer too much at the hands of Cyclone Gabriel that made quite a mess of things in the middle of February, and we wish them well and hope we will see them as planned.

Entries haven't closed as I write this, so with some luck and a bit of smart salesmanship by our flyers over at the

February Lost Hills events, we may have even more visitors.

Once again, the championships will be conducted firstly at the Morundah venue, which will host the F1A, B & C classes, followed by a move to West Wyalong for the remaining events.

The AFFS AGM will be conducted one evening during the time we are at Narrandera and I urge all members to make sure they are financial by that time and to make every effort to turn-up for the meeting. If there is some topic you want to have discussed at the meeting, please make sure you handle that in accordance with Society's articles of association to allow it to be included in the agenda. Shannon covers this when he sends out various forms relating to the AGM.

Look forward to seeing everybody there!

Mike Pettigrew

CLASSIC A1 EMAIL INTERNATIONAL 2023

The second 'official' postal contest for Classic A1 gliders will run from June 1st to December 31st 2023. Top three individuals plus top team of up to three flyers will be awarded engraved glass trophies, and thanks to the generosity of Peter Brown, once again the winner receives a complete stand-alone RDT system.

Eligible models

A Classic A1 is any towline glider of total area not exceeding 18 sq. DM (279 sq. in.), built to a design published or kitted between January 1951 and January 1961.

N.B the 'Ghost', 'Top Kick' and 'Lil' Dip' will be considered eligible for this year's event.

There is no minimum weight requirement. Any form of dethermaliser may be fitted.

Towline 50 metres (164 ft.) maximum. Alternatively launching may be via a 'bungee' containing no more than 20m. of rubber and not exceeding 50 m. relaxed length, anchored to the ground (provided the whole flight is over substantially level ground).

Scoring

All flights for each entry must be made on the same day, using the same model. An individual may make up to three entries,

so long as a different model is used for each. Flights must be timed by a person other than the entrant.

The max for the first flight is 30 seconds. If this is achieved, the entrant may make a second flight, of max 60 seconds and so on, the max increasing by 30 seconds each time until a max is not achieved (or flying cannot continue, e.g. because the model is lost or damaged). The total score for each entry is the sum of all flights, including the last sub-max. This should be submitted in the form of an addition, e.g.

$$30+60+90+112 = 292$$

Entry

Entry is free of charge. Score should be submitted to stuardarmonf1a@yahoo.com

or by post to **Stuart Darmon, 1 Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP, United Kingdom**

to arrive no later than January 10 2024. Please include your name, the name of your timekeeper, the design you flew, and the location of your flights. Additional information and photos would be most welcome.

FROM THE EDITOR



This is Vol 55 Number 1 - FFDU certainly has been around for many years! The March edition of FFDU is always a hard one to pad out as there are few competitions to report on although this year we can thank Vin Morgan for excellent coverage of the Fab Feb week at Lost Hills. Only six Australians made the trip over but we had some success and by all accounts the weather was indeed fabulous.

My job has been made easier again with some interesting historical reports by Mike Pettigrew and Roy Summersby, the latter keeping the Construction Corner alive with some help from Gary Goodwin and Andrew Linwood, all free flight windbags of some note.

Chris Edge continues the remarkable story of the BMK GPS.

You should read Chris's article in the Summer edition of FFDU, and then read this one. He has me hooked - I'm buying one! I'm not sure if he's on commission but he sure is an enthusiastic test pilot.

I though Des Slattery was Australia's oldest active free flighter but Roy Summersby informs me that this is in fact John Corby that holds the title - his story appears in this edition.

I have enclosed all the necessary forms and information about the AFFS Champs. Please note close off for entries is 15 March 2023.

Details of postal events and other competitions appear throughout this edition. I'll see you at Narrandera in April; let's hope the weather is like Lost Hills, but maybe not as cold!

*See you all downwind
Malcolm Campbell*

AFFS Indoor Evening

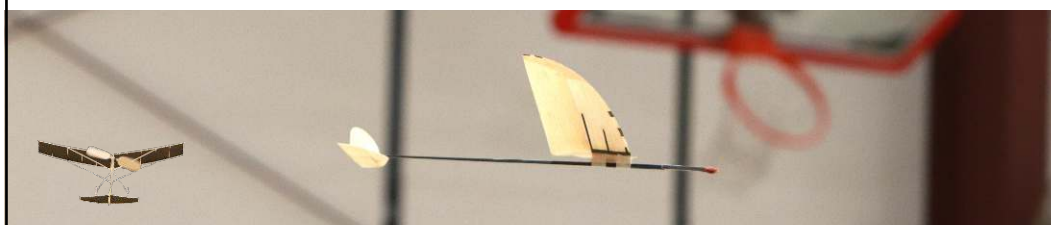
Saturday 22nd April

6.30 pm until 9.30 pm

- F1N Glider
- Hangar Rat
- Hangar Rat Scramble

**plus Swap Meet - Offload any modelling stuff
you don't want to take home!**

If you haven't already entered on the AFFS entry form, entry on the night is \$10 for one or all classes. For spectators, it will be a gold coin entry. There will be a \$5 fee to sell at the Swap Meet. Monies collected will go towards the cost of hiring the venue.





45th Australian Free Flight Society
Championships and Widgiewa Cup
Narrandera & West Wyalong 2023



Widgiewa Cup (World Cup Event) Venue: Narrandera

Sunday 16 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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AFFS Championships (World Cup Event) Venue: Narrandera

Monday 17 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Tuesday 18 th April	Reserve Day F/O day for AFFS & Widgiewa		0700-0900
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	Evening AFFS AGM	Narrandera Club	1900
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Southern Cross Cup (World Cup Event) (NSWFFS) Venue: Narrandera

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

West Wyalong Competitions Start , Venue: West Wyalong

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

	CLG		0800-1300
--	-----	--	-----------

	Evening Presentation Dinner		1800
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Venue: NSWFFS West Wyalong Farmhouse



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

March 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	F1B 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.
 March 2023 Free Flight Down Under



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**](mailto: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.

AFFS CHAMPIONSHIPS AND WIDGIEWA CUP - 2023**INSTRUCTIONS TO COMPETITORS AND HELPERS**

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



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

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

Or send electronically:
newlook3@gmail.com



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	<input type="checkbox"/>
F1B	<input type="checkbox"/>
F1C	<input type="checkbox"/>
Registration	\$10
TOTAL FEE:	\$40



45th Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2023



General Notes

- Smoking on the field is not allowed. If you smoke in a car the doors must be closed.
- Daily compulsory event briefings will be held before commencement of competition flying.
- Motorised retrieval on the 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.
- Motorised retrieval, West Wyalong flying site location is allowed (car, motorcycle, electric bicycle) Any additional instructions from the NSWFFS must be adhered to.
- F1G, F1H & F1J first round will be "High Time". NOTE: 6 min max first round only. The time above 2 min max will only be used to resolve ties.
- F1A, F1B & F1C First round max will be 4 minutes (weather permitting).
- Flyoffs for F1A, F1B & F1C will be 10-minute duration.
- 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).
- 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.
- 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).
- COMBINED VINTAGE - first flight will be "High Time" & must be launched before 0830. NOTE: 6 min max first round only' The time above 3 min max will only be used to resolve ties. Entry in more than one class allowed however, only one (best) score to count for AFFS Champion. The vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre-1956) as per MAAA rules 2009.
- 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).
- HLG/DLG are combined into one event. Only one set of scores allowed per competitor, all flights from the box marked by 4 cones.
- Radio Dethermalization (RDT) is allowed in all events.
- All Competitors must be in possession of a current MAAA/FAI Licence.
- Place getters' models, lines, motors etc may be processed. There will be spot checks and check timekeeping on the field.

AustralianFreeFlightSocietyInc

A Special Interest Group of the *Model Aircraft Association of Australia*



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FAB FEB 2023

Lost Hills California

Vin Morgan

The Kiwi World Cup, the North American World Cup and the 2023 Maxman Competition

It was nice to be back at Lost Hills. The field was in fine form. There had been rain in the preceding months so the field was covered in green grass a few cm high. No dust. It made for very pleasant flying and retrieval either on foot or on motorbike. Trackers were useful but you could see models lying on the lawn hundreds of metres away.

The orchards which in recent years have just about enclosed the field have apparently lost their water rights (I understand there is a scandal about how they got them in the first place) and are in the process of being bulldozed. Trucks were moving across the far end of the field carting away the knocked-down dead trees. This is huge boost for the field which had been severely restricted by the trees. The flyers own the field but they don't actually own enough land for flying in a breeze or for long flyoffs. Flyoff have often ended unsatisfactorily due to models landing in the trees and thus not being seen to the ground and suffering damage.

The weather was, as we say, perfect. No rain, light wind. It was very cold under the clear sky at night however and early mornings were close to zero. On some days the temperature rose to high teens in the afternoon to make T-Shirts and shorts appropriate but for the Kiwi F1A, B and C, I was a bit cold all day in a parka. Otherwise, it was an enjoyable competition. The parka didn't help with the launches much but I got through and therefore had to go out again the next morning.

Lost Hills town has grown. There are quite lot of new houses, the roadworks are just about completed (a big improvement) and, most useful for us, the new supermarket is operating. It's still "El Toro Loco", and run by the same people but much bigger and with much more stock. We

didn't have to make another trip into Wasco to top up on supplies (well we did buy up big on the way in).

We (Albert, Vin, Roy, Craig) lived in mobile homes (RVs) on the field. We had to go with another company this time because the wonderful Apollo shut-up-shop in the US in 2021 during the pandemic. The vans from El Monte were ok but our Apollo vans always came with lots of useful stuff in the way of crockery, cutlery, pots and pans, washing stuff and so on. The El Monte was empty, you are supposed to hire from them but the vans were already twice the cost as Apollo and we had some equipment stored in the container at Lost Hills with the motor bikes. We actually ended up buying some pots and we went with paper plates (like a lot of the other campers). I'm not so happy about this but it saves a lot of water (and time) and having seen the amount of paper wasted in the US food system in general it didn't seem too bad.

We will probably stay at Days Inn in Lost Hills if we go next year. The Apollo vans were very good value and we have enjoyed nice meals (and drink!) living on the field, but the cost of the El Monte van and the hassle of having to spend a night in Los Angeles before driving it, make the idea of a warm motel room with unlimited hot water look pretty attractive. Eating at Denny's every night would be a bit

grim though. I wonder what we could do about food (and wine)!!.

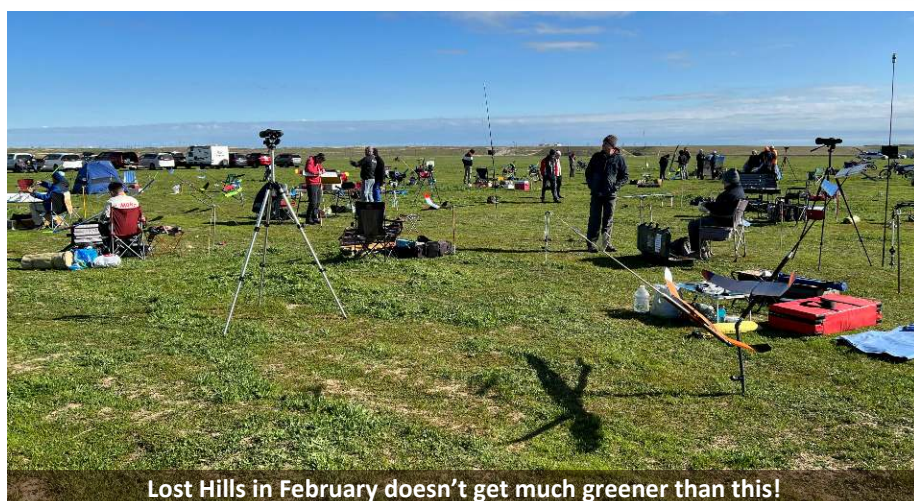
We had a fairly relaxed schedule over the nearly two weeks. None of us flew any of the smalls (F1G, H, J, HLG etc) so the fine weather made for a lot of good trimming days between the three main events. **ED: Aussie Len Surtees was also at Lost Hills, camping in Motel 6 and only staying for his favourite glider events on the first (IKE) weekend. His report appears elsewhere in FFDU.**

Vin's diary picks up the story:

We all flew over on **Tuesday**, February 7 and met up for our overnight stay at the LAX Hilton. The next day we collected the RVs and set off for Lost Hills via Walmart in Wasco where we spent a lot of money (on food and drink for a week). It was dark by the time we had spent our allowance and we didn't have any cooking gear so we bought Chinese take away from the Panda van parked outside Walmart. We got a bit mislaid



Free Flight solidarity



Lost Hills in February doesn't get much greener than this!

after we turned off the road onto the field. The campsite is hidden behind small hills along the road and can't be seen until you are just about on top of it. A few of the regulars were there – Brian and Janna van Nest, Tanya and John Buskell came out to say hello in their pyjamas. The Buskells learned that it was Roy's birthday so they reappeared a little later more fully clothed (and accompanied by a bottle). We stayed up until the end of his birthday.

flyoff around 16:00 was considered and then abandoned because the wind would have meant models in the cut-down trees and the forecast for the next morning was good.

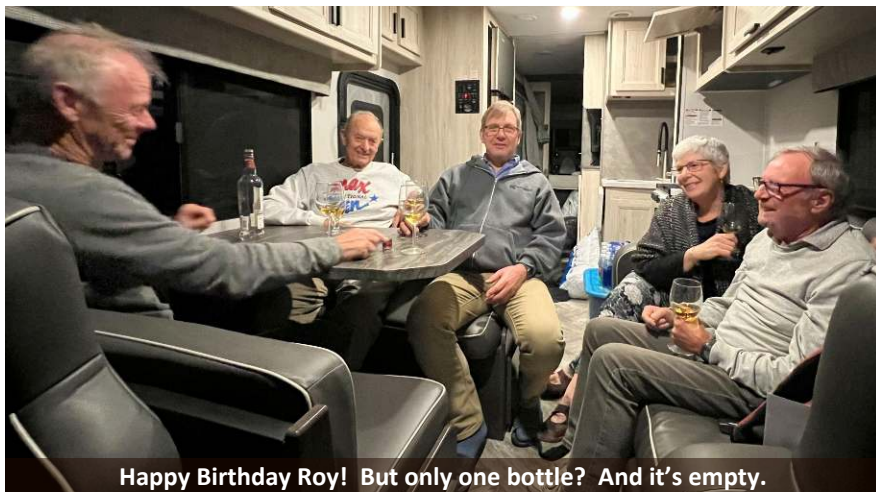
Sunday. We were out at 06:30 (before dawn at 06:45) to go for 10 minutes at about 07:15. Conditions were good. I got 6:21 for 9th and in the later F1C flyoff Roy got 8:01 for 3rd. After the flyoffs we went into LH for some supplies and to water one of the vans.

speed. Broke just about every f#\$%^&@\$%^ing thing!

Wednesday. North American W/Cup. The Australian W/Chs F1B team (Vin Morgan, Craig Hemsworth and Bruce Hao) team flew together. Vin and Craig didn't do very well but Bruce got through including the 8-minute flyoff.

The next morning – **Thursday** - the fifteen hopefuls lined up in a small breeze for a 10-minute flyoff. Bruce looks very relaxed – no backup model set up. He launches early after minimal hand-turns. Timing is a bit problematic because the models are going over the line of parked cars but it's a beautiful flight. The model is seen to the ground – or at least very close. He gets 8:14, a fabulous time, to win.

Maxman F1B and F1C on **Saturday**. Nice weather. Bruce through again. Very cool, picking his own lift without distractions such as Warm Lift devices and often leading a flock of models.



Happy Birthday Roy! But only one bottle? And it's empty.

We used **Wednesday** morning to sort the vans and visit the storage container to collect equipment. It was calm and warm around 11:00. We went flying.

Friday was sign-up (and pay-up) day for the competitions at the community centre in town. We flew early and then again later in the afternoon.

Saturday was the Kiwi competition. F1A, F1B, F1C. Seven rounds 08:00 to 15:00. It was a bit breezy, with retrieves 1 – 2km all day, and cold. A

Monday. Nice trimming day except Vin's best model went left and fell over at the end of the burst. It pulled out above the ground but then hit the ladder on the back of the van at high



Craig and Bruce watch one of the long flights



Bruce Hao was our secret weapon at Lost Hills



NA F1B Cup 3. Michael Seifert 1. Bruce Hao 2. Tuvia Fibish

Bruce got 7:09 in the second fly-off (8-minute FO) to place 8th.



Albert enjoyed the week



A trio of old Aussies get the Old Codger golden hats

Lots of F1Bs are now wearing solid (carbon over rohacell wings) and getting heights well over 120m. Perhaps the slick wings help. Alex Andriukov told me that the new technologies don't give any marked improvement in performance over the old methods but they resist damage minor better. Design changes over the last few years have not led to any jumps in performance but all the small increments add up.

It seems that even in a fairly light wind the latest low drag sections (some with narrow flaps) can develop enough tension and speed. Per Findahl was the outstanding glider flyer; he won all three F1A events by convincing margins. Per does a lot of practice that you can watch on his Facebook page. Per's final flyoff times were: 7:44

F1C is a bit of a Babenko benefit. The current design is so good. Huge performance and, most importantly relatively simple to operate and reliable. No geared propeller, steel (not rubber) wing unfolding springs, improved, stronger wing hinges, Sidus timer.

And finally, entry numbers are actually a little up on those of 2020..... 275 in 2023 compared to 261 in 2020

Since you are sitting at your computer reading this you can see the results at:

<http://sen.faireeflight.org/index.php>



Roy was well catered for but disapproved of the paparazzi

in the Kiwi, 8 minutes plus (he was the only person to get the 8-minute in the NA) and 7:38 in Maxman in early morning calm.

Observations

F1As now get well above 100m on launch although now not so many of the flyers are hurling themselves to the ground at the moment of release.



Craig tried hard but it was not his week



Another flight, another max



Per Findahl practiced in -19°C

Vin Morgan

LOST HILLS CA as seen by Len Surtees

What a magnificent free flight field - after much rain the field was lush green and grass 2" tall, perfect.

For the first time I witnessed F1E flying and my good friend Fred Terzian explained and showed me what it's all about; a real gentleman sport with nibbles and wine to conclude the days event.

For me just catching up with old friends and making many new friends was worth the plane tickets.

The stand out for me was watching a brilliant new, young and talented flyer Daniel Gao. It was riveting to see him make the fly off in HLG along side greats Tim Batiuk and Stan Buddenbohm.

I was unlucky not to win CLG as, after 4 rounds, I had 2 consecutive max's but my glider disappeared out of sight and lost on my fourth flight.

The winning score after 6 rounds was 2 maxes and a 84 seconds. My spare CLG was smashed at the beginning of

contest. I left my glider beside my flight box on the ground, returned to my car and, when I came back to pen, my glider had been walked on leaving it with a wing panel broken off and the fin broken off. Unfortunately, the hinged stabilizer was broken. I tried to reattach the broken parts but my 5th flight was hopeless so didn't fly the last round.

HLG was disappointing for me as my new aluminium TLG was misbehaving badly continually wandering out of glider turn and stalling, I tried every trick in the book to fix it. It wasn't till after the contest that the new " normal " wing tips that I changed just before flying to USA proved to be the problem. The original modified Michael Towell wing tips proved to be just right for this wing configuration.

I had arranged for a lucky entry prize to be awarded after the HLG event - my new 32" aluminium wing TLG - and Stan Buddenbohm was the lucky winner.

I plan to attend Muncie in July to redeem myself and show just what a fabulous TLG my aluminium wing glider really is.



Len Surtees, Daniel Gao, Ken Bauer, Stan Buddenbohm
(oldest Len 72, youngest Daniel 13)



Len Surtees with his latest glider



Stan Buddenbohm is awarded Len 's alloy-winged ARF 32" kit

Stan Buddenbohm told Len later in an email:

" I have never seen a glider kit so complete, I had it ready to fly in one hour.

The workmanship was second to none. This kit is worth several times its selling price."

Len is now waiting to hear back from Stan with a test report.



The BMK Locator System Part 2 Updates and the App!



By Chris Edge

Reviews are like that. You just type the last word, post it to the 'master of the organ' (ie MC) and, on the day it's published in all it's finery, the system gets updated ! So with apologies to those who bought BMKs excellent GPS system and maybe got confused with some parts of my last missive, and those who will have seen new features published on FaceBook, I will attempt an update. And it's all good !

For those who already have the systems, the hardware hasn't really changed. In fact the AliLoc model transmitter hasn't changed a jot, with no firmware changes either. Newer versions of the FlexiDisplay (FD, the hand unit) now sport a small lanyard that you can put your wrist through, but that's it.

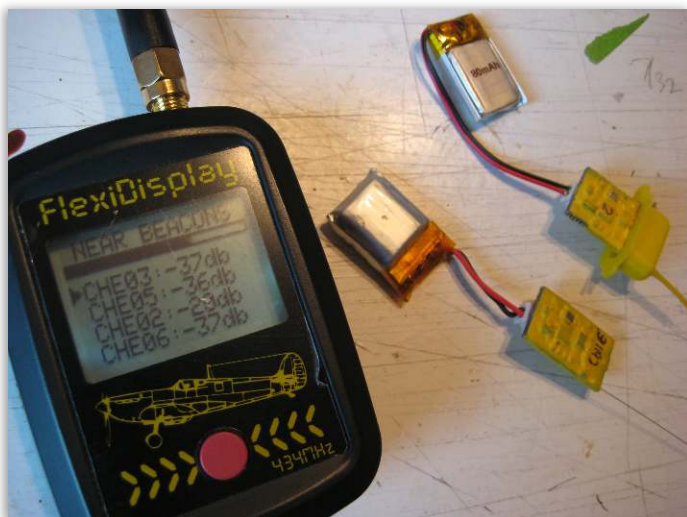
FlexiDisplay Updates

These are updates compared to the review I did in the Summer 2022 edition. As far as I know, most* units were shipped with the latest software known as '22 December 2022 – v22_12_22'; the start screen shows which version you have loaded. For that reason you may already know about most of what I'm about to say but bare with me or else I'll feel redundant.....again.....

**If you think you have an older version then go to the BMKS page to download it or use the link provided later.*

1. BEACON SELECTION

Melih is forever updating and improving based on the feedback from users and the glorious test team. One thing that struck me on the pre-production firmware was that the beacon selection was a bit clunky; it's now improved. Going in to the 'Setting' page and selecting 'Beacon Select' will result in a list of all beacons active since the FD was last switched on. Even if a beacon is out of range at that moment, it will still be on the list and can be selected.



Beacon Select now does an automatic scan for all active AliLocs

But you don't need to go in to that menu to select a beacon if you don't want to. Page 3 now shows all QR codes for all beacons that have been active since the FD was last switched on. These are last position markers don't forget, so if you have a couple of models downwind then you can scroll through the list using the Red Button until you see the one you want and it's automatically selected. This selection process also changes the pages with direct tracking information to that beacon (ie Pages 1 and 2), so you now have all the distance, direction, height information to hand.



The QR Code Screen 3 can now be used to select a beacon for tracking

Obviously if you switch off the FD it will delete all but the last positional data for the last selected beacon (this is kept in the .INI file) and currently it's proved impossible to save all the active beacon data for any given session – I know Melih has tried to do this but there is a technical reason why it isn't possible at the moment. However, that was before the app appeared.....(see later).

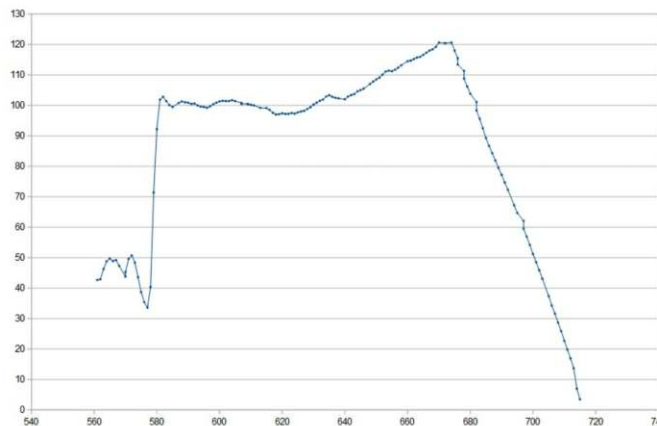
2. FLIGHT RECORDING

At the time of the review a 'flight' was recorded automatically. The criteria for recording was based on something like a climb to 20m at a vertical speed above 1m/s, but was not reliable. I've cycled back upwind with a model only for additional 'flights' to be recorded due to wind on the pressure transducer – not great, so automatic recording has been removed and replaced with manual recording. You can simply start a recording at any time by pressing the Edge Button for 2-3 seconds. There will be beeping and a message to say it's started, plus a 'beating heart' icon (OK, so it's just a '*' but what's wrong with some journalistic license, eh?) in the middle of the top line of the display between the two GPS statuses; you'll see this on Pages 1 and 2. Recording stops with a similar 2-3s press of the Edge button OR if you run over 20 minutes of recording time at which point the file will be saved and recording stopped. Further recording can be made if required, it's just that the 20min size is a local memory limit.



Flight Data is now recorded by pressing the Edge Button for two seconds

The recorded data is available via the WiFi page as before and is now in .CSV and .KML formats. The .CSV file contains 15 or so column of data that you can pull in to a spreadsheet for you to manipulate at will. There is too much data for any mortal to use, all I tend to do is plot time against height to get some climb/glide comparisons. The longitude/latitude data is in there as well if you want to plot that but why not use the .KML file instead ? This type of file was also common to the iCare2 GPS system and it is used as a flight path visualisation on GoogleEarth. This is a bit of fun of course and not really of any practical use, but why not ! Some have reported issues with the extruded heights not being displayed properly, the problem seems to be that the path is not being displayed in the correct absolute/relative height compared to the ground. This can be solved in GoogleEarth by selecting the beacon's path in the left-hand menu, right-hand click and then hitting the 'Properties' tag, select the 'Altitude' and toggle the option to get the graphic you want. Below is the altimeter time history from the .CSV file and GoogleEarth plot of the same flight from the .KML file.



Plotted Altitude vs Time from .CSV File



GoogleEarth Flight Visualisation from .KML File

3. BITS 'n BOBS

There have been a few other graphics changes to the FD screens, most of which I can't remember, but all aimed at making the displays clearer and less cluttered. In 'Settings' the 'Channel Scan' option has been removed and 'Reset' and 'Return' options added to make exiting out of the 'Settings' page easier.

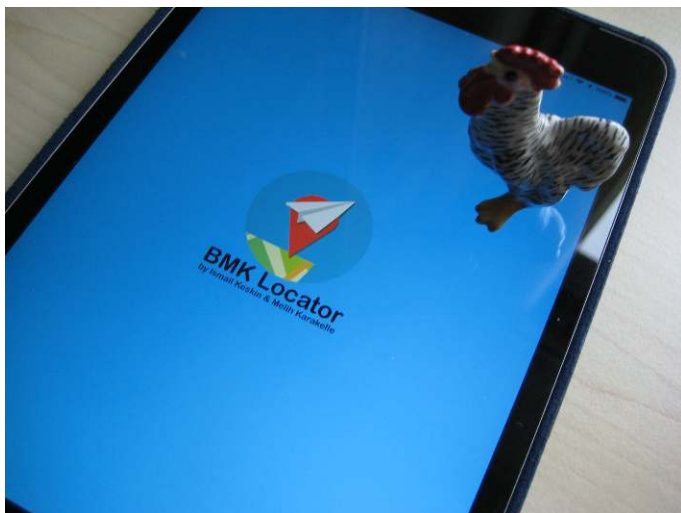
Melih has told me that the FD firmware is now stable and won't be changed unless a major bug is found and/or a significant user request is incorporated. At the time of typing, nothing was on the cards.

The BMK Locator App.

This is the biggie, something that I always wanted back with iCare, the ability to plot a beacon's position on a standard phone/tablet map like the big boys do. I had suggested 'Rocket Locator' which is used by many other FF geniuses but the next thing I know is that Melih is producing his own. As it progressed he got support from Ismael Keskin, he of the better Fx12 app, and some of the latter's ideas are incorporated, so expect some of Mehil's ideas to be in later Fx12 apps and visa-versa. Accordingly

when you fire up the app both names are noted as authors – I expect much more good stuff from this collaboration.

seconds. A menu allowing selection of all found is displayed.



The BMK Locator App is now available for both IOS and Android thingsies

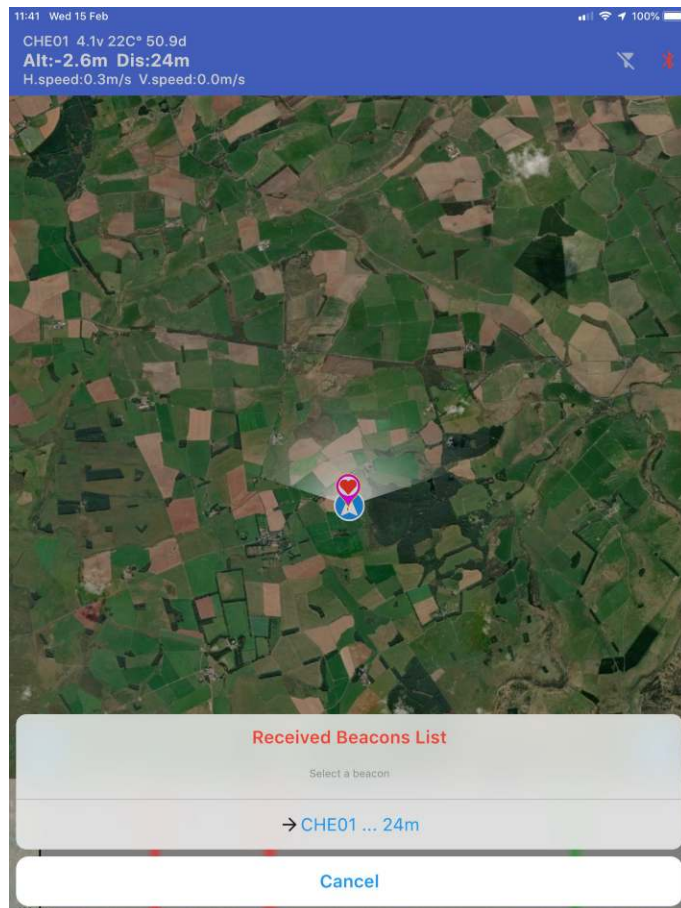
What I think is unique is that the app was planned and is now available on both IOS and Android platforms, so anyone with a smart phone can use it. I've tried both and each work as well as the other with just the idiosyncrasies of the different operating systems making practical use slightly different. For example, much as I prefer IOS, if you use the screen sleep function when the app is active, the IOS unit (phone or tablet) switches off it's location services such that you get a glitchy track; with a Samsung tablet running Android I haven't experienced this.

The app is free and can be downloaded from the links from the BMK FaceBook page or via the BMK shop (links also given below). To use, you fire up your FD and select a beacon that's active; nothing else needs to be done with the FD. Fire up the app and on first use it will ask you for the FD to connect to – if you don't see this then touch the BlueTooth (BT) icon (top right of screen) and you'll get a request to connect to the FD. Once connected the BT icon will turn green and the map will show an arrow in a blue circle with a sort of 'spotlight' noting the direction it's pointing – it so happens that the Keskin Fx12 app is similar in appearance !

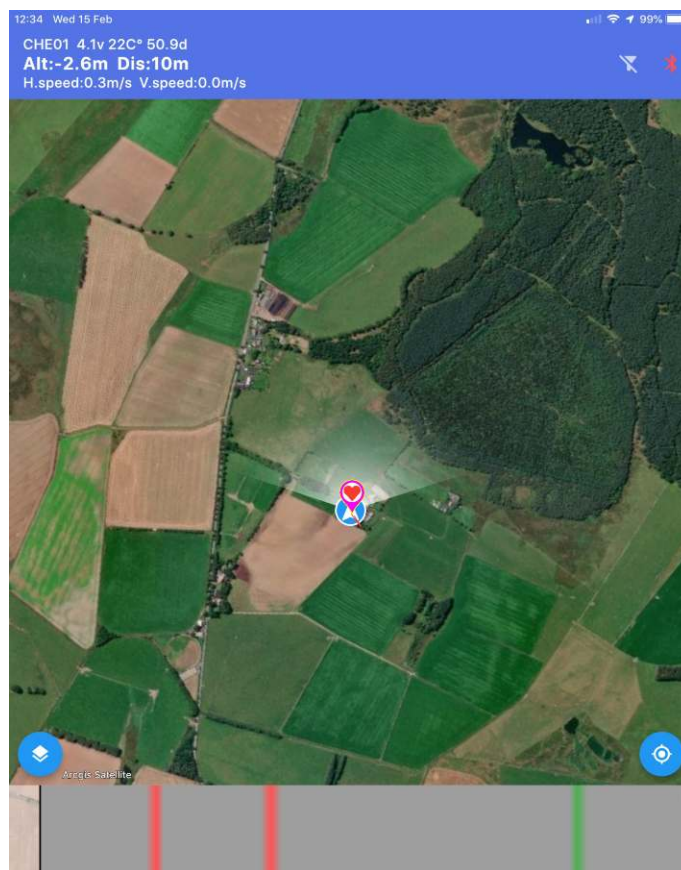
a) Beacon Display and Menus

The app will display the active beacon being tracked by the FD and any others who's tracks you haven't deleted; more on that later. For new beacons the app hasn't seen before, there will be a gray 'heart' icon with a, er tit at it's current or last known position on the map. At the top right of the screen is displayed the beacon's ID, altitude, distance from phone/tablet, beacon battery voltage, vario. data, time since last signal and which episode of Neighbours is showing on your local TV channel.

You can select any of the displayed or saved (in memory) beacons by touching anywhere on the screen for a few

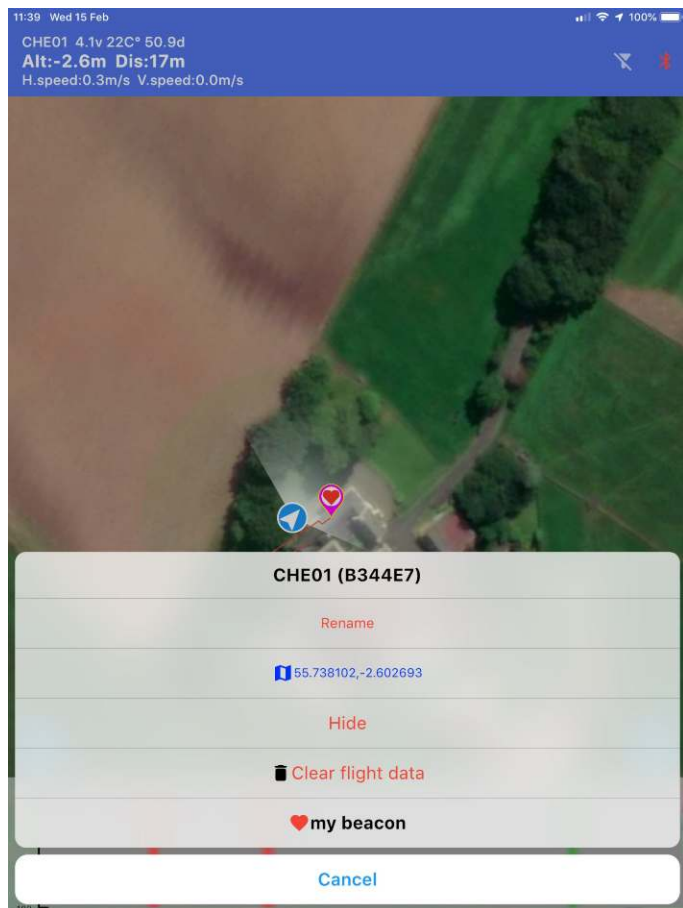


Select a AltiLoc for tracking by touching and holding on the screen for a few seconds



The main tracking screen with altimeter track at bottom

Touch the beacon icon for a few seconds and a menu appears. This allows you to 'Rename' your beacon to, say, Scott, Charlene, Harold, etc. As yet any user names saved in the FD .INI file are not displayed here but it is a known 'feature'. Next down is the latitude/longitude values in blue BUT if you press this, it will pull up Google Maps and display the current location there – this is similar to how the QR codes work on the FD if you point a camera at it.



Options menu appears when you touch a hold a beacon icon for a few seconds

Next option is 'Hide' which, er hides that beacon for the rest of the app session. Below that is 'Clear Flight Data' which will remove any path/altitude plots from the app screen – more on these later. Finally there is a 'My Beacon' option which changes the gray beacon icon to red and thence identifies those beacons as your own. Why do this? Well if others happens to be on your beacon channel then these can be removed from the display using the funnel icon to the left of the BT icon – press it and any grayed beacon icons will be removed from the screen – the funnel icon turns green to show it's active.

Other icons on the screen are the Settings one at the bottom right. Touch this and the display will orientate to North, touch and hold and it will list all received beacons from which you can also select the one you want to display tracking data for.

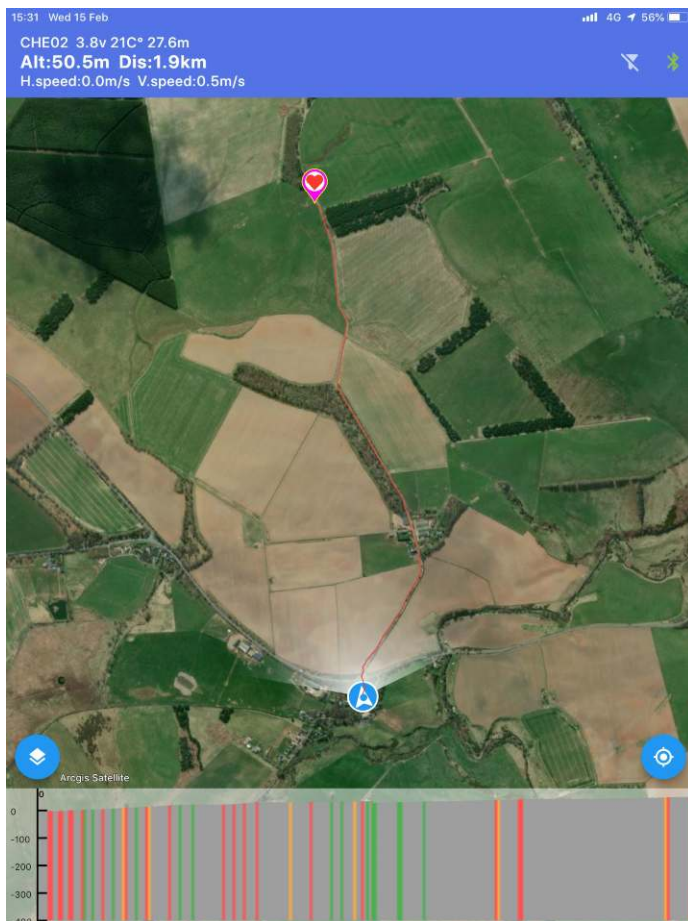
Bottom left is a tile icon that toggles through the different types of maps you can display – 6 at present. I use the

default one (Arcgis Satellite) but if you prefer a diagrammatic offering instead then you can do that by touching the icon until you find the one you want.

b) In Use

Like the Fx system, the app takes the data from the FD using BT and so both have to be working to display the beacon's path and position. When connected and transferring data, there is a green dot next to the beacon's icon – it turns to gray if the beacon is out of range/not transmitting. In flight the beacon icon will move away from the base station's position (ie your phone/tablet) and in doing so draws a red line on the map.

At the bottom of the screen is the altitude time history, it's display scaling as the model flies. The area under the altitude line will be coloured green for climbing or red for sinking (I don't know the algorithm for this display, sorry) or gray for neutral. Touching the altitude line brings up a dot on the red flight path, and if you hold and move right or left, the dot will move along the flight path and display the altitude value at that position. As yet there is no variometer calculation on this altitude display but I can see it happening in due course.



Typical Data: Beacon (top) is 1.9kms away from receiver (bottom) at a height difference of 50m. Blue dot along red 'flight' path is at a height of 33m as shown along the lower altimeter trace.

Once the beacon is switched off or no transmission is being received, the path and altitude plots will remain

static AND kept in the app's memory, thus being retrievable even if the phone/tablet is switched off. Any and all beacon's paths since their history was last cleared will remain in memory *ad infinitum* thus allowing tracking of any beacon's last received position even weeks later !

c) Potential Updates

I asked Melih before I started writing this if any changes to the GPS Locator System were planned in the short term and the answer was no. My personal view having used it a lot now is that everything is mature, robust and reliable and with the app now available, it meets every one of my requirements for model flying. Accordingly I have now bought more AltiLocs and have some permanently fitted in models. Others have 'Benn's Bowlers' added, ie Edge Hats that cover the top of the unit with a flange ('brim', see what I did there !) that keeps detritus out of the fuselage; a 3D Printer (.STL) file is available from Melih if you want to print some yourself. All my models have been converted to take the BMK system so pleased I am with the operation, with the result that (gasp) I've now sold my iCare2 system. I never expected to want to do this but frankly it's larger, less capable and obviously no longer supported compared to the BMK product. And it seems to have some residual value at the moment – just saying.

Let's Not Get Carried Away

With the FD and app you now have loads of ways to get confused looking for your model, so let's re-group. For at least 50% of flights you won't need a tracker as it's in sight just over there (no there !), so keep your GPS in your pocket. If you're on a well-known site and the flight has landed in open space but some distance away then the heading/distance data could be helpful; is it too far to get back for the next round ? Will you fly another model to piggy-back retrieval, is there a shrimp barbie on offer and the model can wait ? In these cases you can use the FD for giving confidence you're getting close when you're ready to go after it, or maybe some kind person has even brought it back to you.

On a site you don't know well, or over a road, or in crop, or you've just done a massive fly-off to beat Roy by 10 minutes ? Well then use the map to show you where you are and to devise the best route to collect. At my local site there are fenced areas with only a few gate access points, so best to see exactly where the model is relative to these on the app, then navigate to the model. Worst-case scenario is that you drop the model in to your local stately house maze – what, you think I'm kidding ? It so happens that a few miles off Barkson Heath is Belton House and there is a maze there. One time John O'Donnell landed in it and it took his 6 weeks to find the model.....allegedly.....

Of course for many UK sites where trees are known to gather downwind to catch out the flier, use of the app as the model is flying enables good choices for RCDT. I tried this with iCare and the long transmit period and limited mapping (ie personal .KML file) made it tricky to say the

least. Now you have better position data (1s period transmissions), better maps, better height data (pressure instead of GPS altitude) and so a better chance of missing the obstacles.

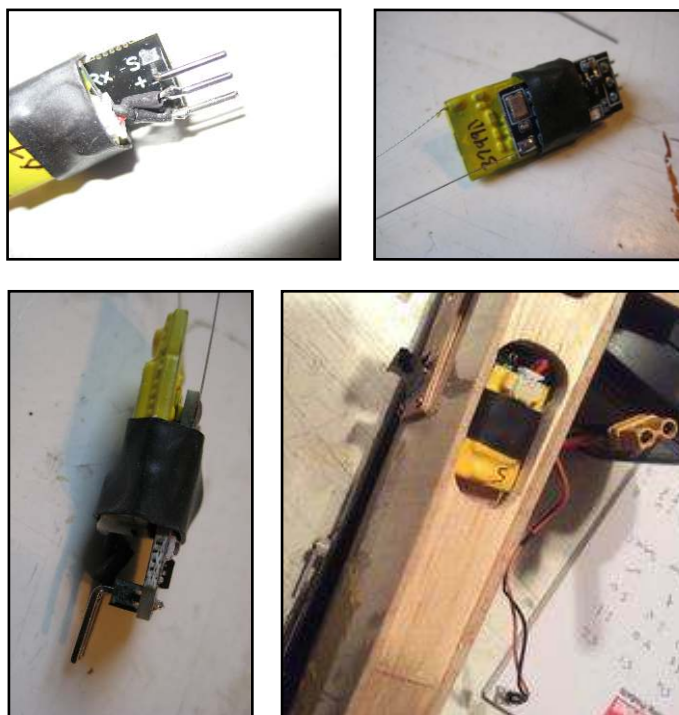
So that's about it for the GPS Locator System. Buy, Fly, Enjoy !

Future BMK Projects

Those keeping up with the BMK action on FaceBook will have seen photos of a prototype stand-alone contest standard altimeter and a proposed multi-class, multi-servo timer. I'm not party to Melih's plans but I expect the both to be in production this year and also expect them to be damn clever. Expect more writings from CHE if MC ever let's me.....

And finally.....

I wanted to make up a single package of a BMK RCDT receiver and AltiLoc GPS for those older models which used iCare GPS and Bauer RCDT so I then could just use the FlexiDisplay as a single unit to carry around when flying. My older A1s and A2s have a 3-pin socket on the top of the fuselage pod for RCDT so re-wiring would be a faff (technical term) in the short term, but some of my E36s uses the Bauer Rx plugged in to the timer faceplate, so there is an opportunity there to tidy things up. I've ended up with this package :-



Combined RCDT Rx and GPS Tx package

I plug this in to a standard 3-pin servo (ie 0.1" pitch) connector wired in to the timer's RCDT connector. I've checked and the RCDT port on various timers including Dan Kennedy and BlackMagic is powered ever after DT thus ensuring that the GPS will continue to transmit. The PCBs

are arranged such that the two wire aerials are on opposite sides and I tape the ends together such that they don't touch in flight. Practical testing has shown no interference and no apparent loss of performance either with the RCDT or GPS, so that's all good then. As these packages are now a fit-and-forget in some models, I annotate the tape at the ends of the aerials to tell me which GPS transmitter it is. Note that the aerials exit the pylon horizontally but so far I haven't seen any significant loss in Rx or Tx range.

Chris Edge

Links

BMK Store :- <https://bmks.co.uk>

BMK Locator App links :-

Google Store :-

<https://play.google.com/store/apps/details?id=com.bmk.modellocator>

Apple Store - <https://apps.apple.com/app/id1660730356>

Note for Apple installations you'll need 'Test Flight' installed as well :-

<https://apps.apple.com/us/app/testflight/id899247664>

Latest FlexiDisplay Firmware can be downloaded from the link here :-

<https://bmks.co.uk/products/bmk-gps-locator-system>



Welcome to the 12th "HEAVE HO" Free Flight Glider International postal held over the month of April, 2023 sponsored by stingmk2gliders.com for Outdoor events and J&H Aerospace for indoor events.

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

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

Indoor 2 events for Juniors and adults

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

RULES : Competition runs from 1st April till 30th April 2023

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

Lots of great STING MK2 glider kits for prizes and lucky entry prize too.

Fly safely and responsibly but most of all " have FUN " ENTRY is FREE

Send results and your country to lensurtees@hotmail.com (scores must be emailed by 14th May). Also photos of you and gliders for web site and international Free Flight publications. Please check out web site for updated information at stingmk2gliders.com Happy flying to all, Len Surtees

Australia's Oldest Free Flighter

Following on from page 5 of FFDU Spring 2022

I have to say, sorry Des, I think you have lost your title of the oldest free flighter. It was revealed at our Christmas party that our own John Corby OAM was ninety in September. Looking at John he would pass for 70 every day of the week, so not a lot of attention came his way. John is still active both building and flying models at Richmond. John has a big background in aviation and was the designer of the Corby Starlet, a prize winning light single seat plane. John was awarded the Order of Australia Medal in September 2019 for his achievements in aviation, he has also received the prestigious Lawrence Hargrave Award.

I asked John for a page on his modelling and this follows.

Roy Summersby.

John Corby



Thanks for the invitation to provide memories of my modelling past. I am now 90 (born 10/09/1932) and am pleased to recall memories which go back to around 5 years old when I was fascinated by a model aircraft in the window of a shop opposite my home in Mascot. At that time there were many scale model kits available in stores and I built a number of these kits with little success - as scale models of aircraft which were not inherently stable, models lacked stability and were fairly fragile. (My best effort was a French Caudron Racer which would at least hand glide, wings level, a short distance)

On a shopping trip with my mother to the old David Jones store, we passed Hobbyco in George Street and naturally looked at their kits available. There was a non-scale kit of a high wing cabin style fuselage which I built, around 16-18" span. Not very successful, and rather fragile, so I decided to double the size and cover the fuselage with

balsa sheet. This model was successful and flown many times in a small park near home most often flying into, or over, paling fences surrounding the park. So, return home with fuselage intact and some tissue repairs to be done.

Around this time, I was particularly interested in Aeromodellers which I bought from Friedwalds Used Book store in Hurstville. Studied all books and designed a Wakefield rubber model similar in layout to Ron Warring models in the UK. The result of this modelling was two wins in 1954 State Championships, in Wakefield, and Nordic Sailplane events. (with 100 metre towlines!)

This Wakefield was a memorable design, seemed readily able to pick up lift — two examples, one, model carried by bike to a park near the border of the Sydney Airport, 200 turns to trim, model picked up lift and headed towards Brighton. A phone call from a local fisherman later that day, confirmed the model had crossed Botany Bay and landed just offshore in the Kurnell Refinery!!

Another special day, I carried the model by train to Campbelltown. Just out of town, 200 turns to trim, circling to telegraph line height, then a 'bump'. I climbed the fence, and with very little wind drift, was able to walk under the



John Corby, OAM





climbing model until it eventually circled down to land in front of me, after 30 minutes!!

These were earlier times but were the background to my continuing fascination for flight. I joined Qantas immediately after completing school and spent 22 happy years as an apprentice, licensed ground engineer, and authorised design signatory for work on Lockheed Constellation through to Boeing 747. I obtained my private pilot's licence in Singapore (flying Chipmunk) whilst seconded to Malaysian Airways to establish a new in-house technical team.

Just before departure for Singapore, I had started the design of the Starlet, a very small single seat amateur-built aircraft to meet the outline of new Australian Legislation to allow building of 'approved, established, designs from France and the UK.' I just managed to build two fuselage side frames on the cleared wooden floor of the children's bedroom floor, to be left for two volunteers to progress in my absence in Singapore

On return from Singapore, Starlet building had progressed to assembling both sides together, and then stopped. So, building the prototype, and progressing formal design report (around 250 pages) continued. I am very pleased that the Starlet is formally approved as a Type Approved design equal to all current light aircraft on the Civil Register.

The design, building, and flight testing of the Starlet would be a long story of difficulties but not for this time.

Getting back to my modelling experiences I recall a trip to Lakehurst New Jersey (location of the German Hindenburg airship disaster). Fortunately, as a long serving Qantas employee, travel concessions were readily available and I found myself at a huge indoor flying championship (National or World?). The scene was breathtaking, dozens of transparent models, noiselessly drifting at slow walking pace and circling up to the 160-180 feet ceiling of the Giant Airship hangar (timber-framed). This was a wonderful and unforgettable experience.

My modelling has continued to this time, on a range of different model types, rubber powered most preferred, Diesel, OS glow plug, CO2, models. I presently have a range of flyable models, the Gollywock being one of my favourites, Keil Kraft Gypsy, Laurie Barr Scram, Pinocchio, 2 Champion Coupes, Bilgri Wakefield, Bilgri Decoy (2 off), Dixielander, Banshee, 1/2A Maverick, Maverick, Orbiteer, 0.75 Mills biplane, and a couple of names I can't recall.

One more project of note is a ZEEK power model which I have just completed, and is now ready to fly. Early 1950's American design, 52" span, Elfin 2.49 I am impressed by the design of this model and looking forward to its first flight.

*Best Wishes Roy (2013 World Power Champ),
from John Corby*

FOR SALE by the **NSWFFS**

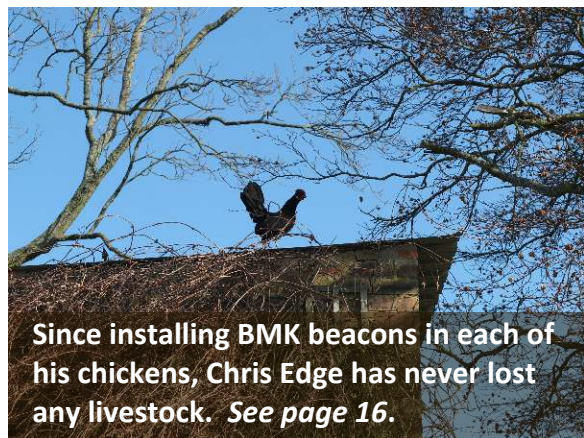
NFFS Symposiums

\$5 each plus postage or \$100 the lot with post
Great reading from the past few decades

Years available as at Jan 2023

- 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979
- 1980, 1981, 1984, 1986, 1987, 1988, 1989
- 1990, 1991, 1994, 1995, 1996, 1997

Contact Roy 0413 588 720



Since installing BMK beacons in each of his chickens, Chris Edge has never lost any livestock. See page 16.

FIRST TO REALLY SUCCEED

C. E. BOWDEN OR MAXWELL BASSETT?

Continuing with Part 2

By Mike Pettigrew

If we now turn our attention back to Maxwell Bassett and Bill Brown.



We last left them in 1930 when Bill was making the .29 size motor (seen in the photograph above) and Maxwell was making stick fuselage style models to test that motor. They soon found the .29 to be lacking power when they finally succeeded in getting it to run, so Bill decided to make a .60 size motor of improved design which evolved and became the standard size of his early motors including of course, the **Brown Junior** which was manufactured mainly by his father.

We need to keep in mind when dealing with this 1930's era that far and away the majority of model aircraft were rubber powered, and that the motors we have been discussing were all petrol-engined spark motors requiring coils and batteries to be carried by the model which was a significant weight penalty.

This is because Ray Arden hadn't invented the Glo Plug yet; it was released commercially in 1947.

Maxwell Bassett's early models were smaller than his later, more successful designs, as they had wingspans typically around four feet, and they generally had short tail moments making them sensitive to trim and prone to crashing regularly. He soon

worked-out the drawbacks of the smaller and faster models with the short tail moments, and his road to ultimate success came from extending the tail and making the models bigger and therefore slower flying, but that came later.

Maxwell Bassett numbered his models starting at B100 and it wasn't until B108, model number nine, that he used a built-up fuselage. No photographs remain of his early stick models unfortunately.

Bassett and Brown worked almost day and night in pursuit of their dream to "clean-up" in contests against the dominant rubber powered models of the time. There were no separate classes for engine powered models in those days, so they had to compete against well-established rubber flyers and their models.

It wasn't until June 11, 1932, that Maxwell Bassett and Bill Brown succeeded in getting their model to fly for any length of time. The model was by no means trimmed properly and flew in a swooping and gyrating manner, but none the less, it achieved a flight time of 2 minutes 42.2 seconds and covered more than half a mile distance from launch.

They were, therefore, about four weeks behind C.E. Bowden's record breaking flight, so Bowden got there first, but only just!

Bill and Maxwell set their sights on the U.S. National Championships due to be held in Atlantic City in September 1932. The only event they could enter was the Wakefield event, and as the rules required the models entered in that event to have a fuselage, Maxwell built B108 mentioned earlier, which he called **Fleetwing**.

On the day of the contest, September 10, 1932, they came up against Gordon Light who recorded a flight

with his Wakefield model of 25 minutes and 53 seconds. (Travelling eight miles in the process, so clearly the timekeepers were allowed to follow the model back then). Maxwell and Bill's official flight was timed at 2 minutes and 55 seconds, and they finished fourth in the event that day.

After the time for the event had expired, they had another go at it and put up an unofficial flight which was timed at 13 minutes and 5 seconds, and the model covered around four miles in that time. A full-sized aircraft followed the model and reported that at one stage the model was at an altitude of 3000 feet.



That performance resulted in orders being placed for between 40 and 50 **Brown** motors! (These were made in the Hurler factory at that time). Also, plans for the **Fleetwing** were published in the Philadelphia Bulletin in April 1933 resulting in sales of the plan as far away as Germany and elsewhere.

More models followed as Bassett had not completely solved the stability problems and the models that did achieve reasonable times didn't exactly glide well. Nearly every flight resulted in repairs of some sort.

B110 was a cabin model and was the first of the larger models, having a wingspan of 6 feet, slightly tapered wings and more dihedral than

previous models, but it still looked somewhat like **Fleetwing**.



Bassett had gained significant press coverage because of the performance of his model in Atlantic City to the point where the organisers of the 1933 Chicago World's Fair wanted to display his model as one of the exhibits. B110 was the most presentable and most like **Fleetwing**, so he chose it as the model to send to Chicago and it was named **Miss Philadelphia** for the occasion.

The name stuck and was used on subsequent models.

By the time the next U.S. Nationals came around in June 1933, there were three events for engine powered model aircraft and Bassett entered them all: The Mulvihill Trophy for hand-launched stick models in which he entered B111 named **Miss Philadelphia II**, The William B. Stout Trophy for rise off ground cabin models and the William A. Moffett Memorial Trophy for similar models, and in these two he entered B113 called **Miss Philadelphia III**.

He won all three events and gained even more fame. It seems that Engine Powered model aircraft captured the imagination of people in America more than in Britain and Maxwell Bassett almost became a household name having received press coverage in all Philadelphia newspapers and also the New York Times.

Maxwell Bassett and the **Brown Junior** engines were firmly established in American aeromodelling history, and we need not go much further with this story, as to do so steps outside the scope of this dissertation. Maxwell Bassett had remarkable success from perseverance and hard work but in a

different context to C.E. Bowden; Maxwell Bassett focussed on success,

which was defined for him by contest wins, whereas C.E. succeeded at making his models fly reliably, then spent his time telling others how to do the same, while he tried different construction

techniques and different model types.

Maxwell Bassett was studying for a degree in Mechanical engineering after leaving college and the added demands of this on top of other responsibilities in the years after 1933 meant that he was competing less and less but was still generally enjoying good results although without the dominance of old. By 1939, he had graduated from the University of Philadelphia, and he then turned his attention to his career in full-size aviation.

The 1937 Nationals had been his last and he was lucky to have won, beating ex-indoor flyer Carl Goldberg and his **Valkyrie**, (seen in the photograph below) a 10 foot span model which made Bassett's **Miss Philadelphia V** – his latest model at that time, look outdated, which indeed it had now become.

Sadly, the original **Valkyrie** was lost at those nationals as the result of a fly-away, but Carl Goldberg built another, and many more classic designs as well, and was at the forefront of the next wave of free flight power model development.

Maxwell Bassett joined The Martin Aircraft Company and worked on the design of the Martin **B26 Marauder**, the **Mars** flying boat and other military aircraft during World War 2. He progressed with the company and remained with them until 1970 and was involved in the development of the **Titan Missile**. He semi-retired and became a management

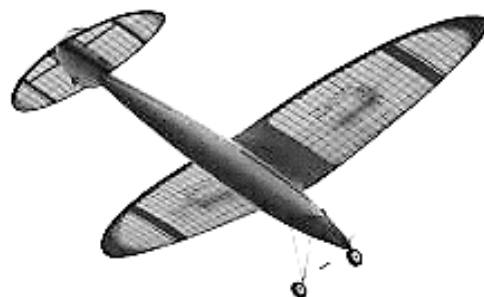
consultant in the area of high technology projects.

Maxwell Bassett passed-away on April 4, 2005 and was survived by his wife and two children.

In summary, I guess it's fair to say that C.E. Bowden, whom I should mention survived until October 9, 1984, had the free flight power business worked-out reasonably quickly and he was sufficiently satisfied that he had achieved safe and stable free flight that he was happy to build more elegant and complex models without so much fear of them being destroyed in a crash. The **Blue Goose** seaplane stands out in my mind as one such model.

Maxwell Bassett, on the other hand worked very successfully by trial and error and achieved success that was well justified. His collaboration with Bill Brown was invaluable and it is clear that he led the early days in the U.S in terms of designing safe and reliable free flight petrol engine model aircraft. He was soon joined by a number of enthusiasts who became very skilled modellers known around the world, and this aspect of model aircraft flying appeared to blossom more rapidly in the U.S. than in England.

Did the British lead the U.S when it came to producing small and powerful model aircraft engines in the 1930's? I don't think so; the war and the immediate post-war period in England was tough whereas the Americans had no such issues, and they produced a staggering array of model aircraft motors: Names like **Weiss, Brown, Arden, Attwood** and **Anderson** were prolific, but the British



went down the diesel path and produced many fine motors despite the privations of the post-war era. I feel that the Americans won the engine race, however.

From what I read; C.E. Bowden probably mastered the art of the engine powered free flight model earlier than Maxwell Bassett and he then spent much of his time encouraging others to do the same. His book **"Petrol-Engined Model Aircraft"** published around 1946, and others like it are a fine example of his efforts at encouraging other modellers.

Bassett, on the other hand was focussed on his success at model development, which is fair enough, but he gave little away other than to sell some plans. Either way, these two people did much to advance engine-powered free flight modelling in its infancy and deserve our gratitude.

As an interesting aside, during my research, I found numerous references to some early model

engines as looking "like a mangled washing machine motor" which blew a few fuses in my brain at first – why would a model engine look like an electric motor? The explanation revealed itself sometime later: Electric power wasn't fully reticulated in many areas in the US in the late 1920's and early 1930's, but washing machines existed back then.

So, how were they driven? They were driven by small two-cycle gasoline engines! **Maytag** was one such well-known brand, and that name is still associated in the US with domestic and commercial washing machines to this day. These **Maytag** washing machines were available in the 1920's and were a gas engine powered top-loader with a wringer attached to one side and they had a kick-start mechanism to make it all operate.

On learning about the gas-engined **Maytag**, my mind was immediately filled with the vision of a quiet suburban town suddenly being rudely awakened by the sound of a dozen **Maytag's** firing-up on a Saturday

morning as the week's washing was being done.

A petrol engine in a washing machine? But why not indeed!

This revelation was a surprise to me as we in Australia must have missed the petrol-engine washing era machine somehow – we used a "copper" to boil the clothes, plus rinse tubs and then hand wringers to remove the excess water before hanging the clothes out to dry. It wasn't until my parents bought our first electric **Bendix** that a washing machine entered our lives.

If you want to see a **Maytag** hit and miss gas engine from one of their washing machines in action, click this link: <https://www.youtube.com/watch?v=cDJSKp6oPVE>

Mike Pettigrew
September 2021.

Ed: I couldn't get the link to work, but this one does.

<https://www.bing.com/videos/search?q=Maytag+hit+and+miss+gas+engine&docid=603488809721595935&mid=F7173E2807CDD0C635FF7173E2807CDD0C635F&view=detail&FORM=VIRE>



NSWFFS INAUGURAL WEST WYALONG MIDWINTER MINI MAXOUT

- Class: F1G / Coupe D Hiver..(10 flights over 2 days)
- Class: F1H / A1.....(10 flights over 2 days)
- Class: F1J / ½A.....(10 flights over 2 days))
- Class: P30.....(10 flights over 2 days)
- Class: E36.....(10 flights over 2 days)
- Class: Oz Diesel.....(10 flights over 2 days)

Host: NSWFFS

Date: Saturday 29th July 2023 & Sunday 30th July 2023

Venue: NSWFFS, Free Flight Field, West Wyalong

Time: 0800 to 1400

Entry Fee: \$20 per class flown. Payable on arrival

Program: All classes flown each day, no rounds, 5 flights per class each day with running score sheet over the two days. (Hence Mini Maxout)

CD: Shayne McDonald

Contact: email (shayne7@live.com.au) mobile 0428805724

Registration: via email, text message, or phone call, to above details.

Construction Corner

The story of the old Windbag first revealed on page 43 of the Summer 2022 edition of FFDU continues

The first flight of Roy Summersby's Windbag took place on Friday 25th November, prior to the Sunday Christmas Party .

Roy takes up the tale: The model is taken from the car and the comments were, "How can that fly? Where are the wings? etc, etc, etc."

The model was prepared for its first flight, that is fuel was placed in the Cox tank. The battery connected, the prop turned backwards as it has a spring starter, and let go. The Cox fires up and we let it run for a while. No need for a full tank on its first flight. The model was then launched on its maiden flight. It went out in a shallow

climb for about 150 meters then had a slight turn to the right. When the noise stopped to every one's amazement, it glided still on its right patten. When I say it glided, I don't mean like an F1C, or even an F1A, but it did glide. Its second flight was a carbon copy of the first.

Back at the work shop that night, some right thrust was added for the next session which was to be the Sunday Christmas Party. Once again those that hadn't seen it on the Friday before had the same reaction, "It can't fly". Third, fourth and fifth flights were just as good in fact a little better with a bit of more right turn. On its last flight of the day, I must off

launched it into a bit of lift as it climbed to about 150 meters before the Cox stopped and once again the glide was certainly good enough.

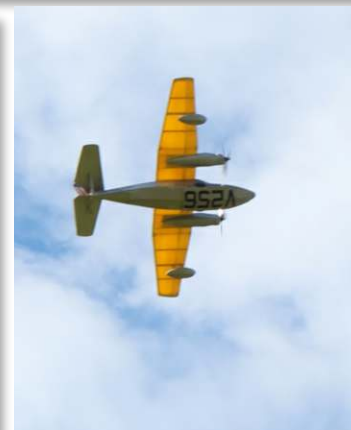
Most there agreed that it is a fun toy and wanted one. Ray Harvey is now making up some kits. Ray has done a few mods to make it easy to assemble. They will come with everything except the covering and engine. Cost at just \$45, I think they will be a hit and can't wait to see six or more being launched at the same time. It will be a classic day at Richmond.

You can contact Ray Harvey on 0404 205 562

The Dumas USCGJ4F-1 Kit No 328

This is a 30" span scale rubber powered kit by Dumas of the Grumman J4F-1, called, the "Widgeon". Grumman built them as an air sea rescue and coast guard aircraft in 1941. When I saw the kit, I thought this is for me, I threw the rubber idea out the window, can you imagine the rubber running through the nacelles and out to the stabilizer. The stab would be ripped off on the first wind. I liked the look of the aircraft with some modifications these would be a couple of small electric motors. It would then have a chance of being a real flyer, and it is. It has been finished and flying for a couple of years now and is a joy to fly. The wing tip floats are prone to damage in long grass, as they get caught up. Landings at Richmond on the short grass are great, even better if the grass is wet and the motors are still running as it skids along the grass to a stop.

Dumas make nice kits, and this kit is no exception. It went together easily with modifications to the wing mounting and the nacelles. I had to mould the engine cowls to suit my conversion to electric. Michael Towell sourced the motors and electrical bits for me and a mass of wires it is, but with the big box fuselage there is plenty of room. I installed a Hubin timer which allows me to have two settings of power and time on each. On the second power, the cruise setting, the model will lose height and most times it lands just as the motors stop, well that's what is supposed to happen, and sometime does. If the motors cut out before landing the glide is reasonable. Covered in laminating film it is fairly waterproof but I haven't tried a water take off, maybe one day.



Roy Summersby

March 2023 Free Flight Down Under

Page 27

The tale of the Windbag continues. Roy's model has spawned copies and they look great! Andrew Linwood and Gary Goodwin brag about their latest creations. And Gary shows off his magnetic building board.

Andrew Linwood's model may not climb like his F1C but it certainly looks pretty! Andrew says:

The wind bag build was fun, Ray Harvey as usual provided a very accurate kit which was a pleasure to build, unique in fact. I started the build and quickly became obsessed for 2 reasons, 1, the thing shouldn't fly and 2 the thing shouldn't fly, so with that in mind I started. Ray very cleverly designed the build to

radiate on a 10mm tube centre jig so alignment was a doddle everything fitted beautifully. Covering also relatively easy, using 30 gsm laminating film, over this I doped on



model span tissue remnants that I have had for a few decades, with 50% thinned cellulose dope then finished with acrylic dope the result is fuel proof and semi gloss. The model is in

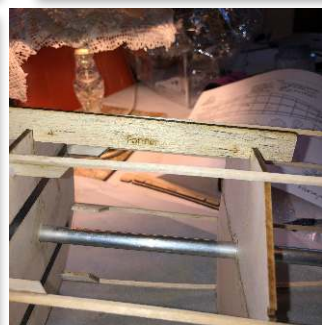
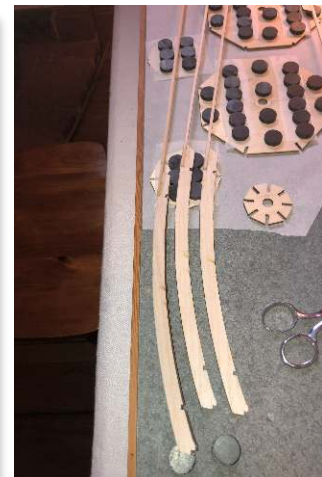
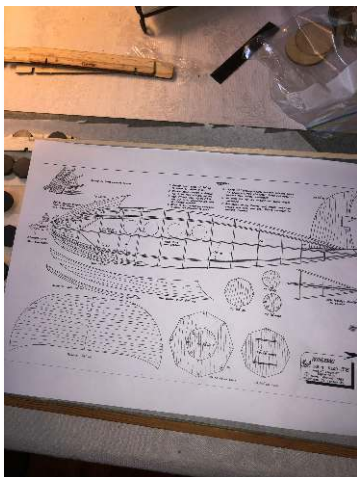
the trimming stage and requires right and down thrust in liberal dosage, back to the paddock next Friday for round 2, updates to follow!

Gary Goodwin said this:

Thanks to Ray Harvey's excellent little kit, and my new magnetic building board, assembly has been a breeze!

I'm ready to start sliding the formers onto the 10mm Ali tube assembly rod, another nice touch from Ray!

Hope mine flies as well as Roy's.



ED: I repeated this photo because, when I first saw it, I thought Gary was making a bedside lantern. Of course if it doesn't fly, it could end up glowing in the dark!



Adrian Bryant's Golden Boomerang 1946

Roy Summersby



Why build a Golden Boomerang? Well first, it is to be the Model of The Meet at Cowra this year. Secondly, Adrian Bryant designed it in 1946 and flew it at our first Nationals in 1948. That should be enough incentive for all to have one.

Yes, by today's standard it is just a large and complex Tomboy but remember, if you can, it is 1946, and model science was quite a bit different back then. So in 1946, it was a competition model. Today it is a sport model to have some fun with.

I have built it to plan with the exception of the centre wing spars. I know these were the in thing in the 40s but unless they are carbon tubes, they are just terrible. I have changed this to top and bottom spars. Adrian could have made the fuselage a lot simpler but no he made it a diamond with a square cabin under the wing.

On the plan it has stated that a 2cc engine was used, my guess it was an ED Comp Special. I intend to use a Frog 180, which is in fact 1.6 cc and I think that will be plenty of power. Most others that have said they are going to build one say they will use the new SAM 1.2cc which would be very suitable.

Mine is covered in polyester tissue and red Modelspan for trim.

Get your modelling knife out and join us with Adrian's Golden Boomerang at Cowra this year.



Andrew Linwood's Viking



The Viking interested me as a boy so I built a ½ A version and promptly put in into the ground on its first flight. From memory, it was a Carl Goldberg kit with a Tee Dee 049 up front. I had even less idea back then on how to trim a power model, so that was that, it was history.

Forty five years later, on our Richmond turf cutters field, I saw Roy Summersby with his brand new version, resplendent with a Super Tigre G15 - the appropriate motor for the Vintage.

This, incidentally, is the same field that my boyhood Viking died. Roy's model instantly took me back in time and the decision was made right there and then to build another one.

So this is it, also with G15. Hopefully my trimming skills 45 years on will allow this one to survive!

Andrew Linwood

FOR SALE by the NSWFFS

Vin Morgan Tracker unit. Older style.

Comes complete with four transmitters and Loop aerial. Has been serviced by Vin Morgan and, as you would expect, is working perfectly.

\$350

Don't lose another model
Contact Roy 0413 588 720



Could this be a forerunner of Roy's Windbag?

Not to be outdone by a rash of Windbags and the Oily Hand masterpiece, Colin Hutchinson from the UK sent me details of his Flying Hankie. Colin says:

Reading FFDU September '22, I was delighted to see another Flying Hankie (my name for it) on page 9. I have never seen one before, so this was a big surprise!

I would love to see a plan for the one illustrated, as the tails look wonderful. I believe there have been several designs over the years, but all largely similar.

The correct name for the one I built is the "Fantastic Rag Time Flying Machine", and had a lot of fun with it at my then club flying field, and on Salisbury Plain. Open spaces were needed as its flight pattern was most unpredictable, and a demented sock with an engine attached is not to be treated lightly. As the well-known expression goes: "*Now here is something completely different*". So different, in fact, that it can hardly be called a plane at all. The ends of the hankies tend to flare out in flight, giving the contraption the look of an unstable, and demented, inverted flying T-shape in the sky, or as one of my flying pals put it, and because the hankies were white, "*A flying sperm!!!!*"

The idea was that of an American guy (possibly Ken Willard, but I can't find any definite proof it was his design), who obviously had plenty of open, people-free, space to fly in. This is definitely not a model to launch where there are lots of other people, as the glide is a plummet, and the powered flight is highly unreliable.

The pictures were taken by my friend Peter, on Salisbury Plain, on the first really good flying day of 2007.

Good fun this flying lark?

Cheers

Colin Hutchinson

Editor SAM 35 Speaks



Vale Barry Lee

11 July 1937 - 5 November 2022



I first met Barry in the late 50's and

early 60's at the Doonside Model Aero club house. I did not really know who he was at the time but there were other giants of the modelling scene who frequented the place; Reg Towell, Dave Hegarty, Ivor Stowe (later Ivor F), Roy Summersby and many others who I can place but not name.

You will have to excuse me for not knowing the exact dates of Barry's contribution to modelling but he was certainly a stalwart of the hobby. Barry first fell in love with aeromodelling in about 1950 when he was at school at Granville. Barry's first model was a Wirraway from a K-Dee kit which he never flew. It was heavy and he was concerned that the model was not strong enough to take the rubber and number of turns required to make it fly.

While at school in 1951 he met Ivor Stowe, who apart from teaching Physical Education also gave lessons on aeromodelling. Barry was hooked and retained his enthusiasm for the whole of his life. He ordered his first Aero-modeller in 1951 and the latest edition was on top of his coffin on 22 November 2022.

Barry flew all types of models; free flight, indoor and control line, his control line career came to a sorry end when he could fly in circles but inverted defeated him. When the chase became too long for free flight, he took up radio control and was assisted by Graham Frost, a good friend. Unfortunately, Barry did not take too well to radio and some of his models are still where they landed. Ultimately, he returned to free flight and was content



after 14 years when the department would not approve his leave to attend a national championship. Well, that was the end of that occupation, a national championship was far more important. In 1974/5 he became a delivery driver and settled



hanging up in my shed". I immediately gave him the wings and stab. I will bet to this day that the fuselage is still hanging there.

He with Alan Edwards became the backbone of the Southern Cross MAC and during this time in conjunction with Alan, produced a club magazine which eventually became Free Flight Down Under (FFDU). That magazine now has a distribution of more than 200 to modelers in Australia and overseas. Barry became the secretary of the Southern Cross MAC and maintained the club from 1969 until his demise in 2022. He was also the registrar for the NSWFFS and did a stint or two as secretary of the NSWFFS. His enthusiasm never waned and he was always up to help as a committee member.

into that occupation for many years to come. In the late 80's early 90's he was employed by with Geoff Potter, another avid aeromodeler until 2006. It was funny, when he became a truck driver he did not have a truck license, but he did have a friend in the licensing department. Probably an aeromodeler!

In the 2000's Barry concentrated mostly on administration and helped club members with information. It was probably a more demanding task than flying, however he managed that in the same enthusiastic manner. His network was huge and he had many friends who thought a great deal of him.

to be part of the sporting scene, and administrator of Southern Cross MAC.

He, like many of us attended national championships during the Christmas holidays with family in tow, with kids sometimes flying in junior events or just creating havoc and having fun. The Christmas holiday trek was pretty much a ritual for the average modeler. Many can remember the national championships at Horsham, Camden, Loxton, Goulburn, Camperdown, Strathalbyn and many others.

His success was mixed, just like all of us, some days are diamonds and some days are stones. He was not a really a super competitive modeler but he enjoyed the sport and the camaraderie that came with it. He eventually settled on rubber models. At one contest at Richmond I destroyed the fuselage of a vintage rubber model but the wings and tail were intact. As I surveyed the damage Barry looked over my shoulder and said "I've got a fuselage of one of those

Barry's working career was a bit different. He started off in a factory assembling weaving machines. Unfortunately, he damaged his thumb in an accident and moved on to become a fireman. That came to an end

Barry is survived by two loving daughters, Jessica and Cathy and his wife of 58 years, Margaret. He was a good bloke, a good family member and a good modeler; he will be sadly missed.

Terry Bond

On behalf of the members of NSWFFS



A BACKWARD GLANCE Narrandera 2014

This was the year Jama Danier (CAN) visited and demonstrated his soon to be copied Roll and Fall LDA launch technique. Visitors from the USA, Canada and New Zealand promote the international feel to our event.



Jama Danier with Tahn & Phil



Jama Danier's launch technique



Brian and Janna Van Nest



Vin Morgan



Des Slattery



Roger Morrell



Roy Summersby



Paul Rossiter



Craig Hemsworth



Jim Christie



Richard Blackam



Paul Lagan



Gary Odgers



Neil Pollock



The 3 S's: Slattery, Summersby & Stowe



Leigh Morgan



Rob Wallace & Antony Koerbin



SCRAMBLE

ADRIAN BRYANT FIELD
WEST WYALONG

SATURDAY 22ND APRIL 2023
START TIME 4PM
1 HOUR RUN TIME
ENTRY \$10

**** GREAT PRIZE POOL ****
PRIZES FOR 1ST, 2ND, 3RD
& BEST JUNIOR

ORGANISERS
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stowes@ozemail.com.au
AARON BOOTH PH: 0412127270
horsepowerontap@hotmail.com



**THE
RUS HAMMOND & IVOR F
MEMORIAL TROPHY**

CORRECTION: In the FFDU Summer Edition Vol 54 No 4 on page 30 we incorrectly tagged Ford Lloyd as the person holding a 1960s F1C. It was in fact Mike Pettigrew.

JOKES PAGE

Every morning I take my pet cow for a long walk in the local vineyard.
 Yes...
 I herd it through the grapevine.
 🤪🤪🤪



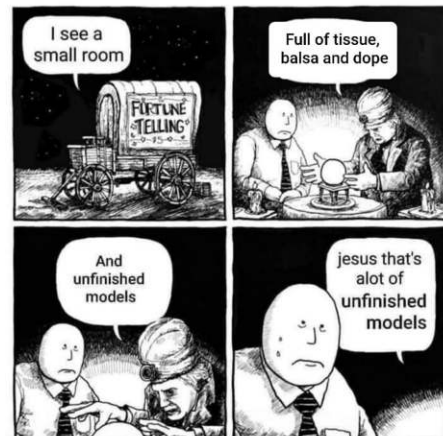
Anyone remember the good ol' days, before Facebook, Instagram, and Twitter? When you had to take a photo of your dinner, then get the film developed, then go around to all your friends' houses to show them the picture of your dinner? No? Me neither. Stop it.

ELEMENTARY KIDS HAVE IPHONES.
 WHEN I WAS A KID,
 I PUT GLUE ON MY HANDS
 JUST
 SO I COULD PEEL
 IT OFF WHEN IT DRIED.



Studies now show that the most expensive vehicle to operate is a grocery store shopping cart !

I found a wood that can lower my score.
 It's called a pencil.



Pre internet chat room using An old version of windows...

A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted excitedly, "Honey, pack your bags. I won the lottery!" The husband said, "Oh my God! What should I pack, beach stuff or mountain stuff?" "Doesn't matter," she said, "Just get out."
womenafter50.com



I said I was good at making decisions. I didn't say the decisions I made were good.



* NSWFFS Contest & Fixture Calendar 2023 *

Date	Event	Venue	Time	C/D
Dec 28-4 th 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 21 st Combined Vintage, E36, 22 nd F1 G, H, J, P30 & indoor. 23 rd 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 30 st Flying 1 st & 2 nd July	Scale Rally, + Trans Tasman, Scale Judging Fri 31 st 1 st & 2 nd Flying. Sun 2 rd 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 22 nd	7-10am	Trimming day & fun flying	Coominya
	✂ Sat 28 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F Sun 12 th	7-10am	Trimming Day & Fun Flying	Coominya
	CP Sun 26 th	7-11am	Club Day 2 min class models (3 flights, multiple entries allowed)	Coominya
March	IND Sat 11 th	3-6pm	Indoor – Delta Dart	BSHS
	🏆CP Sun 12 th	7-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	F Sun 26 th	7-2pm	Club Fun Day including P20 (3 flights)	Coominya
April	F Sun 2 nd	8-12pm	Trimming & Fun Flying / Reserve Day	Coominya
	IND Sat 15 th	3-6pm	Indoor – EZB	BSHS
	16 th – 23 rd		AFFS Champs & SCC	Narrandera, WW
	🏆CP 23 rd	8-12pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
May	🏆 Sat 6 th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	🏆 Sun 7 th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F Sun 7 th	8-12pm	Trimming & Fun Flying	Coominya
	IND Sat 13 th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆CP Sun 21 st	8-12pm	F1G State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	F Sun 28 th	8-12pm	Club rubber model fun & testing day (including Frog models)	Coominya
June	Sat 3 rd	8-1pm	Reserve F1A day	Dalby
	Sun 4 th	8-1pm	Reserve F1B day and Fun Fly at Coominya	Dalby/Coominya
	IND Sat 10 th	3-6pm	Indoor - Hanger Rat	BSHS
	F Sun 18 th	8-1pm	Club Fun Day including P20 (3 flights) & ½ hr Scramble	Coominya
	✂ Sat 24 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND Sat 1 st	3-6pm	Indoor – P18	BSHS
	🏆 Sun 9 th	8-1pm	Scale State Champs, Trimming and Fun Flying	Coominya
	F Sun 23 rd	8 – 1pm	Club power model fun & testing day including E36	Coominya
August	CP Sun 13 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆 Sun 20 th	8-1pm	E36 State Champs (5 flights)	Coominya
	IND Sat 26 th	3-6pm	Indoor – Peanut Scale	BSHS
	🏆 Sun 27 th	8-1pm	HLG, TLG & CLG State Champs & fun & testing day	Coominya
September	🏆CP Sun 10 th	8-1pm	P30 State Champs (3 flights) and Club 2 min class (3 flights)	Coominya
	Sun 17 th	8-1pm	Reserve Day	Coominya
	F Sun 24 th	8-1pm	Club trimming, sports models & limited RC	Coominya
October	F Sun 8 th	7-1pm	Col's Vintage Rally (Fun Fly any Vintage model)	Coominya
	CP Sun 15 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
	Sun 22 nd	7-1pm	Reserve Day	Coominya
	🏆CP Sun 29 th	7-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
November	Sun 5 th	7-1pm	Reserve Day	Coominya
	Sun 12 th	7-1pm	Reserve Day	Coominya
	F Sun 19 th		Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	✂ Sat 2 nd	12-4pm	Xmas party & prize presentation	John's place

🏆 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

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

SUGGESTED TOPICS FOR COMING EDITIONS:

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



It would be wonderful to expand our list of regular contributors



DEADLINES CUT-OFF DATES

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

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