

FREE FLIGHT

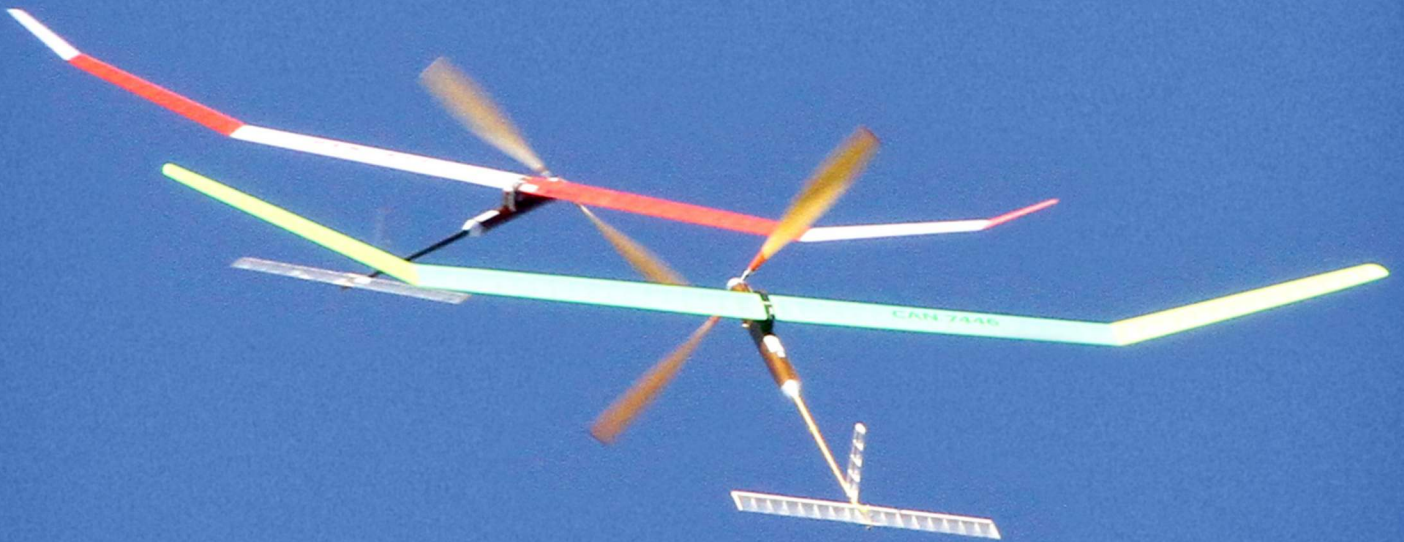
DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 55 NUMBER 4
SUMMER 2023

2024 AFFS EVENT DETAILS

FLYING IN MONGOLIA



BMK GPS REVIEW - MORE GOOD NEWS FROM CHRIS EDGE

ANDREW LINWOOD'S BEEN BUSY BUILDING PLUS A GOOD READ ABOUT OUR PAST



FRONT COVER: This is a favourite photo of mine from Lost Hills in 2018 - Christian Schwartzbach had launched in a group with Tony Mathews, Cameron Ackerly and Ron Felix. This is Christian being chased by Cameron who flew a new AA model, made for LH launch, climb and glide.

Free Flight Down Under

Summer 2023

Volume 55, Number 4

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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A Backward Glance 2017

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The Dusty Cardboard Box



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2024 Calendars



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CONTRIBUTORS

- Mike Pettigrew
- Roy Summersby
- Chris Edge
- Bruce Hao
- Yuan Gao
- Andrew Linwood
- Neil Pollock
- Len Surtees

THANK YOU!

Your name could also be here!

PRESIDENT'S REPORT



Time goes by too rapidly for my liking these days! Here we are again with the summer edition and before we know it Christmas will be upon us.

Speaking of Christmas don't forget to take yourselves to West Wyalong just after Christmas to attend the West Wyalong 2023-24 Nationals. These Nationals run from December 28 until and including January 4 and there are more than 50 events on offer across control line, free flight outdoor and indoor as well as R/C old timer all on the one big field. It will be a great social occasion as well, so please add it to your diary and let's make it a big success.

Our AFFS Secretary, Shannon, has been working with the MAAA registering the World Cup events for

next year and all goes well there, meanwhile the Shayne and Shannon team have the organisation for the 2024 AFFS Championships at Narrandera and West Wyalong well in hand. We hope for it to be even bigger and better this time around. This edition of Free Flight Down Under contains the program, entry forms and all else you need to know for this event.

I take this opportunity to thank the AFFS committee, being Shayne, Shannon, Gary and Malcolm, for all their hard work during 2023. I wish our members and readers all the best for Christmas 2023 and the new year of 2024.

Mike Pettigrew

FROM THE EDITOR



I say this each year that the Summer edition of Free Flight Down Under is the hardest to fill. And every year, one or two step up to the plate to make things easier.

Our star F1B flyer, Bruce Hao ably assisted by Yuan Gao, wrote a great story of his flying in Mongolia - he really puts you on the ground as he describes the experience.

UK electronics wizard and F1A flyer Chris Edge brings us up to speed with what's on offer from the BMK factory.

Andrew Linwood has been busy building and he talks of the 1/2A Viking and Dixielander that are both at the trimming stage.

Our committee has been hard at work assembling the paperwork for the April 2024 AFFS Champs and this all appears in your December copy of FFDU.

Mike Pettigrew excels himself with a dusty look back to the past when he describes what he found in an old cardboard box discarded by the MAAA.

Sadly, we said farewell to everyone's good friend and top F1B flyer, Paul Rossiter, who passed away after a long battle with cancer. Rod McDonald and Neil Pollock have written some fine words about Paul. We pass on our sincere condolences to Kathy Rossiter and her family.

So that's all from me until next year. Over the Christmas period, put some work into preparing your planes you'll fly in Narrandera and West Wyalong next year.

I wish you all a Merry Christmas and a Happy, Healthy and Safe New Year. Let's hope the world can get back to normal again soon.

Malcolm Campbell



46TH Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2024



Widgiewa Cup (World Cup Event) Venue: Narrandera

Sunday 21st April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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AFFS Championships (World Cup Event) Venue: Narrandera

Monday 22nd April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Tuesday 23 rd April	Reserve Day F/O day for AFFS & Widgiewa		0700-0900
	Evening AFFS AGM	Narrandera Club	1900

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

Wednesday 24 th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Thursday 25 th April	F/O morning for Southern Cross Cup		0700-0800
	Moving Day to West Wyalong		

West Wyalong Competitions Start , Venue: West Wyalong

Friday 26 th April	Combined Vintage	3 flights no rounds	0800-1300
	E36	3 flights no rounds	0800-1300
	P30	3 flights no rounds	0800-1300

Saturday 27 th April	Combined F1G/F1H/F1J	5 x 1hour rounds	0800-1300
	Combined %	3 flights no rounds	0800-1300

Sunday 28 th April	Open Power	3 x flights no rounds	0800-1300
	Open Rubber	3 x flights no rounds	0800-1300
	Combined HLG/TLG		0800-1300
	CLG		0800-1300

	Evening Presentation Dinner		1800
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Venue: NSWFFS West Wyalong Farmhouse



46th Annual Australian Free Flight Society Championships
 Incl. World Cup – Open International for F1A, F1B, F1C
 Narrandera, NSW, 21st to 24th - West Wyalong 25th to 28th April 2024



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	Open Power	
12	Open Rubber	

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 2024

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 2024 to confirm entry.
 December 2023 Free Flight Down Under



46TH Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2024



General Notes

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



EXPRESSION OF INTEREST

The AFFS is seeking expressions of interest for suitable candidates to work in the role of Contest Director at the 2024 AFFS championships to be held at Narrandera in April 2024.

The suitable candidate should:

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

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

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



46th Annual Australian Free Flight Society Championships
 Widgiewa Cup 2024 – Open International
 Narrandera, NSW, 21st to 24th April 2024



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 2024

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 2024 to confirm entry.



AUSTRALIAN FREE FLIGHT SOCIETY Inc
FREE FLIGHT DOWN UNDER SUBSCRIPTION OR AFFS MEMBERSHIP
IN AUSTRALIA

Name:

Address:

.....

Phone/Mobile: **Email:**

Date: / /

Renewals: Go to **Payment** section.

New Members: Complete option A or B.

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

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

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

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, 24th April 2024

ENTRY FORM

Entry fees Registration fee \$10.00
 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 2024

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**



Flying in Mongolia

By Bruce Hao and Yuan Gao



"The field gave me a deep calming impression"

On 18 July 2023 Yuan Gao (China) and I arrived in Ulaanbaatar, Mongolia to attend their three world cup events. Yuan has been there many times and has a good relationship with the Mongolian flyers. It was my (Bruce's) first visit to Mongolia. We were welcomed by Yuan's Mongolian friends at the airport and escorted to our accommodation.

The next day, early in the morning, we travelled to the flying site to conduct initial flight tests. The site is where the 2015 World Championships were held. The field gave me a deep calming impression. It was green and flat and stretched out towards the horizon. Cotton like clouds floated in the blue sky, while groups of white sheep grazed the grass among scattered yurts and horses. It was so beautiful. In the early morning it felt a bit cold, even though it was summer but when the sun got higher, it was very pleasant.

The first competition, on July 21 was the Mongolia Cup. Seven 1-hour rounds were flown starting at 7am. I used my second model which unfortunately was not trimmed properly, and as a new flyer in Mongolia, I dropped three rounds and thus did not qualify for the Fly Off.

The Asian Cup was flown the next day. I changed to my best model. This is the one that had the best performance in the World Cups held in Lost hills and Narrandera. In Mongolia it also did it very well. I was the only competitor





Yuan Gao accepts "High Fives" from the competitors



Could this be Bruce Hao at the foot of this rainbow?

to achieve seven maxes and, as a result, won 1st Place. It is definite that having superb model performance is very important and very helpful. The fly off finished late so the prize giving ceremony was held at around 9pm in the evening. As a VIP guest, Yuan Gao was given the honour of presenting the championship medals to the triumphant flyers. When the hosts announced that he was the third place champion in F1C, he took the medal and stood in front of the third step, raising it in the air as if he was awarding himself the medal. After that, he stepped onto the third step and put the medal on his neck. Everybody was laughing and clapping.

The last event, on 23 July was the Tomorkhuu Memorial Cup. This is in remembrance of a teacher who had made a huge effort to promote and encourage aeromodelling in Mongolia. The Cup has now been running for more than 30 years. Additional competitors entered this event. I decided to trim and use my second model as I was familiar with it and it had been a favourite in various World Cups. Unfortunately, I dropped two rounds.

Tomorkhuu's family sponsor the Memorial Cup and for the presentation in the evening they brought small gifts

they had prepared. One for every competitor and timekeeper. They were so welcoming and generous, they even presented a cash prize for each medal holder and organizer. Later, a band played fantastic music and people danced. The atmosphere was warm and cheerful. I am very grateful for the sponsor's kindness and generosity, the organizers professionalism and for all the efforts of the Air Sports organisation in Mongolia.

Three contests were held in three days, each with seven rounds followed by flyoffs. It proved quite a challenge in terms of physical strength. Thankfully, cars were allowed to be used in retrieval. This was very helpful, especially at times where my model landed more than 1600 metres away. I think that if it is possible, contests should not fly all classes in one day, or if they do, there should be a rest day in between. If we could use automobiles to retrieve models in our local area, that would be good too!

Mongolia is a fantastic flying site, but not the only one. If we can, we should go flying more often.



Bruce winds on his own at Lost Hills



SIERRA CUP: 2nd Bruce Hao, 1st Blake Jensen and 3rd Bill Booth

STOP PRESS!

BRUCE HAO PLACES SECOND IN THE 2023 F1B FREE FLIGHT WORLD CUP



The Free Flight World Cup is a competition based on flyers results in Open International events listed in the CIAM (FAI Aeromodelling Commission) calendar. It is open to any flyers registered with the FAI (any members of the MAAA). Flyers competing in Open Internationals accrue points based on their position in the results. There is some status attached to World Cup positions because essentially you are competing against all the free flieters in the world.

World Cups are based on competitions through a calendar year. After the final events were flown in 2023, Bruce Hao had placed second in F1B!

1 st	Stepan Stefanchuk	UKR	2393
2 nd	Bruce Hao	AUS	2361
3 rd	Adam Krawiec	POL	2354
4 th	Yuval Sarig	ISR	2332

It was a very tightly fought contest. Bruce's second place puts him with Australia's best over the last 3 decades.

Over the years, Australia has had a few reasonable results and some places over the years:

2023	Bruce Hao	F1B	2 nd						
2017	Phil Mitchell	F1A	5 th	Roy Summersby	F1C	4 th			
2016	Roy Summersby	F1C	3 rd						
2011	Phil Mitchell	F1A	6 th						
2010	Phil Mitchell	F1A	6 th						
2008	Roy Summersby	F1C	6 th						
2006	Roy Summersby	F1C	3 rd						
2004	Terry Bond	F1B	6 th	Roy Summersby	F1C	5 th			
2002	Phil Mitchell	F1A	4 th	Roy Summersby	F1C	4 th			
1997	Phil Mitchell	F1A	5 th	Richard Blackam	F1B	5 th	David Thomas	F1C	4 th
1996	Richard Blackam	F1B	3 rd	David Thomas	F1C	4 th			
1994	Vin Morgan	F1A	3 rd	Jon Fletcher	F1C	2 nd	David Thomas	F1C	4 th
1992	David Thomas	F1C	5 th						

2023 will be an unforgettable year for Bruce Hao. 1st in Mongolia, 2nd in the Sierra Cup, 2nd in the World Cup and 13th in the World Championships held in France.

John Corby's F86 Sabre

Part 2

Carrying on from page 19 of the Spring 2023 edition of FFDU.

Things did not go so well after this launch by Roy Summersby at Richmond.

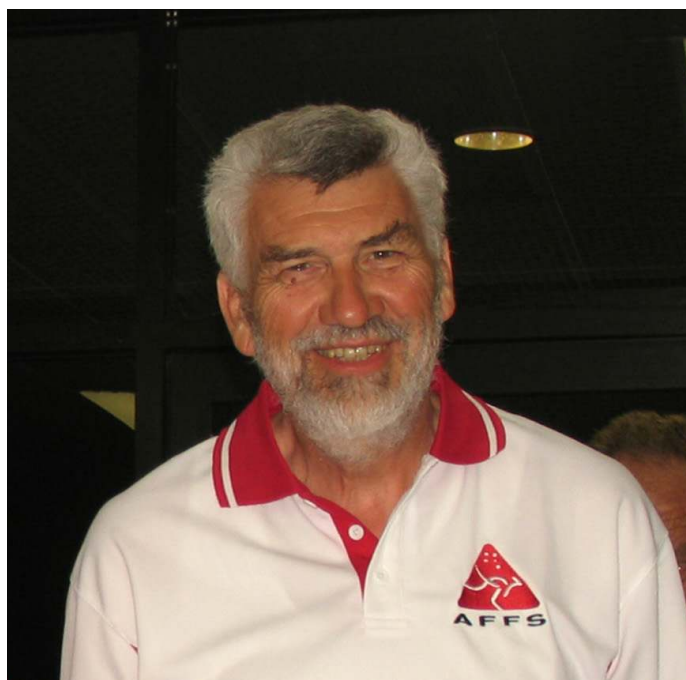
Interested?

Skip to page 34 to learn of the complete catastrophe.



VALE Paul Lawrence Rossiter

26 February 1947 – 5 October 2023



On the 5th of October 2023 one of life's true gentlemen, Paul Rossiter, passed way. This was not only a great loss to the aeromodelling community but to everyone who knew him and the friends he made around the world.

Paul lived a full life. He was not only a passionate free flyer and meticulous model builder, he and Kathy sailed racing yachts and were the proud owners of two Bolwell sports cars, one of which they both raced.

Guitar playing was another passion for Paul, from a young age, forming various bands and playing in pubs and clubs. He especially loved playing the music of the Shadows on his red and white vintage Fender Stratocaster, the very same model as Hank Marvin, the Shadows' lead guitarist, played. Using his electronics knowhow, he developed the TVS3 echo effects unit, creating the same distinctive sound as the Shadows. The Shadows even used Paul's TVS3 on their Australian tour with Cliff Richard in the early 1980s.

Paul started flying control-line and free flight in the 1950s then moved to radio control building his own transmitters and receivers in the 1980s, experimenting with battery systems in electric helicopters.

With his return to competitive free flight in the 1990s, and using his professional background in Physics and Engineering to great advantage, he developed computer simulations for rubber-powered free flight models to achieve numerous wins in state, national and F1B world cup championships. He also represented Australia in the F1B World Championships in 2009, 2011 and 2015, placing 9th in the 2011 championships in Argentina.

I first met Paul and Kathy at the Western Australian Nationals in Meckering 2012. Although I wasn't flying, I

assisted with model retrieval, chasing Paul's as well as other's models, for miles sometimes through thick scrub. Kathy was there to, braving the heat, dust, flies and sheep droppings. In fact, Kathy was always there with Paul, timing, spotting and retrieving, no matter what. They were a great team. This was my introduction to Paul's amazing electronic gadgets, with his home-made tracking system and intricate hand-built F1B timers complete with hardware machined on his mini lathe and milling machine.

Later on, Paul would use his own design thermal detector, complete with a graph plotting rotating scroll, to help the Australian world champs team find lift in Mongolia. It was absolutely brilliant; I have my own simpler Rossiter-built thermal detector that I treasure.

Paul leaves behind an amazing legacy of magazine articles and books on a wide range of subjects including physics, studies on climate change, electric flight, rubber-powered free flight and of course the TVS3, with its own series of YouTube instructional videos.

Paul will be missed and our condolences go out to his family and friends, but most of all Kathy, his amazing wife of over 40 years.

Soar high Paul.

Neil Pollock WA



Construction Corner

Sometime ago I wrote an article on the build of my FAI Viking, yet to be flown awaiting timer software repair.

In this article I spoke of a 1/2A version that I had built as a boy, which inspired me to build the big one. This time it is the other way around, the big one inspired the little one.

The model has been built using the plan from a BMJR kit however I flipped the engine over to inverted like its big brother.

The model has a carbon / balsa sandwich pylon. The wings and tail are covered in 30 gsm laminating film with model span tissue over, and sealed with 2K clear coat. The motor is a VA 049 running on a internal bladder. A Texas

Timer 2-function handles flood-off and DT. More on trimming will follow.

The other model is a Dixielander, also built from a BMJR plan. The motor is a newly acquired OS 15 with a Texas Timer, pinch-off engine stop, and all as per plan excluding the pylon, which is a carbon / balsa sandwich. The wings and tail are covered in polyester tissue sealed with 2K clear coat. The model is yet to be flown. All correct warps have been installed, so fingers crossed.

Andrew Linwood





You'll have to agree Andrew's new models look excellent. You should send me photos and stories of your own builds so others can enjoy them too.

The Taming of the PREDATOR

The PREDATOR is also known as the STING MK2 32" TLG (discus launch) glider. In 2021 I returned to designing and kitting Free Flight gliders under my new name STING MK2 GLIDERS. Having successfully designed and kitted a 6" indoor glider, a 15" CLG and the 18" CLG / HLG it was time to add a TLG (tip launch glider) to the fleet. I looked at all the current designs around the world and I couldn't help but think they all looked the same.

So time for something different and STING MK2 32" was born. The initial prototype had a balsa wing and on first test flights showed great promise. Those that saw its first flights at BFFS's Coominya field late 2021 witnessed a glider that looked like a bird of prey as it easily thermaled and finally disappeared over the horizon (the rubber bands failed to pop the DT fuselage).

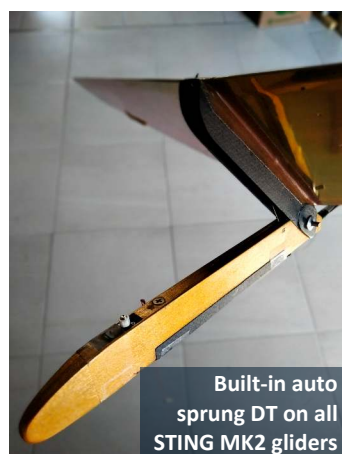
Twenty five years ago I had started experimenting with hollow aluminium wings but gave up as it was too labour intensive. Fast forward to 2022 and I again had the urge to build the 32" from aluminium skins as this style of wing best suited this construction method but it was still labour intensive. Benefits are a reasonably light wing but awesome stiffness and torque which is a must for wing tip launched gliders. With the aluminium wing some bugs showed that, although it had great potential, it was prone to be inconsistent and at times wander or fall off the glide circle.

I knew that modifications were needed but it was not until I flew at the USA Nats at Muncie in July 2023 that I needed to re-evaluate design and trim. Top USA glider flyer Bruce Kimball (who I have known for over 25 years but had not seen for 18 years) asked if he could offer some critical observations. "Hell Yeah" I said. Bruce suggested less wing dihedral as the glider was rolling too hard at launch. Thanks Bruce, I owe you a beer or two. I had to agree and, upon returning home to Australia, I also decided that other small modifications were also needed.

First I reduced the wing dihedral and at same time reduced the wing sweep-back angle. I also reduced the stabiliser angle and finally replaced reversed tiptlets to a more pleasing to the



Bruce Kimball
USA glider Champion



Built-in auto sprung DT on all STING MK2 gliders

eye wing tips. These are set at 15 degrees and angled back 5mm to give wing tip wash out. This proved to be the winning combination.

The glider is now launching as if on rails and rolling into glide circle from excellent height. It is now as good as any TLG on the market and will be on the podium more times than not. First big contest will be at the Australian Nationals commencing 28th December 2023 (see Program on page 18).

Other improvements are wing leading edge upsweep or Phillip entry. This is not easy on a skinned aluminium wing, along with wing tip wash-out built in. After much trial and error, this is now do-able and repeatable.

STING MK2 GLIDERS now offer this amazing eye catching TLG in two forms - as a "Basic kit" with balsa wing, fuselage complete including viscous timer and my auto wing pop-up DT and an "ARF (almost ready to fly) kit" with aluminium wing and fuselage complete, along with internally fitted BMK radio receiver and transmitter. I believe this is the best set up. In the next issue of FFDU, I will take a deep dive into viscous timers, BMK Band Burner timers and BMK radio timer DT's.

This swept-back wing glider is copyright and only available from stingmk2gliders.com with easy online ordering using PayPal.

Why the name PREDATOR you ask, it's because the PREDATOR eats gliders for breakfast.

lensurtees@hotmail.com

stingmk2gliders.com



Only one thing better than a PREDATOR is two PREDATORS.
Gold wing has BMK RDT, silver wing has viscous timer DT.

WANTED TO BUY

Tan 2 rubber - batch dates:-
May 1999, March 2002 and May 2002.

Please phone Len Surtees. 0409 891 008
lensurtees@hotmail.com



73rd MAAA National Championships

West Wyalong - 28 December 2023 to 4 January 2024

Pilot Entry

Surname	First Name	FAI Number
Street Address	Town/City	Post Code
Home Phone	Mobile Phone	Email Address

Team Member Entry

Event	Team Member Name	Team Member FAI Number
1		
2		

RADIO CONTROL	
	Gordon Burford
	Old Timer Texaco
	Old Timer 1/2A Texaco
	Nostalgia
	58 Antique
	Sport Cabin Scramble
	2hr Duration
	Standard Duration
	Duration
	Old Timer Glider

CONTROL LINE	
	F2A Speed
	Combined Speed& Art
	F2B Aerobatics Exp.
	F2B Aerobatics Adv.
	F2D Combat
	Open Combat
	Vintage Combat
	Slow Combat
	1/2 A Combat
	F2C Team Race T
	F2E Team Race T
	Goodyear T
	27/30 Goodyear T
	Open Rat Race T
	1 Sec Rat Race T
	1/2 Sec Rat Race T
	Vintage A T/Race T
	Class B Team Race T
	Class AU T/Race T
	F4B Scale
	Vintage Stunt
	Class Stunt

FREE FLIGHT - Outdoor	
	F1A Glider
	F1B Wakefield
	F1C Power
	F1D Coupe
	F1H Glider
	F1J 1/2A Power
	Open Power
	Open Rubber
	F 36
	Day Scramble
	Night Scramble
	Outdoor HLG
	Outdoor CLG
	Outdoor BGL
	F 30 Rubber
	Vintage Rubber
	Vintage Power
	Vintage Glider
	OE Diesel
	F4A Scale
	ART's Coupe

PAYMENT OPTIONS

1. EFT DETAILS -
 A/C Name - NSWFFS Inc 73rd Nationals
 BSB - 062 336
 A/C # - 1040 0062
 Ref - MAAA Number + 3rd three letters of your surname

2. CHEQUE DETAILS
 Cheque Payee - NSWFFS Inc 73rd Nationals
 Postal address for Entries and/or Cheques is:
 2023 Nats Registrar
 176 Tadmore Rd Cranbrook NSW 2749

3. PAYPAL
 Address: treasurer@nswffs.com.au
 Payment App: Friends and Family
 Ref - MAAA Number + 3rd three letters of your surname

Enquiries: 2023 Nats Registrar - Paul Turner
 Ph: 0409 648 881 - Email: natsregistrar@nswffs.com.au

GODDIES BAG - includes a Nats metal badge and a Nats Decal. If you want more order it here!

STATEMENT OF AGREEMENT: I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the Event if I am asked

Signed: _____
 PILOT /TEAM ENTRY FORM

Fee Calculator				
Events	Qty	\$ Each	Total	Max Fee
Admin - ALL Entrants	1	\$50	\$50	\$50
Late Fee		\$50	\$50	\$50
Senior Events		\$15	\$50	\$50
Junior Events		\$2	\$10	\$10
Team Member		\$5	\$20	\$20
Fun Fly only		\$0	\$0	\$0
Sub Total		A		

Goodies & Dinners			
	Qty	\$ Each	Total
Metal Badges		\$5	
Decals		\$3	
Cap with Logo		\$20	
Hat with Logo		\$25	
Polo Shirt & Logo		\$40	
Country BBQ			
Celebration Dinner		\$20	
Sub Total		B	

GRAND TOTAL (A + B) **C**

FREE FLIGHT - Indoor	
	Open Rubber Scale
	Parasut Rubber
	Indoor HLG
	Indoor CLG
	Hangar Rat & Hangar Rat Scramble

FUN FLY
ANYTIME NOT AFFECTING COMPETITION
 Admin Fee Only - No Event fee!

SOCIAL EVENT - How many attending?
 COUNTRY BBQ CELEBRATION DINNER

GET YOUR ENTRY IN EARLY
 Closing Date for Entries is
16th November 2023
 we will accept a
late Fee of \$50
 for any late entries



**73rd NATIONALS 2023 PROGRAM
WEST WYALONG**
Thurs 28th Dec 2023 to Thurs 4th Jan 2024



Activity & Date	Social Events	West Wyalong Stadium FF/CL/RC Indoor	CL Aerobatics McAllister Oval	CL Speed and Racing AB Field Hardstand	CL Combat and Racing AB Field Grass Circle	Free Flight AB Field	SAMs AB Field RC Strip	FSJ, FSB AB Field RC
Thurs 28 Dec 2023			Practice Demo Fun Fly/Try day	Practice	Practice	Practice & Fun Flying everyday – see CD first	Practice	
Fri 29 Dec 2023			9am-4pm F2B AEROBATICS Rd 1 Adv. and Exp.	F2C TEAM RACE Heats 1 & 2 F2F TEAM RACE	2.5cc SLOW COMBAT CLASSIC B TEAM RACE	7am-10am F4A 8am-1pm Open Rubber	Checking Processing Practice	
Sat 30 Dec 2023			9am-4pm F2B AEROBATICS Rd 2 Adv. and Exp.	F2C TEAM RACE Heats 3 and 4 Final Classic FAI Team Race	Vintage A Team Race	8am-1pm F1A, B, C Fly off 7am 31 Dec 8pm-9pm Night Scramble	9am 2cc Duration 1pm Std Duration	
Sun 31 Dec 2023	7.00 PM Country Lamb Roast Dinner, wine	3pm-6pm Electric control line Aerobatics	9am-4pm F2B AEROBATICS Rd 3 Adv. and Exp.	27 GOODYEAR 27 sec per 10 laps Junior 2.5cc Rat Race	F2D COMBAT	7am fly off from 30 Dec 8am-1pm F1J, Vintage Glider/ Rubber	9am Cabin Scramble 10am OT Glider 2pm 38 Antique	
Mon 1 Jan 2024		9am-2pm Practice. 2pm-4pm Peanut + scale 4pm-6pm indoor glider 6pm-9pm hanger rat + scramble	9am-4pm F2B AEROBATICS Rd 4 Adv. and Exp.	F2A SPEED Rounds 1 & 2 Combined /Jet Speed	1/2A COMBAT	8am-1pm Open Power P90	9am ½ A Texaco 1pm Duration	
Tue 2 Jan 2024			9 am CLASSIC STUNT	F2A SPEED Rounds 3 and 4 GOODYEAR	OPEN COMBAT	8am-9am Day Scramble 9am 12p HLG, CLG, DLG 9am-12pm E36	9am GB Event 1pm OT Texaco	
Wed 3 Jan 2024			9am VINTAGE STUNT	OPEN RAT RACE 2.5cc Rat Race	VINTAGE COMBAT	8am-1pm 60's Coupe Vintage power	8am-2pm FF Vintage Power 2pm Nostalgia	
Thu Jan 4 2024			9am F4B CL SCALE			8am-1pm F1H, F1G, OZ Diesel		

Copyright 2023

BMK GPS Part 3 – Return of CHE

Remarkably Malcolm accepted my offer of another article but I am under strict curfew on some issues; I will behave, honest I will.

Since my last missives in FFDU 54/4 and 55/1, BMK himself hasn't wavered from the task of giving us cute, affordable, and feature-led kit at prices below the opposition. At the World Champs in France I was asked by many fliers what was next, even Vin came up to see me (but he was dragged back by the TM I think it was when he saw who I was), but really there wasn't enough time to discuss everything - luckily I can now communicate via Malcolm's fine organ.

SkyLink

Think of SkyLink (SL) as equivalent to the Limberger/Gorsky Fx10>12 keyfobs, or the similar M&K unit. It's a display-less GPS receiver for the BMK AltiLoc (the on-board model transmitter) that interfaces with the BMK Finder app to display model position and some other pertinent information. Compared to the FlexiDisplay (FD) it is quite a simple device but no less clever in its execution, comprising a small but perfectly formed case with integral rear clip, with two buttons, a USB charger port and some LEDs.



BMK SkyLink (centre, with chickens) flanked by FlexiDisplay and Fx12 keyfob (on left)

In use, the large red button on the front is used to switch the unit on AND is the RCDT button; just a short press makes it bleep and the green LED lights up. If you're flying and you forgot to switch the SkyLink on and want to immediately RCDT a model then press and hold the RCDT button for >1s and it will boot up and send the RCDT transmission to the model. The side button, wonderfully moulded in to the case, is used to switch the unit off (4s hold) or if just momentarily pressed it will add 30s of DT time to suitably compatible BMK timers – more on them later. This side switch is known as 'Abad+' after Javier Abad who suggested the idea for the SL. I personally wanted to add 42s or 37s to the DT time as a bit of a fun wheeze but I was out-voted by The Boss – probably wise.

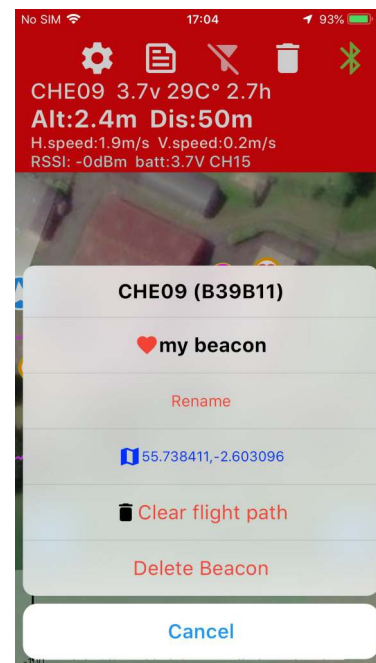
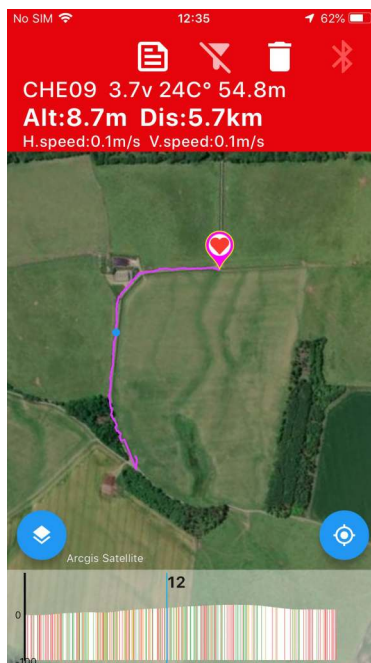
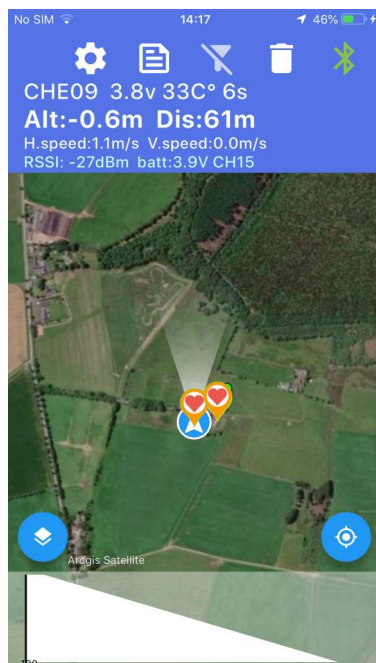
Two LEDs indicate a) transmission from an AltiLoc has occurred (upper green LED) and b) the charging status, ie if red it's charging, if out it's fully charged.

Price with two AltiLocs is currently £199 or just £99 for the SL only, er, and that's it ! Any more questions ? Oh, you want to know how to do stuff, well for that one needs to understand the app, so let's do that next.

BMK Finder (nee Locator)

The app used in conjunction with a FD and now the SL unit has been re-branded BMK Finder and now sports some exciting new features. If you have a FD then it works the same as before, you connect via the BlueTooth icon and touch the screen to select from a list the beacon you want to track. With SL that part is no different but now, like iCare beforehand, you can display all beacons in the locality on your channel without having to pre-select them. With SL there is no need to select a beacon beforehand using, say, Antenna Kiss as it picks up in sequence any beacons that are or have been transmitting on that channel. To get the tracking information up on the top banner you will need to touch and hold the app screen (or the lower right settings icon) and select from the list as before, but if you simply want to see where you are on the map relative to the model then that's displayed. And if you forgot to switch on and connect the app before you flew, no problem, SL (and also now FD with the latest firmware) will record the final positional data and display it once the app is fired up and connected via BlueTooth – SL will also 'draw' the last 200 points of the last flight as well if previously unconnected. Of course if you're connected all the time then all flight traces will be displayed but now can be easily deleted using the 'bin' icon (2nd from right on the screen).

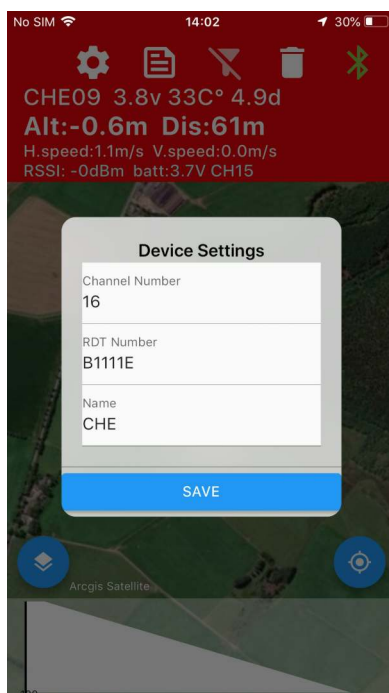
The tracking data for a selected beacon is improved via the addition of the RSSI (signal strength) value in dB with a value of 0dB being directly next to you, and a value of ~ 105 dB is about the limit that will be received. If you do go out of range the banner will change colour from blue to red AND you'll get an audible message saying "Beacon signal lost"; when you next get a signal it will say "Beacon connected". These occur within 10s of a beacon signal being newly lost or newly received respectively. (There is also a message "Battery voltage low" which occurs if the AltiLoc supply voltage drops below ~ 3.5 v.)



BMK Finder app in action. Left: beacon connected and being tracked (blue banner). Middle: beacon not connected (red banner) but 'flight' path shown. Right: beacon options now improved.

An aside here which shows how my mind works – when writing up the manual for the app I stated that you could order with various languages including English-English, English-Australian, Welsh, Gaelic, etc. Melih found this rather amusing but told me said that if we kept this text in then someone who try and order the option.....so it's (sadly) been deleted. (But if you really want Welsh I'll see what I can do.....).

Now the key difference with SkyLink is that it's a universal receiver and RCDT transmitter rather like the Fx1 2 keyfob (although they're configured in different ways). By that I mean you can change both the channel number and RCDT code 'on the fly' using the 'cog' settings icon (furthest left) on the app. Press this icon when connected to a SL and a menu comes up that allows any RCDT code, any channel number and any unit name to be used. Once you press 'Save' you also HAVE to press the red button on the SL within 2s to save these settings – it avoids accidental and 'bad actor' changes – after which the SL will reboot.



Setting options for SkyLink available via Finder app.

There are some changes to the beacon menu on the Finder app as well; touch the icon of the beacon of interest to bring this up. You still have the old options such as 'Rename' and 'My Beacon' but now there is a 'Delete Beacon' option that removes that beacon from the app display. You can also remove just a single beacon's path from the display using 'Clear Flight Path'; remember that the 'bin' icon on the banner removes all flight paths for all beacons.

Because there is no 'Flight Recording' option on the SL unit (unlike the FD) there is a new 'Excel' icon (4th from right) which is continually recording time, altitude and location (lat. and long.) when connected; note that this works with BOTH FD and SL units. You can download this data easily (usual 'share' icon at top right) to plot on suitable software (Excel, OpenOffice, etc) – I suspect in time there could be automated plotting of altitude in the manner the Fx1 2 app. You can also plot the flight path in 3D by opening this file in GoogleMyMaps or with the addition of a header and a few other changes, via GoogleEarth in .KML file format. Don't forget, however, that the 2nd page of the FlexiDisplay gives you max and instantaneous height if that's all you need.

Done BMK_20230913_1449			
Date&Time	Latitude	Longitude	Altitude
2023-9-8 15:41:44	55.73852539	-2.603131533	-0.6
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602498055	-0.9
2023-9-13 14:24:32	55.73775864	-2.602468014	-0.8
2023-9-13 14:24:32	55.73775864	-2.602468014	-0.8
2023-9-13 14:24:32	55.73775864	-2.602468014	-0.8
2023-9-13 14:24:32	55.73775864	-2.602468014	-0.8
2023-9-13 14:24:32	55.73775864	-2.602468014	-0.8
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:32	55.73775101	-2.60240984	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73774338	-2.602356434	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73771286	-2.602201462	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73770523	-2.602161646	-0.7
2023-9-13 14:24:33	55.73768616	-2.602121353	-0.7
2023-9-13 14:24:33	55.73768616	-2.602121353	-0.7
2023-9-13 14:24:33	55.73768616	-2.602121353	-0.7
2023-9-13 14:24:33	55.73768616	-2.602121353	-0.7

Typical output available via the 'Excel' tab. Download to create altitude plots or flight paths.

In terms of the mapping this is almost unchanged. There are still various map options, the path is drawn in real time if the FD or SL is connected by BlueTooth although now it's easier to see being a thicker line of a better contrasting colour (optional line colour to any RAL number available on request, allegedly.....). Map caching for those without a local WiFi or phone data connection is still a bit hit-and-miss in my experience but it's a known-known and no doubt will be sorted in due course.

BMK Finder is available on both Android and IOS with the latest version being found via the BMK store here (also links at end of article) :- <https://bmks.co.uk/products/bmk-gps-locator-system>

How I'm using it all

I've been using a production-standard SL with the Finder app for some time now including at the World Champs in France and find it accurate and reliable with the new features and updates, especially the path line format change, very worthwhile; below are some details of how I use it.

I have various models with various different combinations of timer and RCDT systems, the common factor now is that I have an AltiLoc in every model, even those with integrated GPS (ie Fx10>12). Accordingly I have at least a FlexiDisplay about my person (internal fit package is optional) when flying for tracking duties. For models that also use BMK RCDT, I'm now using a SkyLink attached to my arm with an elastic strap (the SL has a nice rear clip for this purpose) in the same manner as many use Fx1 2, M&K keyfob units. I haven't and don't intend to try and strap a FD to my arm, it's a bit bulky, but I'm sure some do.

I make a flight and if appropriate use the SL for RCDT and then connect via BlueTooth to the Finder app on my phone once the model has landed; note that I don't tend to fly with the phone on my person so I keep it back at the van and pick it up once the model is down.

Once connected, the app replays the last 200 transmissions as a sort of video and importantly shows the last transmitted position on the map – don't forget that this position is kept in the app's memory and re-displayed even if you switched your phone off; the last position is only updated when a new position is received. I can now use the app to navigate to the model via any form of transport close to hand – jet-pack anyone? I also keep an eye on the distance information and RSSI value when I get close.

I've bought a few of these SP Connect phone mounts for my bike which allow you to quickly fix it to the handlebars so you can easily refer to it when riding – most useful. You can also get small compatible pads to attach to the back of your FlexiDisplay that will also connect to the handlebar setup. Details here :- <https://sp-connect.co.uk/>



SP Connect self-adhesive pad. Clips onto dedicated handlebar fitting.

I currently take the FD with me on these sojourns downwind as well but as I get more confident with the mapping that may well change. The issue here is that I'm a stingy sod and don't have a data contract on my phone, thus I try and cache the area I'll be flying in on the app map beforehand. As noted earlier, this is acknowledged as being a bit flaky (it's a phone issue) so Melih is talking about being able to do direct caches to the app in the manner of the original Fx10 GPS (and that was REALLY flaky; I only ever got it to work once before Apple killed the WiFi options). The other problem with caching is that you don't always know how far the model might go and hence the area you need to cover, so you do risk not having map images for the landing area. But don't forget that even with a blank map, the Finder app will display the relative positions between you and the model AND displays the distance and signal strength to aid recovery.

Updated Timer Firmware

I said earlier that the SL side button (Abad+) would add 30s to compatible timers. These are the E20+ and E36+ units and the BT1 timer/RCDT but only the latter units purchased after September 2023 as the firmware and/or hardware is different. Each press of the Abad+ button adds an additional 30s to the pre-set DT time but I think I'm right in saying (I'd need to check) that this only works when the timer is in 'DT mode', ie if the motor is still running with a E20+ or E36+ then pressing Adab+ will NOT change the DT time, wait until the motor run stops and then hit the button to get the extra time.



Abad+ button – might not be chicken proof.

Just a comment about the SL firmware. This is obviously considerably simpler than that used in the FD as all it's really doing is acting as a port to the Finder app and as such it's been well tested by a select group of impeccable individuals (Get on with it ! Ed). Updates to the SL will thence be few and far between and I have tested this option via BlueTooth.

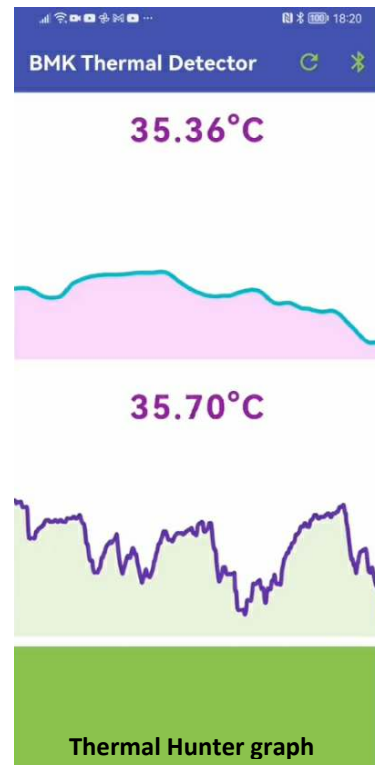
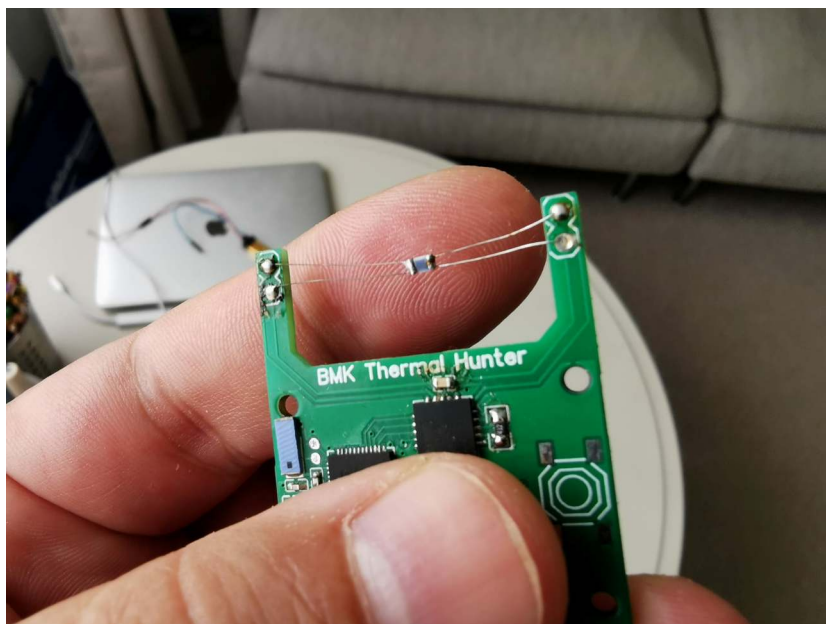
Manuals

Many users have asked me when the manuals would be updated/available and I'm glad to report that the manuals for the FD and SL have now been totally re-written to include the new features of both themselves and the AltiLoc and Finder app. Because Melih is always thinking of new ideas and often incorporating them in products once a new batch gets manufactured, it is fair to say that the manuals can lag behind, so keep your eyes peeled on the BMK Facebook page and/or the BMK shop for changes as this is where you are most likely to see stuff first.

As if to emphasise this point, as I was writing this article I became aware of a better way to zero the altimeter reading to counter drift during a day's flying. I understood that the only way to do this was to cycle the power on the AltiLoc (model transmitter), but now I'm told that if you do an 'near Antenna Kiss', ie within a sparrow's wingspan, it will also reset the altitude to zero. This function is currently undocumented but is on the list to include next issue.

What's Next ?

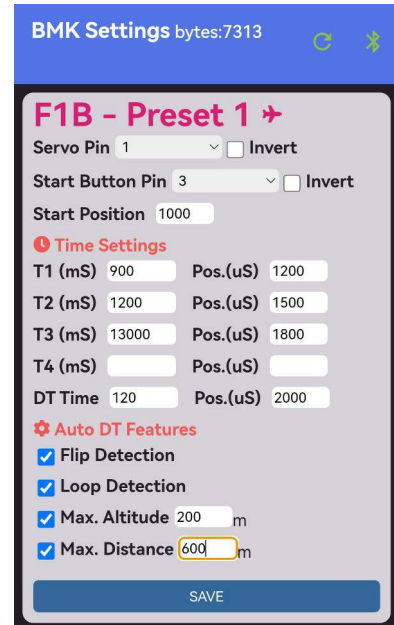
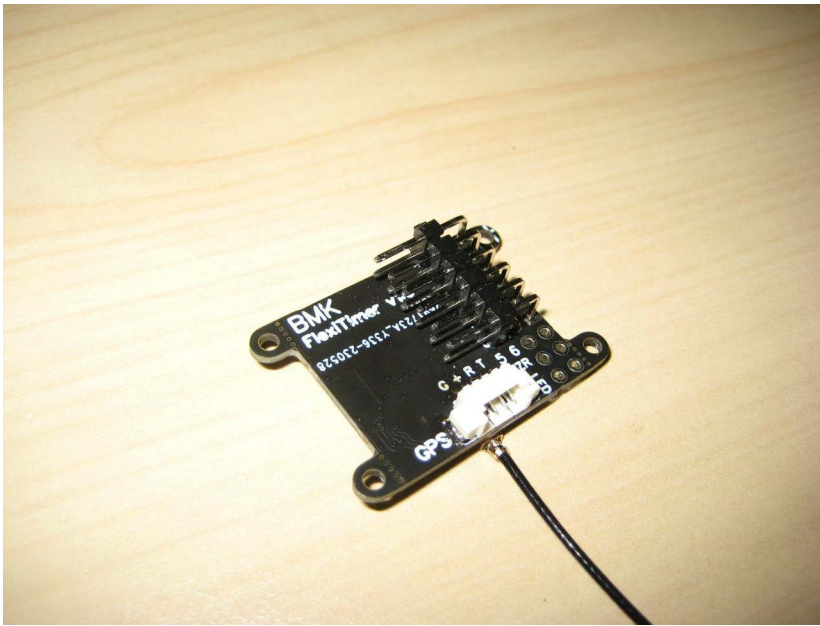
There are two things in the pipeline I know about and have been published as in development. First is a thermistor, seemingly called the BMK Thermal Hunter* which is a fast responding, high resolution thermistor head with BlueTooth connectivity to a dedicated app. The hardware exists and is operational and the app is in development and is being worked up; it has yet to leave the BMK underground labs for testing as I write this (end October). There is planned to be an amount of user customisation on how the data is displayed with some of the known issues with other commercial units being improved. There is NO direct wind speed function, so this isn't like some units that supply graphs for wind speed and temperature. Well as yet, who knows what might be in the works.....



Prototype BMK Thermal Hunter and example output plots. Photos from BMK.

*In conversation with some thermals, they are concerned about the use of the word 'hunter' in the name. I have it on authority that no thermals will be hunted, corralled, lent upon or otherwise disturbed when this device is operational. Similarly the thermals have agree not to move, dissipate or otherwise change their performance in any way for any model flown by any user of this product. The legal teams are on it and the relevant documents will be signed off soon, so I'm told.....

The other known-known is the FlexiTimer. This has been in the works for a few years now but there is hardware and most (all ?) elements of the programming app in existence. The timer PCB is ~30mm long by 25mm wide which makes it about the same size as the smaller BMT from Roger Morrell. Major parts, perhaps all, of the functionality required to make the FlexiTimer work have been successfully demonstrated and are in operation with a dedicated SkyLink, so it's getting closer. It's being suggested that I might get to test it over the winter.



Current FlexiTimer hardware and example app parameters page. (Right photo from BMK).

That's all for now. It may be that BMK has other neat stuff *in the works that will be cleverly released to the world in the same manner as the latest Rolling Stones offering. Finally, Happy Christmas (or is it summer, I never know) to my reader !

- So “other neat stuff” has arrived as we speak! Chris says: “*Oh wow, I've just been shown a photo of another possible BMK product that you're going to want! I would tell you all about it but I've been wired up to the mains with a connection straight to the secret labs in Canterbury.....(to be continued).....*”

Links

BMK Shop Product page for SL :-

<https://bmks.co.uk/products/bmk-skylink-434mhz-gps-locator-system>

SL Maunual :-

https://cdn.shopify.com/s/files/1/0594/0959/6623/files/BMK_SkyLink_434_22_09_2023.pdf?v=1695394791

Updated FD Manual :-

https://cdn.shopify.com/s/files/1/0594/0959/6623/files/BMK_FlexiDisplay_14_07_2023.pdf?v=1689331912

BMK Finder app downloads :-

Apple Store:-

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

Some nice pot chickens from eBay :-

https://www.ebay.co.uk/sch/i.html?_from=R40&_trksid=p4432023.m570.11313&_nkw=porcelain+chicken&_sacat=0

A BACKWARD GLANCE Narrandera 2017

This was the year when the Southern Cross Cup was flown first, from West Wyalong, and then we moved to Narrandera for the AFFS Champs. A strong contingent of F1A flyers from New Zealand placed well and China was represented in F1A, F1B and F1C. Paul Lagan (NZ) flew very well but it was to be his last visit to Narrandera. The Dave Anderson Memorial, the Tui Cup and the AFFS Champs were all flown in perfect weather.



Paul Lagan launches in F1B



Bruce Hao, in his F1J days



Yuan Gao - F1B (CHN)



Three Nebulas in Vintage Glider



Top Junior Chris Birch wins Scramble



Gary Goodwin's first go at Scramble



Happy CLG winners



Des Slattery (then 83) in Vintage Power



No, it's not what it seems!



Tui Cup F1A winners

Some might remember that, in September FFDU, I included part 1 of a story titled "The Dusty Cardboard Box", masterfully written by Mike Pettigrew. Well, it's such a good story that needs to be read in its entirety, without having to go back through previous editions. So here it is, in all its glory, from beginning to end. I hope you enjoy it as much as I did.

Editor

The Dusty Cardboard Box



There's a steel shipping container parked neatly in the machinery shed at the West Wyalong flying field and it houses some bits and pieces of the Model Aircraft Association of Australia's (MAAA) records and history. There are two actually, but the one we're interested in at the moment is the one that had this box in it.

There is no physical MAAA office in this modern day and age, it's a virtual office with nothing but a website, phone numbers, some computer memory/storage and some people working from home. That makes sense, as it helps keep costs under control, but the lack of a

physical space to store things has led to a set of circumstances that might trouble those with a strong sense of Australian aeromodelling history.

So, I guess it troubles me.....

Australian aeromodelling history is precious and we therefore need to be clever about keeping track of our past by preserving physical history as well as the written word; things like the no longer handed-out perpetual trophies, the framed photographs of the Hall of Fame recipients, as well as sundry, but not insignificant amounts of memorabilia of times gone by that is often handed-over to the MAAA thinking it will be in safe keeping. It is reasonable for someone to expect when they find what appears to be something of historical importance in Australian aeromodelling, to hand it over to the MAAA as our "managing body" but it seems that they have nowhere to put it or display it. One must applaud the AMA over in the USA in regard to their sense of history as they have, or had when I last looked, a permanent site where models and articles of historical value are on display to anyone that wants to see them.

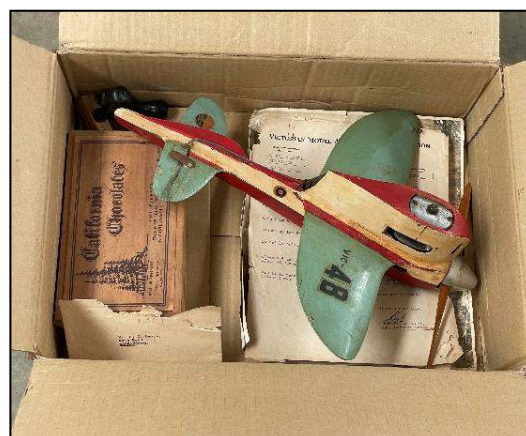
For us, our history is in a container in a machinery shed in the middle of nowhere.

As part of the move of the MAAA container to West Wyalong there was the usual clean-up of unwanted items to make sure nothing unwanted wasn't transported to the new storage facility when it would have been easier to dump it rather than cart it.

Here's the part where we come across the dusty cardboard box as it somehow made the cut and was taken to West Wyalong: I'll issue a spoiler alert at this moment to warn readers that this is about aeromodelling history and in fact makes no reference to free flight models, so if that's "not your cup of tea", I won't be offended if you move to the next article.....

The dusty box could well have been thrown-out because it was nondescript, it rattled when you shook it and it could easily have been nothing but a box of rubbish or some unwanted lost property.

Well, it wasn't rubbish and it didn't have a pair of old runners in it: Blow off the dust, open the lid and there lies an old, 1950's style Class 'C' control line speed model in well-used but neat condition, together with a redwood "California Chocolates" box, a couple of speed record certificates issued by the Victorian Model Aircraft Association in 1951, and a few photographs.



The redwood box had a number of neatly folded, mostly handwritten, letters in it plus some odds and sods of price lists and the like.

I'd consider all of that to be a bit of history to be treasured!



The record certificates were written out in favour of a Mr H. Henke – presumably a modeller from the State of Victoria, a person long forgotten by the modelling fraternity except for his legacy in this dusty cardboard box.

These are Mr. Henke's two record certificates. One of which, I notice, was signed by Monty Tyrrell a very well-known control line flyer and one-time travelling companion of Adrian Bryant when they spent time flying in England. Monty later became involved in RC and was a wonderful source of information for me about the early days of modelling in Australia. He's not with us now, I'm sad to say.

There's an element of mystery around the origin of the dusty box; how did it find its way into the hands of the MAAA? Was it handed-in by a family member? Or by a friend after the passing of the owner of the model, Mr Henke?

We probably won't get an answer to that one but I remember a similar box being handed to Tom Prosser, a modeller well known to some, and I recall him showing it to me some years ago saying that someone gave it to him as an item of historical value and asking him if, "he could pass it on to the MAAA?" I don't recall if it's the same box or not, but it's the same sort of deal.....

So anyhow, who was Mr. H. Henke?

His name was Herbert Henke, Victorian registration No. V48 and he belonged to the Eastern Suburbs Model Aircraft Club (ESMAC). That's Herb in the overalls holding the model and the gentleman beside him appears, from what we see in some other photos, to be his pilot and I suggest that this person bears a very strong resemblance to Keith Hearn of Hearn's Hobbies fame. Maybe we'll call him Keith Hearn until someone with more knowledge of the time can set me straight?



He also looks a bit like Ira Pepperell, but why would Ira be



there at Surry Park when he lived in New Zealand? We'll stick with Keith Hearn for the moment.

I've found nothing to suggest that Herb actually flew his speed models himself – someone else did and the next photo shows Herb starting one of them while the gentleman we're calling Keith Hearn, is standing in the centre with the handle in his hand.

Interestingly, not one of the photos showed a take-off dolly and also, the model in the dusty box had no marks on it to suggest it was ever in a dolly, so Herb must have had the enviable job of starting and hand-launching his little missiles in those days.



Herb lived in Monash Avenue Balwyn in the late 1940's then moved a couple of years later to Warrandyte West, which is northeast of Melbourne, and was at that time a rural area. He flew control line models at Surry Park in outer Melbourne but that's now well-established suburbia, more like outer CBD. I think Surry Park was home ground of ESMAC.

Herb's records were for 'C' class speed, and on February 7, 1951 he set a Victorian record of 128.52 MPH which he later eclipsed by setting a new record on August 5, 1951 of 134.7 MPH.

We don't know much more about him other than in 1960, he moved to Yarck, a small rural town in the Goulburn Valley about 100 Km east of Melbourne, where he planted some grape vines and went into the winery business.

Henke Wines still exists in some form today.

The model in the box is a 'C' class speed model powered by a "carved-up" McCoy 60 – the next photograph shows the motor resting in its wooden pan, and the motor, much-modified as mentioned above, is wedged into place then secured by a screw coming up through the bottom of the pan and into a threaded hole in the front bearing housing.

There are no engine mounting lugs, and the exhaust stack is also much modified to allow the motor to fit into the cowl.

The fins have been removed from the cylinder head and it has been narrowed down for streamlining. Note the Glo Plug rather than spark ignition, so Herb was giving away a little bit of power with that decision, unless he was a genius at matching fuel to weather conditions to get the ignition timing right!



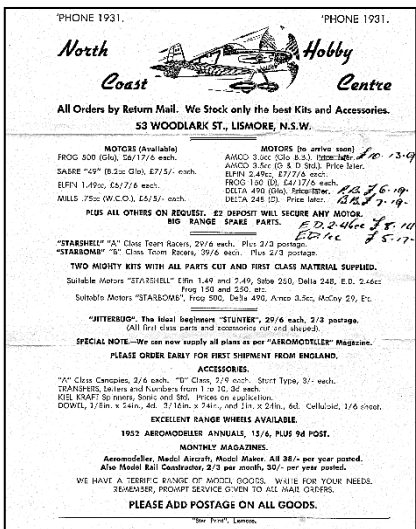
Feel free to join me in shuddering at the lack of cylinder head retaining screws!

Despite those observations, it was a very rapid model for all those years ago and he deserves a lot of credit for his efforts.....

The contents of the redwood box introduce some more characters associated with Herb Henke, but before that; the "California Chocolates" redwood box was a nice surprise as it brought back memories of my childhood when a gift of a box of California Chocolates for Christmas was so good that it came a close second to getting a model aeroplane kit! The box had a sort-of hand made sense about it with the name "California Chocolates" burned into the redwood lid. I loved the smell of the redwood, and those exquisite chocolates laid out neatly were a sight to behold – I had myself convinced they came all the way from the USA!

There were California Chocolate Shops around Sydney back in the 1950's and I understand they started back in the 1920's. Best I can recall, they ceased to exist around in the early 1960's. Imagine the disappointment when I learned that they were made in Australia - they hadn't travelled all the way from the USA just for me as I had believed!

I've detoured slightly, so let's get back to the contents of the redwood box.



The California Chocolate box had a number of items in it including 12 letters to and from various people, as well as price lists from shops such as Hearn's Hobbies, Cyril F. Noisette, and this one from North Coast Hobby Centre amongst other suppliers. There were also some sundry notes about fuel mixtures and propellers. These items of paperwork all date back to the early 1950's and there are also some receipts relating to Herb Henke's membership with the Victorian Model Aeronautical Association (VMAA).

I will include more images of letters and the like as we go along, mainly out of interest for their historical value.

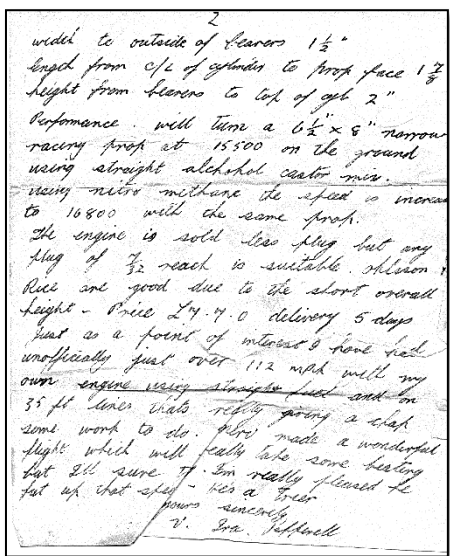
The letters are interesting in that they are, in the main, not written to Herb Henke – most of them were to and from a gentleman by the name of George Reed and they appear to

relate to George's efforts to find a motor, or motors, suitable for control line speed models.

Where does George Reed fit in you ask? Maybe the redwood box had nothing to do with Herb Henke and his speed model? That was my first thought until I found the VMAA membership receipts for Herb Henke plus some other Henke references mixed-in with the George Reed letters, so that connected the two people for me.

There is correspondence between George Reed and Ira Pepperell (a well-known name in New Zealand model aircraft engineering), as well as letters to and from a gentleman by the name of Gordon Vogtherr who also, like Ira Pepperell and his father Vern, lived in New Zealand. They all knew each other and in these letters they were discussing speed model engines and related matters such as fuel mixes, fuel tank shapes, propeller selections and all that goes with that sort of enterprise.

The adjacent photo shows the second page of one of Ira's letters to George and it is included mainly out of general interest, but also because Ira talks about achieving a speed of 112 miles per hour with one of his "class 1 engine speed models" on 35 foot lines! The poor pilot would be busy as that equates to a lap every 1.35 seconds.....



My best conclusion about George Reed's involvement with Herb Henke? I'd say that George Reed sourced and prepared motors for Herb Henke's speed models and this is where I start to realise that I'd come across George Reed myself years ago because he raced motor cars. I have a past involvement in motor racing and amongst other things had officiated at the Bathurst motor racing circuit in the late 1950's and early 1960's which was the same period as the later stages of George Reed's motor racing career. I recall now that I had met George more than once back then.

George Reed had an automotive workshop in Bathurst and was heavily involved in motor racing. In those days you had to be wealthy to purchase a race car from overseas and as a result, there were

many fine Australian racing “specials” constructed in the years between the first and second world wars, but also mainly in the immediate post war period, when overseas funds were still difficult to obtain.

George built five racing car “specials”; they were campaigned with reasonable success, and from the mail I reviewed in the chocolate box, I’ve now discovered that George was also an aeromodeller.



One of the cars he built was a vehicle known as the “Monoskate”, the silver and blue one, and the last one he built in 1950, was called the “Red Car” which was built in cooperation with Bathurst Council for some reason. This was the car I saw George with - It was later named the “So Cal Special” because of an advertising arrangement – not that race cars in Australia could carry advertising signage on them in those days. *(It was Jack Brabham, later to become multiple F1 world champion that fought the battle to have advertising allowed on race cars in Australia after he made a deal with*

the fuel additive firm Redex to help fund his Cooper Bristol.)

There is an excellent replica of the “Red Car” is on display at the motorsport Museum at the Bathurst Race circuit. That’s it in the adjacent photo and it had, I understand, won an Australian Grand Prix many years ago.....



So, that’s who George is, and I apologise for digressing again but it seems wrong to not pick-up some of these side notes. George was a man of many talents as well as being an aeromodeller, but who was Gordon Vogtherr?

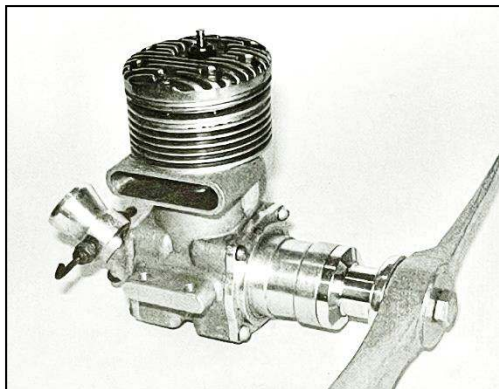
Well, Gordon Vogtherr was a New Zealand modeller who, by coincidence, was also involved to some extent in motor cars and motor racing, in New Zealand of course, and mainly with the MG marque which was the mainstay of club level motor racing in the post war period. I don’t think he and George Reed knew each other for that; Gordon appears to have been introduced to George by Ira Pepperell as a possible source of the motors George was seeking.



Gordon’s main claim to fame however, was that at age five he survived a serious earthquake in 1931 that pretty much demolished the town of Napier in New Zealand and caused the death of more than 250 people. Napier was reconstructed over the next few years when Art Deco was the architectural fashion and as a result Napier now has a splendid collection of Art Deco buildings that are carefully preserved for posterity. Napier is a beautiful town and is much visited nowadays by tourists wanting to see the buildings. I recommend going online to read

more about Napier, the earthquake, and its aftermath.....

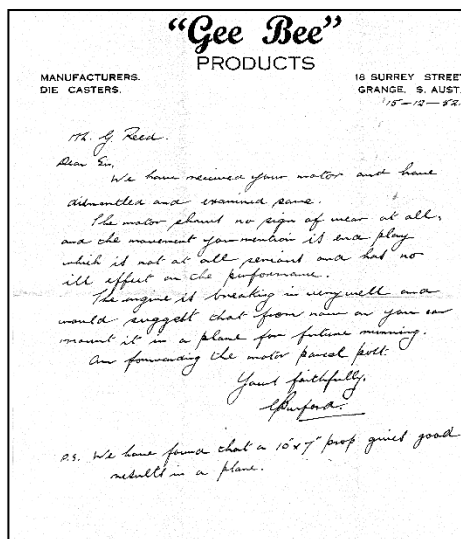
It seems that Gordon later settled in Hastings, a little way south of Napier; he had a bacon curing business as well as other diverse business interests and was, it appears, reasonably well-off financially. Of interest to George Reed, however, was the fact that he had a couple of nice motors which George subsequently acquired. One of the motors was a much sought-after Pepperell 61 glow plug motor and the other was a McCoy 29, both pre-loved, and sold to George because Gordon was becoming too busy to make good use of the motors.



This is a photo the Pepperell .61 glow motor and it was ultimately produced also in spark and magneto versions – each being successively more powerful than its predecessor. The spark version made more power than the glow because it had better control over the ignition timing and the magneto version was even better again apparently due to the way in which the spark was delivered (a ‘fatter’ spark at high RPM, for want of a better description). This series of motors has a strong resemblance to the Dooling .61 although Ira Pepperell said it had many differences to the Dooling. There had

been ongoing collaboration over a period of time however, between Vern and Ira Pepperell and the three Dooling brothers in Los Angeles – enthusiasts sharing ideas and experiences as they developed their motors, and this no doubt led to the similarities. This today, would be a highly desirable motor to collectors.....

George apparently, also had cause to also use one of Gordon Burford’s motors and one of the letters in the redwood box relates to him sending it back to ‘Burf’ (as we all knew him) suggesting the motor had excessive wear. For those without a magnifying glass and can’t read the letter, I can tell you that Burf responds by saying the motor is just fine and he sent it back to George with this letter as in the photo adjacent.



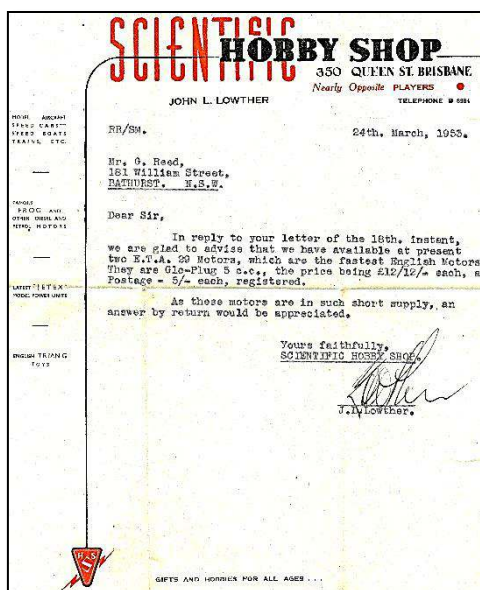
So, that pretty much gets to the bottom of who’s who in the Herb Henke cardboard box – I’m certainly glad the box and its contents survived and I hope others realise and respect the value to our aeromodelling history that this box represents. It’s interesting to think that while I was a just a mere lad, only just a teenager in Sydney and taking my first tentative steps into aeromodelling, all of the above was going on between this group of people in multiple countries as well as interstate Australia. It was, of course the very early days of making model aircraft that could fly very fast.

Prior to the early 1950’s and the development of the control line speed model, it wasn’t possible to have a high velocity free flight speed model – if you wanted to make something that went quickly, the most common thing to do was to construct and race a tethered car which is where the Dooling Brothers and Dick McCoy amongst others, first showed what they could do. It was the “invention” of the two-wire control line system around 1947 that made operation of high speed model aircraft possible.

It brings back memories of my uncle and the tethered racing car he used to race on an especially constructed circular track next to the AWA building on Parramatta Road Ashfield. I often went there

with him and recall they also had a pond for tethered boats. Back in those days some of these facilities used the track for boats as well. They were built with sides and they ran the cars in the morning, filled the track during lunch and ran the boats in the afternoon!

There is a welcome, but slow, resurgence in this aspect of modelling these days and it's good to see.....



I'll finish with a copy of a letter to George from the owner of the Scientific Hobby Shop in Queensland for no reason other than it was also in the box and it looked good enough to include in the article.

It was pretty fancy and modern looking letterhead for a 70 year old letter – and it was on “air mail” weight paper as well!

Mike Pettigrew – January 2023.

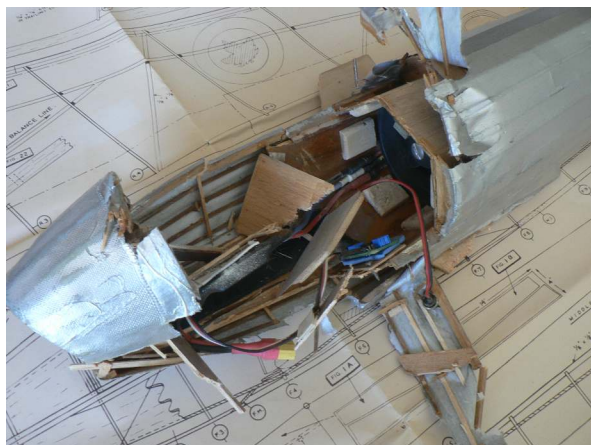
John Corby's F86 Sabre

Part 2 Carrying on from page 12 photos

First flights were at Denman. After two or three attempts where it went to mother earth just a few meters from launch, packing under the trailing edge did the trick, well I thought so. The Sabre flew in a wide right turn hitting the ground still under power. Result slight damage to the nose.

The second flights were at West Wyalong and all looked promising with quite a long flight of about 15 seconds but again hitting the ground under power. Being 50-60 years old things were starting to fall apart. This was mainly around the wing roots where the wing tongue fits into the wing box. Back home I glued back what I could and capped the wing roots with ply. Problem solved.

Third time out was at Richmond where my first launch was not good. This resulted in the model taking a tight right turn and landing in in the ploughed paddock under power. The result was spectacular to say the least, a cloud of dust being ejected from the tail pipe, it looked like a real jet crash, silver wings and a clouds of smoke (dust) everywhere. Some left rudder was added as well as a longer motor run and with a much more respectful launch. I had beaten it, YIPPEE, I had won. The model did a lovely wide left turn climbing all the way to about 25 meters when the motor stopped. Without a two-stage timer to help control the glide it was on its own. The glide was steep, much too steep for the brittle 60-year-old balsa to stand. The sad result is a very broken front section which may never be fixed. The very, very sad part is that I won't be able to get John to the field to see it fly, and my ambition of having both the ducted fan models in the air at once won't happen. On a positive note, we did get some photos of the model in flight which I will give to John.



RIP F86 Sabre

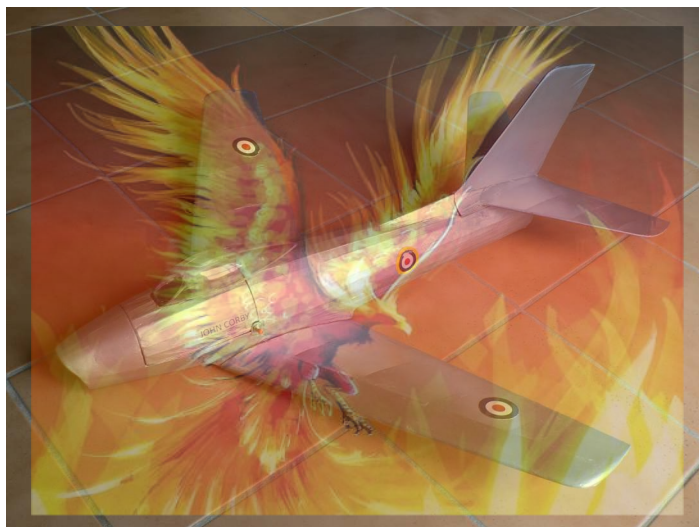
But wait, there's more, turn the page!

John Corby's F86 Sabre

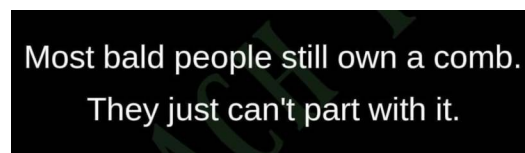
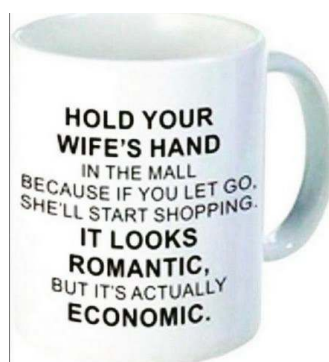
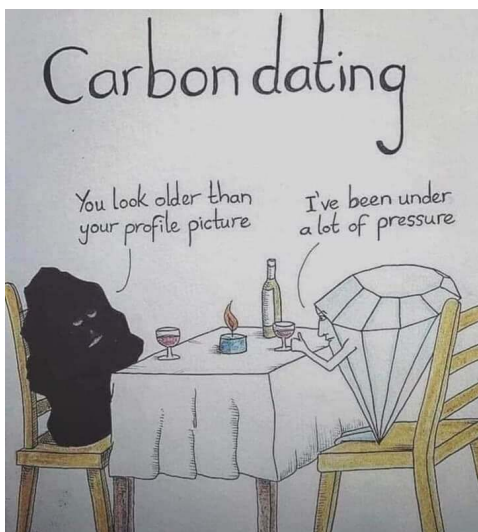
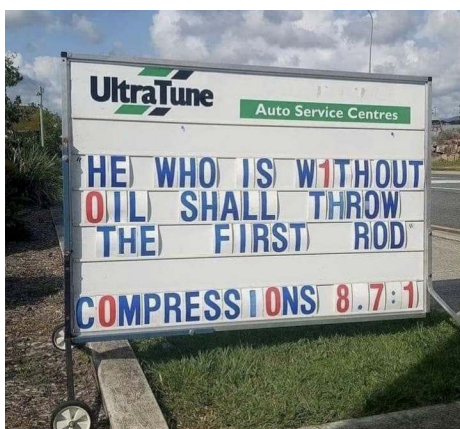
Part 3 Like Phoenix from the Ashes

The Sabre has risen from the bin, in fact it didn't quite get there. The poor Sabre was sitting out of the way on the floor in the back room and, being a softie, I didn't have the heart to throw it away. I thought it deserves one more chance. I attacked it, stripping off the nose and grafting on a new one. Reinstalled the electric's complete this time with two-stage timer which I believe will help when the main power stops. I have added a little more incidence which should help in the glide, once again is now ready for flight.

Roy Summersby



JOKES PAGE





BRISBANE FREE FLIGHT SOCIETY

2024 Flying Calendar

December 2023



Month	Date	Start	Events	Location
February	Sat 3rd	12-4pm	Bar-B-Que lunch & General Meeting	John's
	Sun 11th	8-10am	Trimming Day & Fun Flying	Coominya
	Sun 25th	8-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	Sat 2nd	3-6pm	Indoor - Delta Dart	BSHS
	Sun 10th	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	Sun 24th	8-2pm	Dale's Fun Day including P20	Coominya
April	Sun 7th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 13th	3-6pm	Indoor - EZB	BSHS
	Sun 21 st	8-12pm	F1J State Champs (5 flights)	Coominya
	Sun 21 st to Sun 28 th		AFFS State Champs & Southern Cross Cup	Narrandera/ W. Wyalong
May	Sun 5th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 11 th	3-6pm	Indoor HLG/CLG	BSHS
	Sun 19th	8-12pm	Club Rubber model fun and testing day including Frog models	Coominya
	Sat 25th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 26th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
June	Sat 1st	8-1pm	Reserve F1A	Dalby
	Sun 2nd	8-1pm	Reserve F1B	Dalby
	Sat 8th	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 16th	8-1pm	Club Fun Day including P20 & ½ Hr Scramble	Coominya
	Sat 29 th	12-4pm	Bar-B-Que & AGM	John's
July	Sat 6th	3-6pm	Indoor - P18	BSHS
	Sun 14th	8-1pm	Scale State Champs & club testing	Coominya
	Sun 28th	8-1pm	Club Power model fun and testing day including E36	Coominya
August	Sat 3rd	3-6pm	Indoor - Peanut Scale	BSHS
	Sun 11th	8-1pm	Mini Power & QDP (3 flights)	Coominya
	Sun 25th	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 8th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 15th	8-1pm	Reserve Day	Coominya
	Sun 22nd	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 29th	8-1pm	Reserve Day	Coominya
October	Sun 13th	8-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	Sun 27th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 3rd	8-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
	Sun 10th	8-1pm	Reserve day	Coominya
	Sun 17th	8-1pm	Club Glider model fun and testing day including CLG & RC Gliders	Coominya
December	Sat 7th	12-4pm	Xmas party and prize presentation	John's place

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "BFFS on the field"

2024 FREE FLIGHT CALENDAR

Ver 1 as at 1 December 2023

CONTACTS: John Lewis 07 3848 4280 Malcolm Campbell 07 3278 7164

December 2023 Free Flight Down Under

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* NSWFFS Contest & Fixture Calendar 2024 *

Date	Event	Venue	Time	C/D
Dec 28-4 th Jan	73 rd Nationals see entry forms and program for details	W. Wyalong AB Field		
Jan 14	Combined %, ½ Hour Walking Scramble	Richmond	8.00am	Roy Summersby
Jan 19	General Meeting	Dundas Sport	7.30pm	
Feb 4	Combined F1 G, H, J, P30 + Scale Fun Fly	Richmond	7:00am – 1:00pm	Peter Scott
Feb 18	State Champs P30 & E36 + Comb Vint	Richmond	7.00 – 1.00pm	Gary Pope
Mar 10	State Champs Scramble & CG + CLG Combined % & Control Line, BBQ Lunch	Richmond BYO Food	7.00am-1.00pm	Michael Towell
Mar 15	General Meeting	Dundas Sport	7.30 pm	
Apr 21-24	AFFS Champs See FFDU Program S C Cup for F1A, B, C	Narrandera	See FFDU	
Apr 26-28	AFFS continued at WW on 26 th Combined Vintage, E36, F1 G, H, J, P30 & Combined %, HLG/CLG/TLG See FFDU Program Evening Presentation Dinner	W Wyalong Farm House	8.00am-1.00pm See FFDU 6.00 PM	
May 5	E36 + Combined Vintage	Richmond		Aaron Booth
May 24	General Meeting	Dundas Sport	7.30pm	
June 1-3	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 16	State Champs F1G, H, J + E36	Richmond	7.00am-1.00pm	Roy Summersby
July 5-7 Flying 6 th & 7 th July	Scale Rally, + Trans Tasman, Scale Judging Fri 5 th , 6 th & 7 th Flying. Sun 7 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch	Richmond Sunday BYO Food & Drink	7.00am till dark Trans Tasman	Phil Warren
July 19	General Meeting	Dundas Sport	7.30 pm	
July 27-28	Midwinter Mini Maxout 2 Min Max Models See separate program	West Wyalong AB Field	8.00am- 2.00pm	Shayne McDonald
Aug 11	Scale Rally, P 30, Combined Vintage	Richmond	7:00 – 1.00pm	R. Summersby
Aug 24-25	Cowra Oily Hand Weekend	Cowra		
Sep 15	½ Hour Walking Scramble + Fun Fly B-B-Q Lunch	Richmond BYO Food	7:00am – 1:00pm	Terry Bond
Sep 20	Annual General Meeting	Dundas Sport	7:30 pm	
Sep 22	Combined % 5 flights + E36	Richmond	7.00am - 1.00	Peter Scott
Oct 6	Combined % Multiple Entries	Richmond	7:00am – 1:00	Gary Goodwin
Oct 25-27	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 10	Scale Rally + Fun Fly	Richmond	7:00am 1:00pm	Peter Jackson
Nov 15	General meeting	Dundas Sport	7.30 pm	
Nov 22	Friday Xmas Party	Richmond	7.00am - 1.00	Terry
Dec 1	½ Hour Scramble. Combined Vintage with SAMS & Fun Fly. Christmas B-B -Q	Richmond BBQ Xmas	7:00am – 1:00pm Lunch BYO	Aaron Booth FOOD

Notes All scrambles start at 8.00am

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



DEADLINES CUT-OFF DATES

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

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

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



AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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