

# FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 56 NUMBER 1  
AUTUMN 2024



## FAB FEB 2024 REPORTS

## 2023/24 NATIONALS

## GOOD READS FROM OUR PAST



**FRONT COVER:**

Albert Fathers launches his Fred Boxall designed "Open Rubber" model in the Vintage event at West Wyalong's Nationals in December/January 2024

# Free Flight Down Under

**March 2024**

Volume 56, Number 1

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

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**CONTRIBUTORS**

- Mike Pettigrew
- Roy Summersby
- Vin Morgan
- François Ducassou
- Warren Leadbeatter
- Stan Buddenbohm
- Andrew Linwood
- Natalie Beckett
- Len Surtees

**THANK YOU!**

Your name could also be here!

**Mike looks back**



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**2024 Calendars**



## PRESIDENT'S REPORT



This is the last issue of FFDU before we conduct the AFFS Championships at Narrandera and West Wyalong. It will be upon us before we know it!

We're hoping for perfect weather if possible, so please feel free to join us in crossing our fingers in an attempt to keep the weather gods happy.....

We are still, of course, in the team trials period for the next ABC World

Championships and the three world cup events at Narrandera count towards your point score for those wanting to gain a team place. There was some grumbling amongst competitors at the recent Nationals ABC events on the basis that it appeared to some that a late decision was made to not use the Nationals events towards team selection points. We have explained the circumstances already, but I repeat them here one last time before we move on to the next events:

The CASA approval for height clearance above 400 feet wasn't received in time for the Nationals events and the organisers did the correct thing and requested all flyers to respect the 400 foot standard height limit. This however, limited the potential of the ABC classes to the point where the AFFS committee, who are responsible for conduction the trials for the MAAA, believed the events would not provide fair competition with respect to team place points, and we decided not to use them.

Why the late decision? We gave as much time as possible for the approval to be received.

One or two said they wouldn't have turned-up if they'd known there were no points on offer and I found that surprising except in a couple of cases where other issues were involved, but in general terms, our sport is about supporting the events such as the "Nationals" so people should turn-up regardless.

We move on.....

Back to the AFFS Champs, a reminder please to our able-bodied competitors/attendees that any help you can give to the CD on the day with regard to setting-up and taking down would be much appreciated. Shayne will be CD this year and we have been discussing the possibility of gaining approval to have some limited form of motorised retrieval. No promises, but we have it in mind and we will do what we can on the day. Please, whatever you do, you must accept the decision made by the CD on the day regarding this matter and follow instructions exactly!

See you all there!

**Mike Pettigrew**

## FROM THE EDITOR



It was good to hear that our Awesome Foursome (Albert Fathers, Craig Hemsworth, Vin Morgan and Roy Summersby) enjoyed their visit to a very green Lost Hills last month. Reports from them are included in this newsletter.

I'm very much looking forward to Narrandera and West Wyalong this year because I haven't flown free flight since 19 November last year! Why is this so? Well, like most of the east coast, it's been pretty hot and intermittent showers and heavy rain have put my club's Coominya field out of bounds. Surrounding lower lying fields remain under water and

our reserve field is also unavailable as both farmers have their cattle grazing on the two higher ground fields that we use. This may go on for a while yet so the cattle will be leaving a lot of painful hoof prints all over it!

In this edition of FFDU, I've used a number of excellent Fab Feb photos supplied to me by French F1C flyer François Ducassou.

I hope to see a lot of our readers at Narrandera and/or West Wyalong this year and let's hope the weather gods are on our side in April.

**Malcolm Campbell**



46<sup>TH</sup> 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 <sup>rd</sup> April	Reserve Day F/O day for AFFS & Widgiewa		0700-0900
	Evening AFFS AGM	Narrandera Club	1900

**HAVE YOU PAID YOUR AFFS and SCC ENTRIES?**

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

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

**ENTRY FORMS AND AFFS MEMBERSHIP FORMS ARE IN THE DECEMBER 2023 FFDU**

West Wyalong Competitions Start , Venue: West Wyalong

Friday 26 <sup>th</sup> April	Combined Vintage	3 flights no rounds	0800-1300
	E36	3 flights no rounds	0800-1300
	P30	3 flights no rounds	0800-1300

**Overseas entrants may pay on arrival but please email entry form as soon as possible to confirm entry.**

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

Sunday 28 <sup>th</sup> 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

# 73<sup>rd</sup> Australian Nationals

West Wyalong 29 December 2023 to 4 January 2024

Report by Vin Morgan

This was another Nationals held at West Wyalong for Free Flight, Control-Line and SAMs RC events and run over the traditional New Year period.

The Nats were somewhat marred by wind apart from the first day (Scale (F4A) and Open Rubber) for which it was cool with a light breeze and the last day (F1G, F1H OzD and Vintage Power (held over from the day before). Only one day was unflyable.

Twenty-seven flyers competed in free flight. The program was huge; with a full twenty one events listed however several events had only three of four entries, one event just a single flyer and there were two events not flown because of no entries. It used to be that Nationals events were cancelled if there were less than four entries. If this had been done it would have removed eight events (but there would still have been ten). The time slot, just after Christmas and over New Year is problematic for some flyers.

It was a sort of NSW Nationals (in Free Flight anyway). There were eighteen from NSW, six from Victoria, two from Queensland and one from South Australia. There were more Vics in CL and the SAMS events but I don't know the numbers. Six from Vic in FF is pretty good considering the numbers we see on the field in Victoria.

## Day 1. Friday December 29

Nice conditions. Overcast light variable wind. The launch point was moved twice to cope with changes in wind direction, but the delays didn't matter because the wind stayed low all day so it didn't matter if you didn't get all your flights in early. Roy Summersby won scale with a nice ABC Robin, powered by a 1 cc MP jet.

Open Rubber was one of the best supported events of the Nationals with 8 entries. Good to see this classic event attracting competition as it should. The field and the weather came together for a fine contest. Albert Fathers and Matt Hannaford maxed out. Albert won with 282 secs in the flyoff.

just means you may have to move. In the windy conditions of the later rounds of models were travelling up to 1 ½ km but it was flyable enough and all three events were good contests. Just one entrant in B and C maxed out, showing that it was quite possible. No flyoff which, in view of the wind for the next few



Albert winds his big Waif while Ian Haigh looks apprehensive

## Day 2. Saturday December 30

F1A, F1B, F1C. The forecast was for a calm morning and wind later in the day. There was a bit of mucking about during the first two rounds because the wind direction kept changing. West Wyalong is big and clear enough if the launch point is chosen to suit the wind direction. It

days was probably just as well.

## Day 3. Sunday December 31

Reasonable conditions for F1J and Vintage Rubber. No-one flew Vintage Glider (There are a few V Gliders about, but they never seem to enter competitions. What to do about the event??).

In F1J, Roy made all the maxes with a modern carbon model. Harry Sokol dropped a bit flying a classic Class 1 Power model and was second. David Shackleford had a bad day.



Roy Summersby's ABC Robin



It was New Years Eve. The dinner roast outside the farmhouse in the warm evening was enjoyable. Lots of talk.

**Day 4. Monday January 1**

New Year's Day. No sore heads because the free flighters were mostly tucked up in bed well before midnight. A bit breezy on the field but less than the prediction and quite pleasant even for the P-30's. There were seven starters and four maxouts in P-30. There was a good flyoff.

There were no big models in Open Power. Too windy?? Out of style? Harry Sokol won with a Dixielander; Roy flew an F1J – that went badly?

**Day 5. Tuesday January 2**

Windy! Six starters in Scramble and it was hard work. Good to see Tahn Stowe come out of the woodwork to win with a somewhat elderly Flying Carpet. Aaron Booth doesn't like to run but he had young Lachlan as a runner. Came second.

The wind actually dropped later and for E-36 was not too bad at all. Roy Summersby flew consistently and got maxes. With the 10-second motor run for the flights (5-seconds for the flyoffs) it shouldn't be too hard to make 2-minutes, but you need the model to be in trim and you need to launch well. Vin Morgan managed only one satisfactory launch that maxed easily but the flat launches for the other two flights got no height at all.

HLG, CLG, DLG only produced moderate scores in the wind. Len Surtees, surprisingly, didn't win all three classes (see report below).

**Day 6. Wednesday January 3**

Very windy. There was a storm in

the night with a lot of rain. Too windy at 08:00 to fly. We sat around in the farmhouse and had coffee. The events were postponed to the next day.

**Day 6. Thursday January 4**

It turned out to be a really nice day. Warm, with light wind. Out at the high NE corner of the field it was a pleasure to fly free flight. Vin Morgan, the only competitor, put in three F1G maxes with the Deuzio. Only three because the timer didn't work on the third and it flew for 13 minutes, landing in a tree at the edge of the farm about a km away. It was retrieved with only tissue damage thanks to the 9m long carbon-fibre pole that lives at the farm for just this purpose (you need to remember we have this piece of equipment). The model was 10m high and would have been a difficult retrieval without the pole. Len Surtees won F1H from Matt, and Martin Williams had a good day, winning Oz Diesel and coming second in Vintage Power. He flew the Stomper in both events – eight flights in all.

**Vin Morgan**



Albert Fathers launches his WAIF in OR



Andrew launches F1C, Sally times



Roy launches his winning F1J

# The National's Glider report

Report by Len Surtees

## INDOOR

It was great to fly indoors again with F1N hand launch glider, catapult glider, rubber scale and Hanger Rat. The main two contenders for F1N HLG was Michael Towell and me. We often swap first and second places and as I told Michael 30 years ago whoever wins indoor HLG is the King. At last year's AFFS Nats Michael beat me by 0.4 second after 3 best flights were added. This time Michael turned up with a brand-new glider that wasn't fully trimmed so his flights were not consistent. So I now wear the King's crown. Natalie Beckett put in some dramatic catapult flights missing the ceiling by millimetres, but my much larger CLG flew longer. There were several registered flyers but they failed to turn up. The cost of Hall hire is expensive so we all should participate in these events or indoor events could become a thing of the past.

## OUTDOOR

CLG, HLG (javelin style launch) and TLG were all held over a 3 hour time slot from 9am to 1pm. Weather was not ideal with strong turbulent winds and most gliders were blown down in 20 seconds. It was not for the faint-hearted.

There were eleven entries in CLG but nearly half failed to fly. My STING MK2 18" glider that had won the USA Nats in 2023 proved to perform well in the conditions to place first. Natalie found the strong wind overpowering her STING MK2 15" but put in some credible flights. Geoff Hungerford STING MK2 18" glider was not trimmed for the conditions.

HLG was very difficult to fly and I turned up with a 21" glider made up from various glider parts just before the two-day drive to the Nat's site, so there was no time to properly sort it out. Nonetheless, current "Heave Ho" HLG champion Lindsay Muffet was not to be denied with an excellent win knocking me back to second place. Lindsay was the only one to snag a max in HLG with a STING MK2 18" glider, well deserved and congratulations.

TLG saw 5 brave pilots turn up with some new faces competing. All the gliders were around 36" wingspans and all balsa except for my 32" PREDATOR with Gold Aluminium wing. Michael was the man to beat with very high launches and an excellent glider. As I had spent the first two hours being CD this left me with only one hour to fly CLG, HLG and TLG. This was stressful as too much time was spent looking for gliders that can be difficult to find and are blown a long way making retrievals tiresome. Natalie and Geoff Hungerford took over the CD duties allowing me to compete. After arriving back at the launching box, Natalie informed me I had two minutes left to fly. I had no idea what the scores were for TLG and with my last launch I figured that my glider needed a little more bounce in the glide to combat the turbulent condition. So I screwed the incidence screw out by a quarter of a turn, launched just before my time was up and watched with fascination how my 32" PREDATOR glider bounced around for a max. This meant I beat Michel by one second, ouch! Matt Hannaford was in third place.

Len Surtees



Left to right: Lindsay Muffet 1st HLG , Matt Hannaford 3rd TLG, Michael Towell 2nd TLG and Len Surtees 1st TLG



2023 Heave Ho HLG winner Lindsay Muffet

# More photos from the Nationals

Photos by Warren Leadbeatter and Natalie Beckett



Sally Linwood-Knight in E36



Natalie Beckett in P30



Natalie Beckett, Roy Summersby and Warren Leadbeatter



Lachlan Booth (runner) watches Dad Aaron in Scramble



A busy Matt Hannaford (7 events) sets up in F1B



Enthusiastic sellers at the Swap Meet?







Andrew Linwood



Looks like David Shackelford to me



Michael Towell and Phil Warren



More happy people photos



Roy Summersby's OZD, uncharacteristic 3<sup>rd</sup> place



Michael Towell and Phil Warren's F4A scale models



## 73<sup>rd</sup> MAAA Nationals Results (Free Flight)



F1A Glider		
Place	Name	Score
1 <sup>st</sup>	Matthew Hannaford	834
2 <sup>nd</sup>	Albert Fathers	799
3 <sup>rd</sup>	Ian Haigh	627

F1B Wakefield		
Place	Name	Score
1 <sup>st</sup>	Bruce Hao	900
2 <sup>nd</sup>	Vin Morgan	848
3 <sup>rd</sup>	Terry Bond	781
4 <sup>th</sup>	Gary Goodwin	493
5 <sup>th</sup>	Phillip Warren	303

F1C Power		
Place	Name	Score
1 <sup>st</sup>	Roy Summersby	900
2 <sup>nd</sup>	Andrew Linwood	854
3 <sup>rd</sup>	Murray Wilson	800
4 <sup>th</sup>	Warren Leadbeatter	663

F1G Coupe		
Place	Name	Score
1 <sup>st</sup>	Vin Morgan	360

F1H Glider		
Place	Name	Score
1 <sup>st</sup>	Leonard Surtees	480
2 <sup>nd</sup>	Matthew Hannaford	288

F1J 1/2 A Power		
Place	Name	Score
1 <sup>st</sup>	Roy Summersby	600
2 <sup>nd</sup>	Harry Sokol	416
3 <sup>rd</sup>	Dave Shackelford	20

Open Power		
Place	Name	Score
1 <sup>st</sup>	Harry Sokol	497
2 <sup>nd</sup>	Andrew Linwood	317
3 <sup>rd</sup>	Roy Summersby	285

Open Rubber		
Place	Name	Score
1 <sup>st</sup>	Albert Fathers	822
2 <sup>nd</sup>	Matthew Hannaford	648
3 <sup>rd</sup>	Ian Haigh	522
4 <sup>th</sup>	Gary Goodwin	520
5 <sup>th</sup>	Vin Morgan	488
6 <sup>th</sup>	Aaron Booth	354
7 <sup>th</sup>	Lachlan Booth	158

E36		
Place	Name	Score
1 <sup>st</sup>	Roy Summersby	360
2 <sup>nd</sup>	Natalie Beckett	346
3 <sup>rd</sup>	Warren Leadbeatter	324
4 <sup>th</sup>	Vin Morgan	294
5 <sup>th</sup>	Sally Linwood-Knight	261
6 <sup>th</sup>	Harry Sokol	230

Day Scramble		
Place	Name	Score
1 <sup>st</sup>	Tahn Stowe	474
2 <sup>nd</sup>	Aaron Booth	458
3 <sup>rd</sup>	Matthew Hannaford	387
4 <sup>th</sup>	Lindsay Muffett	307
5 <sup>th</sup>	Craig Thornton	288
6 <sup>th</sup>	Maris Dislers	50

P30		
Place	Name	Score
1 <sup>st</sup>	Vin Morgan	521
2 <sup>nd</sup>	Matthew Hannaford	476
3 <sup>rd</sup>	Michael Towell	454
4 <sup>th</sup>	Gary Goodwin	444
5 <sup>th</sup>	Natalie Beckett	335
6 <sup>th</sup>	Terry Bond	238
7 <sup>th</sup>	Phillip Warren	120

Vintage Rubber		
Place	Name	Score
1 <sup>st</sup>	Albert Fathers	433
2 <sup>nd</sup>	Terry Bond	406
3 <sup>rd</sup>	Aaron Booth	371
4 <sup>th</sup>	Ian Haigh	8

Vintage Power		
Place	Name	Score
1 <sup>st</sup>	Roy Summersby	516
2 <sup>nd</sup>	Martin Williams	509
3 <sup>rd</sup>	Michael Towell	298

Oz Diesel		
Place	Name	Score
1 <sup>st</sup>	Martin Williams	388
2 <sup>nd</sup>	Michael Towell	204
3 <sup>rd</sup>	Roy Summersby	87

F4A Scale		
Place	Name	Score
1 <sup>st</sup>	Roy Summersby	745
2 <sup>nd</sup>	Michael Towell	722
3 <sup>rd</sup>	Phillip Warren	711

Outdoor HLG		
Place	Name	Score
1 <sup>st</sup>	Lindsay Muffett	118
2 <sup>nd</sup>	Leonard Surtees	74
3 <sup>rd</sup>	Michael Owen	34
4 <sup>th</sup>	Geoff Hungerford	26

Outdoor DLG		
Place	Name	Score
1 <sup>st</sup>	Leonard Surtees	130
2 <sup>nd</sup>	Michael Towell	129
3 <sup>rd</sup>	Matthew Hannaford	103
4 <sup>th</sup>	Dave Shackelford	8

Outdoor CLG		
Place	Name	Score
1 <sup>st</sup>	Leonard Surtees	109
2 <sup>nd</sup>	Lindsay Muffett	96
3 <sup>rd</sup>	Terry Bond	89
4 <sup>th</sup>	Tahn Stowe	55
5 <sup>th</sup>	Mathew Hannaford	50
6 <sup>th</sup>	Geoffery Hungerford	49
7 <sup>th</sup>	Phillip Warren	48
8 <sup>th</sup>	Natalie Beckett	45

Indoor Open Rubber Scale		
Place	Name	Score
1 <sup>st</sup>	Phillip Warren	

Indoor Peanut Scale		
Place	Name	Score
1 <sup>st</sup>	Michael Towell	143
2 <sup>nd</sup>	Phillip Warren	100

Indoor CLG		
Place	Name	Score
1 <sup>st</sup>	Leonard Surtees	95.5
2 <sup>nd</sup>	Harry Sokol	43.1
3 <sup>rd</sup>	Terry Bond	43
4 <sup>th</sup>	Natalie Beckett	38.8

Indoor Hanger Rat		
Place	Name	Score
1 <sup>st</sup>	Natalie Beckett	231
2 <sup>nd</sup>	Michael Towell	227
3 <sup>rd</sup>	Aaron Booth	206
4 <sup>th</sup>	Lachlan Booth	167
5 <sup>th</sup>	Phillip Warren	163
6 <sup>th</sup>	Keith Baddock	126
7 <sup>th</sup>	Geoffery Hungerford	118
8 <sup>th</sup>	Tahn Stowe	56

# Fab Feb 2024

## Lost Hills CA

Report by Vin Morgan

Photos by Vin Morgan and François Ducassou



Five Australians went to Lost hills. Albert Fathers, Bruce Hao, Craig Hemsworth, Roy Summersby and Vin Morgan. Bruce has always stayed in a motel, but the others (since 2008!) have camped in a Mobile Home on the field. But the attraction of large comfortable beds, unlimited water for hot showers (well actually the water wasn't always hot) and an easy drive up from LAX in a car instead of a building on wheels finally won out and we all stayed in Motel6.

Motel 6 is a lot cheaper than the alternative, Day's Inn but it was quite satisfactory. There is a microwave and a fridge and a latch on the inside of the door that they recommend you use at night.

The real downside of staying in the motel though, is that you can't prepare your own interesting meals and are compelled to eat at Lost Hill's best, Denny's, MacDonalds, ...etc, and it goes down from there. We took our first two dinners at Denny's and determined that the sirloin, broccoli and mash was reasonable but there isn't much else and no wine. There is beer. We had pre-dinners in the room.

containers where we started the motorbikes without too much difficulty (after the stop switch was deactivated) and collected other important stuff like the wine glasses.



Our motor bikes are stored in containers near the field



One of the dinners at Denny's, this one with AA.

We arrived at Lost Hills on Wednesday evening. There had been rain earlier in the week and advice in SEN3191 was that although work had been done on the track in you should not try and get onto the field even if the sun was shining. We went out on Thursday but just to the



The question is ..... Will Sheng fall off the bike getting through the mud?



Mud alongside the storage sheds. Note the approved footwear for container access. The clouds were spectacular.

On Friday access to the field via the North track was fairly easy. And the field was just perfect. The recent rains meant the grass was quite long – 5 to 15 cm and the ground was firm to walk on and easy to push pegs into. We had a few practice flights.

Roy had a nervous day. We had flown to LA on Air New Zealand because for a little extra money you can get what they call a SkyCouch which is three seats and bedding so you arrive having had a good sleep. But Roy's original flight had been cancelled (they are an airline after all) and he had been transferred to a United flight direct to LA. This was not very satisfactory because he lost the Skycouch and it meant we would all arrive at LAX at different times. After some negotiation he got on another flight to Auckland, but this flight was delayed. Roy just had time to catch the AKL to LAX flight, but his luggage didn't. Because of the flight changes there was not a proper record of his bag and model box having got to Auckland. Roy spent some time on the phone before Air New Zealand located the bags and agreed to send them on the LAX and then on by courier to Lost Hills. They asked when Roy needed the bags and he said 06:00 on Saturday morning – the first round was at 08:00. The bags duly arrived at 05:00. Reasonable service!

A perfect day for the **Kiwi Cup** on Saturday, sunny, light wind. Craig, Bruce and Roy maxed out. Albert made the first 4-minute but then bombed the second round. Vin dropped 5 seconds in the fourth. Held too long, poor air. He blames not having the thermistor system which was not working. Roy put in a fairly ordinary flight (for him) in the first flyoff. Craig put in a nice first flyoff of 315s for 6<sup>th</sup> place and Bruce got 4:08 for 16<sup>th</sup>.

Alex Andriukov gave a masterful display in the second flyoff. He had two models prepared. He wound a motor,

put it in model #1, added about 10 hand turns and put the model down (on the ground not in a stooage). He then wound a second motor, put it in the second model, added hand turns and put that model down. He picked up model #1 added more hand turns and put it down. He picked up model #2 and was adding hand turns when the motor broke. He then returned to model #1 added a few more hand turns and launched. All in the 7-minute flyoff window. He got 7:26 for first place, 59 seconds ahead of Kulakovsky in second place. Got a burger from McDonalds.

We did a bit more practice on Sunday however the highlight of the day was our first meal chez Buskell. Tanya and John Buskell are originally from the UK but John got an aerospace job in Canada, so they now live in British Columbia. They invited us to dinner. What could we say. We consumed a reasonable amount of drink and enjoyed a pleasant evening of good food and conversation. When, a couple of days later we were again eating with them as well as some Americans, John leaned over and said he thought we should not continue our previous political conversation.

**North American Cup.** This is a five round competition run by the Canadians. It was windy. The first round was a 4-minute max and, from the flight line in about the middle of the field, maxes were going a couple of kilometres and over the road and into the oilfield. Roy maxed the first round but took more than an hour to retrieve. He had left the bike at the road and followed a direct line to the model over the hill. As he said later it would have been much better to go around the hill. We were in the process of organizing a search party when he turned up. He stopped flying.

In F1A, Albert was one of just two Masters (Masters are flyers over 80 – sorry Albert) flying. There were only three maxouts. The windy conditions made circling to find lift difficult and a number of experienced flyers came unstuck. Albert has had practice straight towing in wind and only dropped the first round to come 8<sup>th</sup>. In F1B, Vin thought that for first rounds at a quarter past eight in the morning there was not much up and down air and it was wind-and-throw. This turned out to be not correct and he dropped almost a minute. Not all bad though because the model stayed in the field. Craig had a non-prop-start. Bruce maxed all the rounds (of course!).

Next morning at 07:30 conditions had reverted to an ideal near calm for the flyoffs. Bruce got 6:31 for 7<sup>th</sup> place (out of 47). The winner Blake Jensen got 7:24.

**Max Men** F1A was an interesting competition. It was practically dead calm all day. A sizeable fraction of the flyers were continually in strife trying to circle in the dead conditions. There were only 5 maxouts from 41 starters (compare this to F1B which had 31 maxouts

from 54 and F1C 12 out of 22). Circling was necessary because it was very hard to pick lift on the ground with no wind, but a lot of flyers couldn't keep the gliders up in the calm. However, the five who did max out, all made the 6-minute flyoff round and three of them made 8 minutes in the next. Jes Nyhegn got 8:15 going for 10 minutes. Albert doesn't like calm!

Maxmen F1B and F1C. Overcast and a bit windy. We all maxed out. Tony Mathews told me that in conditions like this there is little thermal activity and a modern Wakefield with a still air performance of about 6 minutes will make the 3-minute maximum if launched at any time. It certainly looks like it, 31 out of 61 clean. Roger Morrell, 238 in round one, actually made the max (240) but both Lindy and Vin clocked him of at 238 when the model became invisible against the hills. He needs a flasher. Andriukov had something go wrong in round three causing the model to fall over to the left, dropping 6 seconds. In the flyoff the next morning Bruce got 6:16 for 14<sup>th</sup>, Vin got 5:47 for 20<sup>th</sup> and Craig got 5:20 for 24<sup>th</sup>. The winner, Oleg Kulakovsky, got 7:25.

Overall, a pleasant MaxMen. Air New Zealand SkyCouches are good. Motel 6 is ok. You could live eating at Dennys' but the week was enormously improved by the meals cooked by Tanya Buskell. The field was about as good as I have seen it. There was no rain on any of the days. There was rain on just one night but it was possible to get onto the field the next day via the North entrance.

I had wondered what would happen if there was a medical emergency at Lost Hills. Now we know. An American flyer collapsed on the field. I don't know the details. An ambulance was called but apparently there were problems – possibly the paramedics thought better care was required – so a helicopter arrived and transported the patient to Bakersfield, where there is a hospital with good facilities. Bakersfield is some 70km from Lost Hills.



**ED:** Medical evacuation from the field for Tom Ioerger. He was airlifted to Bakersfield Hospital and released after overnight observation. **François Ducassou photo**



Roy looks at John Buskell's "Night Train", flown in Vintage FAI.



There were a number of Chinese students



Lost Hills is a truck stop

My report is about the Australians at Fab Feb. If you want the complete results they can be found on various editions of SEN with links to the scores shown below. **Vin Morgan**

**SEN3207 MaxMen** (and women) <https://docs.google.com/spreadsheets/d/11eWEFh1EWBb9pM201nN-rdpXu90YrE8SJZaZqhcV1Lk/edit?usp=sharing>

**SEN3200 North American** <https://docs.google.com/spreadsheets/d/1MrA2wchyTEc-6tvpA9uJ4iikBrZcl9cNELX1n2u2ds/edit#gid=1022341048SEN3196>

**SEN3196 Kiwi Cup** <https://docs.google.com/spreadsheets/d/1tGkNtibAtkazK-B8FLGVyMZiYy85cNxmhz2hESpwG4/edit#gid=1989023514>

There is also a good report by Ian Kaynes in "Free Flight News" (You don't subscribe to FFn?? You should). It's at: <https://www.freeflightnews.org.uk/>

Note that you can get back issues right up to December 2023 for free.

**Vin**



North American F1B flyoff. Not a flight-line but a gaggle. It really works well. Everyone in a compact group with access to the same air. "Our Bruce" and sidestroke launch. **Vin Morgan photos.**

**François Ducassou had a number of excellent photos on his Flickr site. He was happy for me to show some.**



Chinese junior in F1G



Current F1A W/Ch Lauri Milala



Geralyn Jones did very well in F1E



Jeff Ellington and Guy Menanno in F1C



Andrew Barron on a perfect F1A field



Perfect in many ways, except for the breeze?



Two winning E36s, Janna Van Nest (left) won one



Per Findahl and others are trying F1E



Roy gets on-field advice from Artem



As it was at Lost Hills, most days



Roy chats with John Cooper (on right)



Albert discusses menus with Tanya

# My Short Report on Fab Feb 2024

Report by Roy Summersby, photos by François Ducassou



Our plan was as we were leaving from four different cities, we would meet up in Auckland and travel on the same flight making it easy to the hire car, then onto Motel 6.

My troubles started the night before I left when I received an SMS from NZ Airlines who we were all traveling with. They told me they had canceled my first leg to NZ and had booked me on a direct flight to LA with United. I told them, no good to me, I have to meet my mates in NZ so we can all arrive in LA together and pick up our hire car. Who would want to sit on the pavement outside LAX for 6 or 7 hours.

Yes, this time for many, many, years we had decided to give car rental and Motel 6 a try instead of the motor home and staying on the field. Back to the NZ Airline, they found a seat for me on a flight leaving a bit later so no problems but one, the flight was later and it was also 30 minutes late leaving SYD which meant a rush to connect at Auckland. My bag and model box had RUSH stickers on them but by now you have guessed it, they didn't make the connecting flight. No problems I can last another day without my gear especially when

they gave me a debit card with \$100 to buy essential goods, one slight problem they forgot to put the \$100 on the card. No problem I carry cash and I can survive another day without my gear. Another day yes, but it was five days since I had checked it in. It turned out that NZ security didn't like what was in my model box and wanted my permission to open it.

## Saturday 10<sup>th</sup>, Kiwi Cup.

I had my gear at 6.00 am just two hours before the start of the first comp. Two hours to unpack, put F1Cs and starter together and get out to the flight line. No time for test flights, straight into two four-minute rounds followed by the rest being three minutes. It was a very nice day, sunny with not too much wind. One would say it was just perfect when there was a stop called. Somebody had had what is now called a medical incident and a helicopter was called in, this meant all flying was stopped for an hour and round seven was canceled. I had made the fly off but didn't find good air so I was down and out, but felt lucky to of even made the start.

I now had three days off from competitions and used them to

check my other models as the weather was just super. During these days there was the Kiwi minis, the lady's tea party, which I didn't go to, F1E up on the hill, missed that also, but certainly went to the International Pot Luck Dinner at the field. Lots of food and drink, the dozen or more Chinese that were there were busy cooking dumplings, even our Bruce was lending a hand. There was also a variety of other foods to be had including beef, fish, salad etc. Over all, it was a great evening.

## Next day 14/2/24, the North American Cup.

The CD read the forecast and it looked good, slight breeze then dropping off. I think the weather bureau hadn't consulted with the gods; the wind was quite strong and 90 degrees from where it was supposed to be. This meant we were flying from a bad spot and to make it worse the CD had made it a four min first round. Anyone that did the four minutes was into or as it turned out for me over what is called the pits. The pits are an area of ground which has been mined for gypsum and not been put back the way it was, that is, level. It can be described as sand hills with a firmer surface than sand but still quite soft. Some of the hills are very steep and hard to climb both up or down. It was very, very tiring, especially for an old bloke. By the time I had found my model and returned hours had passed. In hindsight, and if I'd known a bit more about the pits I could have ridden around, picked up the model and been back in no time at all. Oh well, I will know for next time. I was so bugged I decided to call it a day and retrieve for Albert. The fly offs in the following morning were just fantastic to watch in perfect conditions.



**15<sup>th</sup> & 16<sup>th</sup> days off, just a more practice for all of us.**

Friday 17<sup>th</sup> Maxmen F1A. I helped Albert. What a day, totally perfect, sunny, warm and no wind at all. This was a perfect F1C day, but it was F1A, the glider boy's day, and they had a hard time of it. They did not know which way to run, even the gun flyers were having trouble. A very hard day for straight towing and an exhausting day for those that were circle towing.

**Saturday 18th Maxmen F1 B & C.**

A bit windy for the first two rounds then it calmed off for the rest of the day. Rain was predicted and one could see it coming in from the west. Rain at Lost Hills means trouble getting onto and off the field. The ground goes soft and is very slippery. As it had rained there the week before, the ground was already wet. It was going to be a

problem for the fly offs next morning. The rains did come and we were advised at the banquet to enter the field from the north entrance which we did. The banquet was a little different this year - serve yourself. There was a variety of Mexican food and I must admit most of it was very nice if I kept away from the chili foods.

**Sunday 19<sup>th</sup> Maxmen fly offs for B & C.**

There was morning fog at the motel but this had cleared by the time we had reached the field. A little slipping and sliding but we made it to the line with all the others. I think there was 34 in the F1B fly off, a huge line up, and about 9 in the F1C. Once again I had a perfect climb and good air for the first two minutes then fell out of whatever I had. Not good enough - I need more practice. There was

more rain coming so it was get the bikes back to the containers before it arrives.

Summing up. It was nice to be back on a hard surface and not in a motor home when it starts to rain. Most of the motor home and van owners pulled their homes out early to avoid being stuck. Motel 6 was just a pass; more hot water would have been nice. Denny's for meals, yes, we had to eat there, but thankfully only three times as we were invited to join North Americans in their motor homes on the nights there wasn't something organized. Next year, yes, I think we will be back at Motel 6. Since Apollo RV Vans have stopped in USA, renting has become too expensive and a lot more trouble. But once on the field they are great. Overall, we all had a good time and will be back next year.



Yuan Gao imagines 3 wins. And he did!



Give the man a cigar. Artem looks very happy.



Ken Faux and Mark Benns



Not on the field but nearby. What a great photo!

# THE ISAACSON MEMORIAL CONTEST 2024

Report by Stan Buddenbohm



Most know that this contest takes place at Lost Hills. The field was beautiful, green grass, minimal breeze, clear mountains in the distance, generally pleasant temperatures. You could not ask for more. I drove through 4 hrs of rain and fog, leaving the mountains near Mexico at 1:30 am in order to get through Los Angeles before the likely traffic nightmares. Then the last 2 hrs of the drive were in dry conditions, so grateful I was.

Friday, just lots of fun flying by myself. There were catapult gliders to test, since I switched them to use the opposite hands I normally do. Then I pulled out an APACH-E36, a new model to work with. And finally, my best APACH-E36 to make sure it was still in trim. A Chinese gentleman, testing Wakefield, came over but we had a severe language barrier. I was shocked that he knew one word to say to me in English, he said APACHE! Ah, the world fame can be a burden.

Saturday, again beautiful weather, was AMA Catapult glider and 5x5 Hand Launch Glider. Chris Reck and I were doing well, matching max for max. Then a fellow named John began maxing. His model turned super tight circles and I asked him how he kept it from spinning in? John said, "If I look away, it does spin in...". Eventually Chris had an uncharacteristic bad launch. John and I were tied at 5 maxes. Then John made his sixth, and I did not. Next up, the 5x5 HLG. Tim made massive launches with perfect

transitions. We lesser folks squeaked some maxes out much closer to the ground. Going into the last round Tim and I were still clean with 4 maxes each. Alas, a tie was not to be. You guessed it, Tim maxed again, but only 67 seconds for Stan.

Sunday, alarm going off at 5:30 am. Gotta get going to be ready for the one flight at dawn mass launches for P-30, E36, and Gollywock! Out at the field I found no one in the AMA flying area, so I drove over to the FAI flight line. There was Clint, struggling with the last of a lingering cold, while getting ready for the F1Q flyoff. Clint was one of only two exceptional fliers that had made it that far the day before. Well, no sign of any AMA stuff so back over to the previous day's AMA area to get ready. .

Eventually the CD showed up, but no other fliers. Might as well fly the P-30 since I made the trip. CD Glenn Schneider volunteered to time, with nothing else to do. Good launch, two small power stalls, I had forgotten to add the shim, but AIRSHARK continued to climb well and glided superbly. It's time to the ground was 181 seconds!

Next up, E36. Using my APACH-E36, I set up the swivel chair I like to launch from. This design climbs STRAIGHT UP. I sit down with the tail of APACH-E36 resting on my right knee, get the model lined up, and hit the dead man start button. After letting the model settle down from the tremendous thrust of the 7x6 prop, LAUNCH! Jack Murphy had wandered over to participate, so there was one other model in the air. APACH-E36 had a blistering, straight up climb, no roll at all, with a perfect transition to glide at the top. We were using a 7 second run. The model touched ground at 231

seconds, almost 4 minutes! As for Gollywock mass launch, I decided to let the CD off the hook since, again, I was the only potential participant.

Next up Tim and I flew Classic Towline Glider. Beautiful flights, green grass, and nice thermals. We both had two of three maxes. Tim edged out the well-deserved win. Now it was time for our main event, AMA HLG. While Tim was talking over something serious with a couple of fellows, outside the glider pen, I happened to sneak in a max. I never get a max ahead of Tim, so now it was a matter of deploying some strategy, especially with Tim out-throwing me by at least 20 ft! I decided I would simply throw whenever Tim did, hoping to hit whatever air he was going for, and maybe max when he did. This would leave me a max up each flight. Eventually Tim ran out of time, took a risk, and did not make the max. Stan won with 5 maxes!

Mike Pykelny had been over at the dark side, the FAI line, flying Coupe. With his considerably improved, and hard won, skills, Mike made it to the flyoffs! He was assigned a timekeeper that he believes may have been German. Mike launched to a great flight, coming down last. Only to find that his timekeeper had been gabbing instead of timing, GIVING MIKE A ZERO. SHAME ON THAT TIMEKEEPER.

A last event, beginning at 2 pm, was 5x5 Catapult Glider. I think there were five participants. Tim, back to his winning ways, took the honours with the last flight.

*Stan B*

FAB FEB 2024 RESULTS FOR F1A, B and C

Kiwi Cup

Position	Given Name	Family Name	Country	FAI ID	R1	R2	R3	R4	R5	R6	FO 1	FO 2	Total
<b>F1A</b>	<b>40 flew</b>			MAX	240	240	180	180	180	180			
1	Grushkovskiy	Yuri	UKR		240	240	180	180	180	180	360	420	1980
2	Pecenkovic	Enes	USA		240	240	180	180	180	180	360	401	1961
3	Parker	Jim	USA		240	240	180	180	180	180	360	389	1949
33	Fathers	Albert	AUS		240	98	180	180	113	180			991
<b>F1B</b>	<b>49 flew</b>			MAX	240	240	180	180	180	180	<b>FO 1</b>	<b>FO 2</b>	<b>Total</b>
1	Andriukov	Alexander	USA		240	240	180	180	180	180	360	446	2006
2	Kulakovsky	Oleg	UKR		240	240	180	180	180	180	360	387	1947
3	Kohavi	Ittai	USA		240	240	180	180	180	180	360	372	1932
6	Hemsworth	Craig	AUS		240	240	180	180	180	180	315		1515
16	Hao	Bruce	AUS		240	240	180	180	180	180	248		1448
30	Morgan	Vin	AUS		240	240	180	175	180	180			1195
<b>F1C</b>	<b>14 flew</b>			MAX	240	240	180	180	180	180	<b>FO 1</b>	<b>FO 2</b>	<b>Total</b>
1	Gao	Yuan	CHN		240	240	180	180	180	180	360	505	2065
2	Menanno	Guy	USA		240	240	180	180	180	180	360	453	2013
3	Malkhasyan	Taron	USA		240	240	180	180	180	180	360	416	1976
9	Summersby	Roy	AUS		240	240	180	180	180	180	249		1449

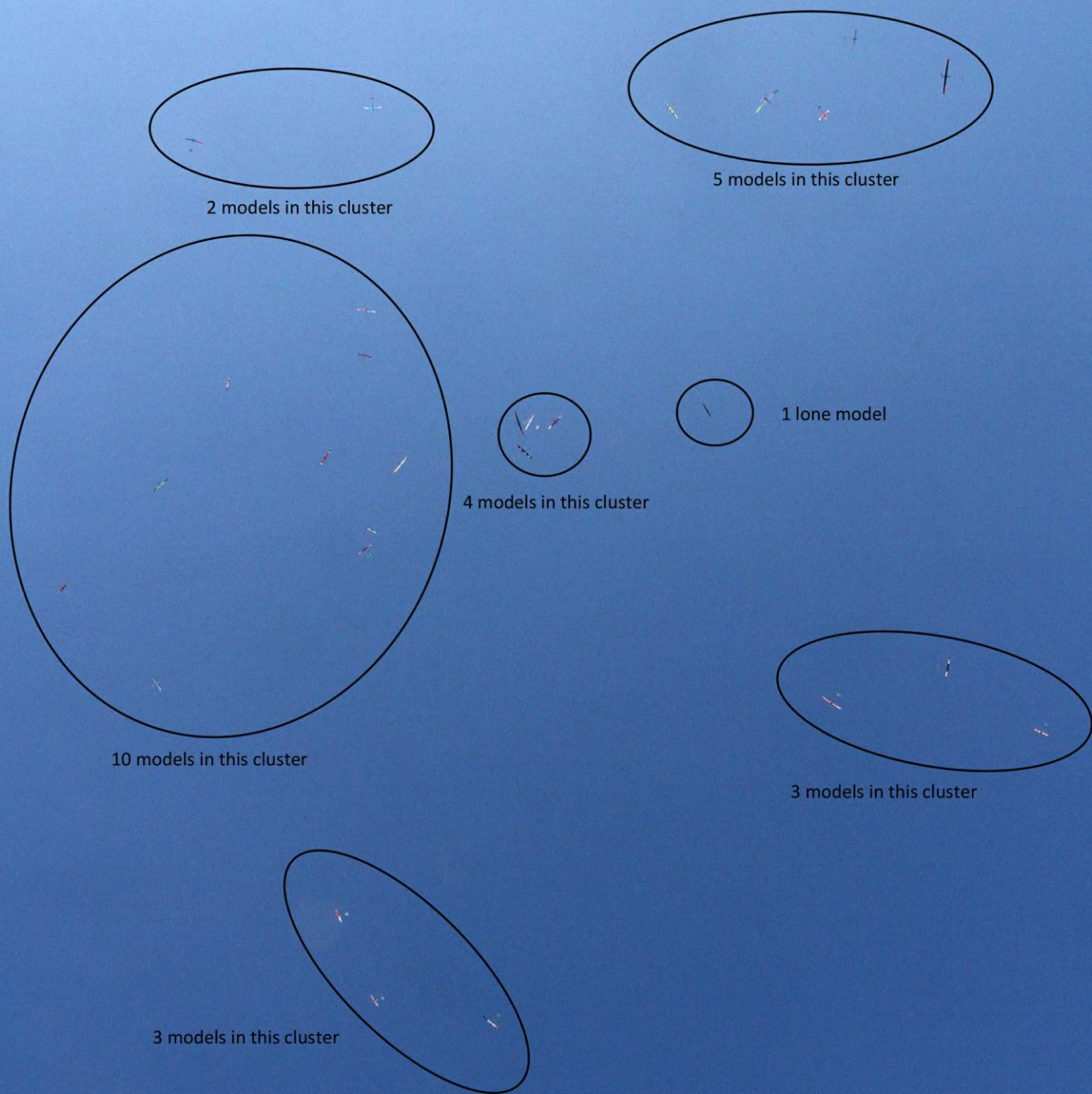
North American Cup

Position	Given Name	Family Name	Country	FAI ID	R1	R2	R3	R4	R5	FO 1	Total
<b>F1A</b>	<b>26 flew</b>			MAX	240	240	150	180	180		
1	Jama	Danier	CAN	26753	240	180	150	180	180	444	1374
2	Lauri	Malila	SUI	11676	240	180	150	180	180	435	1365
3	Peter	Barron	USA	68236	240	180	150	180	180	304	1234
8	Albert	Fathers	AUS	54374	203	180	150	180	180		893
<b>F1B</b>	<b>47 flew</b>			MAX	240	240	150	180	180		
1	Blake	Jensen	USA	25506	240	180	150	180	180	444	1374
2	Oleg	Kulakovsky	UKR	87101	240	180	150	180	180	440	1370
3	Etan	Habba	ISR		240	180	150	180	180	436	1366
7	Bruce	Hao	AUS	134729	240	180	150	180	180	391	1321
<b>F1C</b>	<b>13 flew</b>			MAX	240	240	150	180	180		
1	Yuan	Gao	CHN	90603	240	180	150	180	180	438	1368
2	Artem	Babenko	UKR		240	180	150	180	180	361	1291
3	Ken	Faux	GBR	66418	240	180	150	180	180	313	1243
11	Roy	Summersby	AUS	54385	240	dnf	dnf	dnf	dnf		240

Max Men

Position	Given Name	Family Name	Country	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
<b>F1A</b>	<b>37 flew</b>			MAX	240	240	180	180	180	180	180	360	480	600	
1	Jes	Nyhegn	DEN	17200	240	240	180	180	180	180	180	360	480	495	2715
2	Per	Findahl	SWE	24737	240	240	180	180	180	180	180	360	480	392	2612
3	Jama	Danier	CAN	26753	240	240	180	180	180	180	180	360	480	194	2414
35	Albert	Fathers	AUS	54374	186	159	180	180	0	DNF	DNF				705
<b>F1B</b>	<b>51 flew</b>			MAX	240	180	180	180	180	180	180	360	480	600	
1	Oleg	Kulakovsky	UKR	87101	240	180	180	180	180	180	180			445	1765
2	Jeremy	Fitch	USA	138155	240	180	180	180	180	180	180			426	1746
3	Jes	Nyhegn	DEN	17200	240	180	180	180	180	180	180			424	1744
11	Bruce	Hao	AUS	134729	240	180	180	180	180	180	180			376	1696
17	Vin	Morgan	AUS	82954	240	180	180	180	180	180	180			347	1667
21	Craig	Hemsworth	AUS	82949	240	180	180	180	180	180	180			320	1640
<b>F1C</b>	<b>19 flew</b>			MAX	240	240	180	180	180	180	180	360	480	600	
1	Yuan	Gao	CHN	90603	240	180	180	180	180	180	180			526	1846
2	Darijo	Jermol	CRO	61360	240	180	180	180	180	180	180			475	1795
3	Taron	Malkhasyan	USA	72144	240	180	180	180	180	180	180			466	1786
8	Roy	Summersby	AUS	54385	240	180	180	180	180	180	180			340	1660

**This photo needs and deserves a full page spread.  
I took this photo at Max Men in 2016**



# 28 F1Bs in the same thermal

**This is exactly why we love flying at Lost Hills! I recall it was Charlie Jones who spiked the Mass Launch in Max Men 2016**

# Construction Corner

## The 900mm SE5a Post-World Champs Project

In the September 2023 edition of FFDU (page 19 Vol 55 No3 FFDU), Roy reported on his new model. To save you going back, I thought a recap might be helpful. **Ed.** Roy had said: What to build next is always a problem, there is just so much to choose from. Back from the world champs and with a clear bench, I had to make a start on something. I have had in the back of my mind a bigger SE5a. My small one at 26" flies so well, so I thought why not a bigger one? Being bigger means you can get a lot more detail on the model. The SE5a has a lot going for it as a free flight model - a long nose with plenty of room for any engine, reasonable scale dihedral, and good tail area. There are a host of plans to pick from and an endless amount of information available.

I ended up selecting the Aeromodeller plan by Bill Dinnis which was a free plan back in the 1983 July issue. Bill's plan has a span of 832mm

and is for 1.00 cc motors. I wanted it a little bigger as I am planning on using the 1.25 cc SAM engine with throttle so I enlarged the plan to a neat 1/9th scale, making it 900 mm span (1/8th scale was just getting too big). I am not planning on changing much else, just a few mods like wing attachments and a removable undercarriage. In hindsight (how I wish I had some) I would have made the wire cabane removable or at least had it so it could be fitted after the finishing of the fuselage. Covering will be silk over laminating film as I did on the ABC Robin.

Carrying on from page 19 Vol 55 No3 FFDU:

As one could see in the above issue most of the timber work had been done. Progress after this was fairly quick up until the painting and detail stage. The model was covered in laminating film then covered with silk over that. This gives it a material look. Paint on upper surfaces is Humbrol Drab Olive, nothing too exciting with the POMS on their colour schemes. My guess is that, if they ordered 10,000 gallons of the stuff, they would

get a discount. I thought I had the CG under control, but again, I was wrong and I have had to stack some lead on the nose. The SAM 1.25 cc was run on the bench and was a delight, as all the SAM engines are. It throttles nicely and starts in a couple of flicks. The throttle is controlled by a special Harry Sokol timer mounted at the pilot's feet; this tells the servo in the engine bay what to do with the SAM throttle. Wing mounting is tongue and box on the bottom wings, top wing is one piece and held on with internal bands. Wing struts are normal but are hooked onto the wings using a nice brass bolt with a square head and holes in both directions. These were bought from the screw man in France. Never seen them before and have no idea what they are used for, but they worked a treat for my struts. The Lewis Gun took a day to make, so it is removable for flight. One turnover on landing and it would be written off. With the SE5a, the Vickers gun is half inside the fuselage. This makes this gun very easy as one can only see the barrel. The cowl is litho plate held by formers front and back.

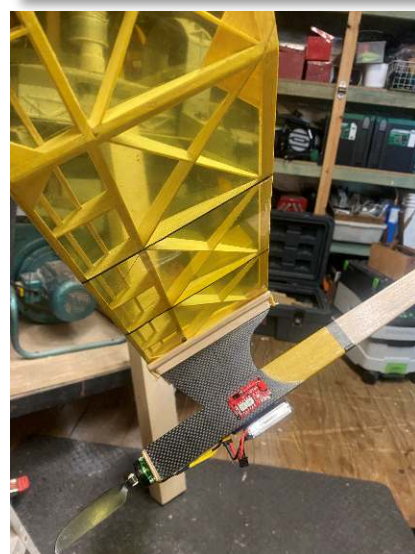
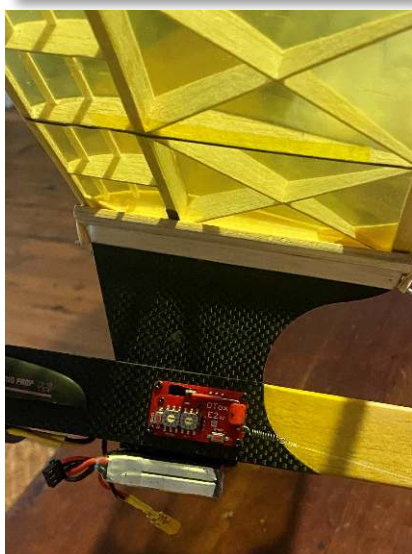
**Roy Summersby**



## ANDREW LINWOOD REPORTS ON HIS RECENT BUILD

I recently finished this model for my wife Sally. She flew a Pearl in E36 at the recent Nats and really enjoyed herself.

So now she has a my own design “Dixielanderish” model as her own . Sally has renamed it “Sunflower” .



Len asked me to video his new Predator in flight at our control line club recently. The launch was good but he was too close to neighbouring trees, and the model was snared. You can't believe some people's luck eh?

I came back the next day to see that the model had fallen 4 metres from its previous perch. Len lives at Tin Can Bay so it was a long return trip for him, but I assured him the trip would be worthwhile. When he returned, he was ecstatic to find that he didn't need his ladder. The model was soon safe in his hands with very minimal damage, ready to do battle with Mickey and Nat.

# All Stompers Great and Small...

Mike Pettigrew

In April 2023 at West Wyalong, I flew my Stomper in the Combined Percentage contest. Andrew Linwood flew his. Andrew came equal first with a perfect score; I came nowhere after a woeful second flight. After the fun was over, we compared Stomper wings. The span of mine was *four inches* greater than his. (As they're vintage British models, it's all inches from here on.)

This was an even bigger degree of structural error than Vin Morgan normally expects from me. I was puzzled. Still occasionally puzzled several months later, I finally pulled out the plan I had used to build my Stomper. It came from Peter Lloyd of Pel-Aero and was drawn by Aircraft Artworks, which I think was the business name used by the late Paul Straney. The suspect wing was faithful to the plan, as was the rest of the model. I thought that perhaps my copy of the plan had been printed at more than 100% scale: how to check?

Andrew had told me that his model was built from a plan obtained from Outerzone, the very extensive UK repository (not suppository, Tony!) of vintage model designs. I looked up Outerzone, found the Stomper plan, and had one printed.

## Scale of Plans

The wing on the Outerzone plan measured 48.0" flat. The tailplane measured 24.5". On my plan, the wing measured 51.9" and the tailplane 26.4". Still confused, I referred to my (digital) copy of the February 1953 *Aeromodeller* where the Stomper plan was first published. This image was at an unknown scale, but the plan states the wingspan to be 48", the wing area 330 square inches and the tail area 130 square inches. Concentrating on the tailplane to avoid the complications of dihedral and tinkering with the scale until the area was 130, I came up with dimensions of 26.5" span and 5" chord (2.5 square inches is lost due to the rounding of the tips). At this scale the wingspan was 52.0" flat and the chord 7.0".

George Fuller loved simplicity and liked his inches whole, so another clue to the Stomper's dimensions is that measurements will be in whole numbers wherever possible. The rib spacing for both wing and tail is 2"; the inner wing panels are 15" long; the tips are 10" plus 1" for rounded tips; the tailplane is 25" span plus 2 x 0.75 inches for the tips; and the chord is 5".

It was a bit disturbing to conclude that the Outerzone plan could be out of scale, so I tried again.

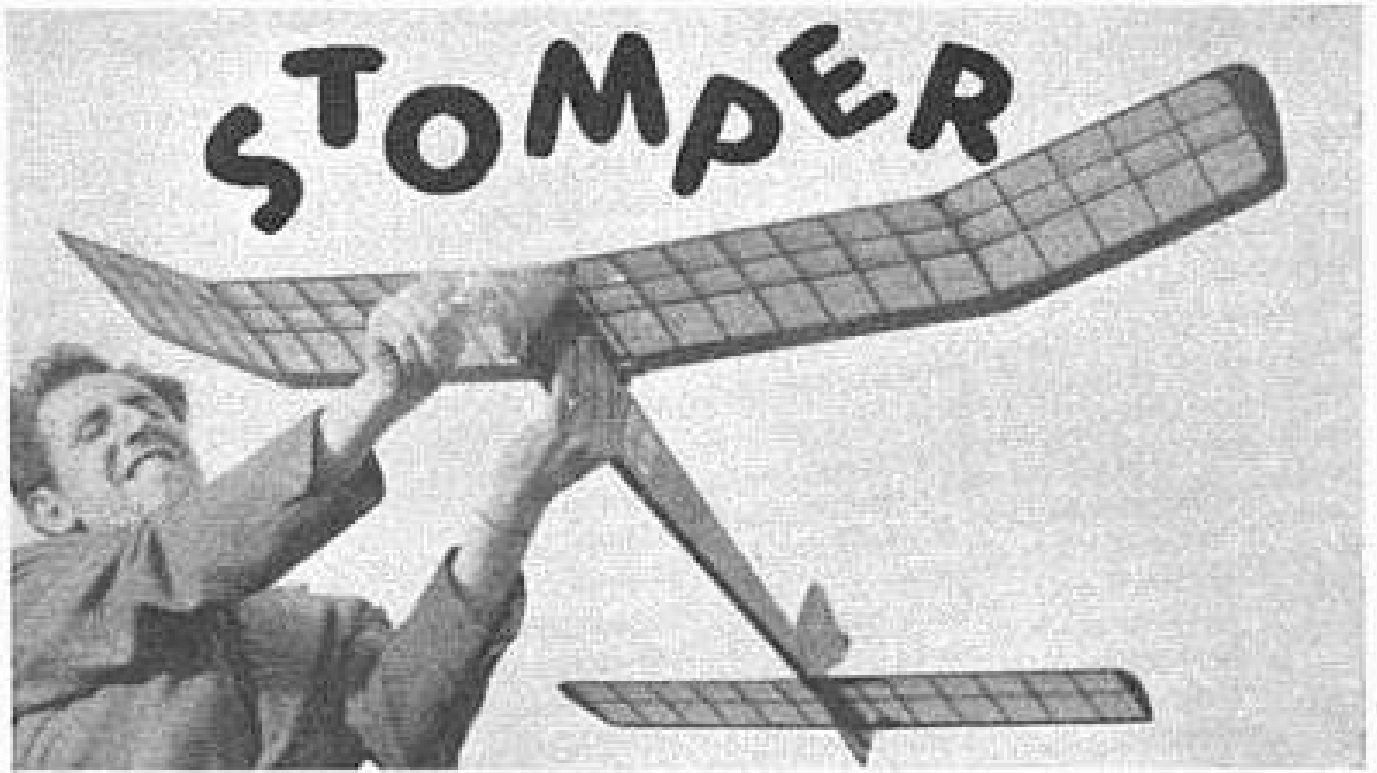
I downloaded the Y-Bar plan, had it printed at 100% and compared it with an APS original I've owned for 40 years. The Outerzone plan was identical in scale. I also opened the Outerzone plan of Zoot Suit and blew it up to 100% on screen. The plan has a handy inch scale along the left edge. It too (so all of the plan) was accurate. Finally I compared my tattered original APS plan of Dream Weaver with the Outerzone image at 100% and it too matched exactly. So the Stomper plan appears to be the odd one out.

After I had done all this fiddling about, I chatted to Vin Morgan about the subject of the scale of Stomper plans. As luck would have it, he had an original APS copy! The flat wingspan was indeed 52 inches.

## Dihedral

The wing area stated on the 1953 plan is 330 square inches and the span is stated as 48 inches. You only get this projected area and span if you use the massive amount of tip dihedral stated on the plan ( $7\frac{1}{4}$ " total at the tip, meaning about  $5\frac{1}{2}$ " for tip only). This just has to be a mistake, faithfully perpetuated in the Outerzone plan and mine. With this amount of dihedral, the model looks as if it's been assaulted with a cattle prod. If one inner wing panel is laid flat and the height of the opposite tip is measured,  $7\frac{1}{4}$ " is the answer when the tip dihedral is 4", so I suspect that this may have been the origin of the large tip dihedral value. There is a story (which I can't authenticate) that Fuller himself, proudly presented with a Stomper built from the *Aeromodeller* plan by an admirer, asked the builder why he had put in so much tip dihedral.

Fuller's even more famous design, the Dixielander, has the same wingspan as Stomper and 4" tip dihedral, not  $5\frac{1}{2}$ ". From the 1953 *Aeromodeller* article's photographs, reproduced below, it is obvious that the Stomper's dihedral is not extreme: it looks exactly the same as a Dixielander's. (The first photograph is interesting for a few other reasons. The tailplane is asymmetrically built all right, but Fuller has mounted it offset so that it is aerodynamically symmetrical after all! There also appears to be a hefty amount of left trim tab; and there is no undercarriage fitted. Oh, and George appears to be wearing a suit.)



George Fuller with his Stomper from Aeromodeller February 1953



George Fuller watching Stomper climb away



Fun for all at the NSWFFS Christmas Party at Richmond





# Who's Attended the Most Nationals?

By Mike Pettigrew

This all started from a comment Vin Morgan made in the December edition of Flypaper, the newsletter of the Victorian Free Flight Society, in which he asked who in Australia would have attended the most Nationals.

We believe we have it worked-out but let me take you back in time for a moment.

When I first returned to modelling after a break during which I entered the workforce, finished with university and married the most wonderful girl I have ever met, I joined a radio control club in Sydney called the RCMC. This club used to fly out of the somewhat smelly Riverstone meat works - they had big grassy holding paddocks, you see.....

That was early 1963 when RC was all about single Chanel radio with only a few of the older hands having taken-on the new-fangled multi-channel tuned reed sets and were using them in fully aerobatic models.



One of those multi-channel flyers was a young man by the name of Basil Healy who was, I later learned, five years older than me so he was about 29 when I first met him. He was a big help as were others in the RCMC such as John Marquette, Richard Shaw, and Tom Prosser etc. That's Basil in the photo on the left, but that's not what he looked like 60 years ago, of course, but I couldn't find a photo of Basil from that era so you'll have to make do with this one!

Leaving those times behind and moving to here and now: While I was at the recently completed 2023/24 Nationals at West Wyalong, I motored over to the RC strip in the south corner of the West Wyalong site to watch the radio control old-timer models in action because it was a class I flew for a few years in the late 1980's. I knew some folk and understood the models and their events.

I also knew my old mate Basil would be there because Basil is **always** there. Basil's modelling endeavours have been focussed on R/C old-timer for at least the last 40 years or more and he's built many unique models often treading a path where no one else dares to go – some of his models are in scattered photographs through this commentary and they will help you to understand my point. Anyhow, Basil is now 90 years old and he still flies R/C models very well and was in the process that day of winning one of the scheduled Old-Timer events.



Basil spotted Yvonne and I in our car which was parked just back a bit in the car park and he wandered over to say hello and thereafter followed a lengthy conversation about many things, mostly of years gone by and it included what I thought was an interesting story about how the nose wheel of a Caribou aircraft can

fail to be unlocked which causes it to crash into things when being taxied (I know very little about all of that, but thought they unlocked when weight went on them).

Basil has an aviation background and has, apparently, been in charge of a number of repair tasks related to Caribou locked nose wheel accidents. As I said, I found it interesting but don't remember how we got onto the subject.

All of this was conducted with Basil leaning casually on the driver's door windowsill of our car, and it was for all the world like many similar conversations we've had with Basil over the 60+ years we've been friends.

Later that day, Roy Summersby, being aware that I'd caught up with Basil over at the R/C field brought up the subject of who'd been to the most Nationals as was raised by Vin, and suggested that I'd just been talking to the most likely candidate. For those unfamiliar with the Nationals tradition, it has been an annual event on our sporting calendar since the late 1930's.

Basil being the prime candidate wasn't surprising considering his age and his steadfast and continuous pursuit of all things aeromodelling over many years.



As a modeller, Basil goes back to the 1940's and he initially made a name for himself flying free flight with a lot of success before turning his attention to radio, lured no doubt, by the fact that if all went well, you didn't have to chase after the model when you flew it. This would be, as best I can see, the number one reason given by free flight modellers for turning their hand to RC flying, or the "dark side" as some free flight modellers jokingly describe that discipline. Adjacent is a photo of Basil holding a very pretty Italian design old-timer glider. A keen eye will notice his MAAA

number - it is number 9 which dates him somewhat.

Roy checked with Basil and asked him to send us a list of all the Nationals he's attended and I'm going to produce that list shortly as it is very impressive indeed. Basil, however, was quick to point out that Bert Halmshaw had attended at least 20 consecutive nationals in the early days but given Bert's passing some years ago it is fair to say that Basil has had more opportunity to continue on and attend more Nationals than Bert, but we leave aside the criterion of continuous attendance, as it wasn't the initial question. Many of the older modellers will remember Bert as the gentleman getting around on crutches who nearly always arrived at the Nationals presentation dinner armed with a microfilm indoor model which he would fly at the venue as long as he could find enough space, and he usually did. Bert was a genuinely nice gentleman with a love for indoor flight.....

You will find below a list of Australian Nationals attended by Basil Healy, listed in date order and giving Nationals number, year and location.



For the life of me, I can't see anyone ever beating that list particularly when you consider that it's a battle these days to succeed in getting the traditional Nationals to continue in the "all in together" form as we once knew it, so they are less likely to be there to add to one's list nowadays.

The present problem is that there are so many events being flown in each of the three categories (Free flight, control line and RC in order of their arrival on the scene) that it becomes logistically impossible to string it all together. Somewhat sadly, I think back to the all-together Nationals of old and realise that it is something we will probably never see in complete form again.

So, there you have it: Basil has turned 90 and he has to be **THE** modeller that has attended the most Nationals. Who could possibly beat attending 50 Nationals over a period of 72 years?

A great effort Basil, you deserve another Hall of Fame certificate as well as a gold watch and chain!

Also, my thanks to Gail Scott for the photographs used in this missive!

**Mike Pettigrew – February 2024.**

## **BASIL HEALY – NATIONALS ATTENDED**

<b>No.</b>	<b>YEAR</b>	<b>LOCATION</b>	<b>No.</b>	<b>YEAR</b>	<b>LOCATION</b>
5	1951	Camden NSW	36	1982	Warwick QLD
6	1952	Bendigo VIC	37	1983	Richmond NSW
7	1953	Toowoomba QLD	41	1987	Richmond NSW
8	1954	Mallala SA	42	1988	Amberley QLD
9	1955	Archerfield QLD	44	1990	Bendigo VIC
10	1956	Traralgon VIC	46	1992	Bundaberg QLD
11	1957	Campbelltown NSW	47	1993	Wagga Wagga NSW
12	1958	Camden NSW	48	1994	Mundijong WA
13	1959	Gawler SA	49	1995	Ballarat VIC
14	1960	Rosewood QLD	50	1996	Darwin NT
15	1961	Echuca VIC	52	1998	Toowoomba QLD
16	1962	Camden NSW	53	1999	Nowra NSW
17	1963	Strathalbyn SA	54	2000	Busselton WA
18	1964	Melbourne VIC	55	2001	Albury/Wodonga
19	1965	Canberra ACT	57	2003	Busselton WA
20	1966	Strathalbyn SA	61	2007	Perth WA
21	1967	Northam WA	62	2008	Albury NSW
22	1968	Warrnambool VIC	63	2009	Albury/Wodonga
23	1969	Wallacia NSW	66	2012	Albury NSW
27	1973	Amberley QLD	67	2013	Albury/Wodonga
28	1974	Camden NSW	70	2018	West Wyalong NSW
29	1975	Loxton SA	71	2019	West Wyalong NSW
31	1977	Camperdown VIC	72	2022	West Wyalong NSW
32	1978	Amberley QLD	73	2023	West Wyalong NSW
33	1979	Goulburn NSW			
35	1981	Horsham VIC			

# An Oddity - (or maybe just some ramblings)

Funny how things happen in your life that you think nothing much of at the time, but many years later you look back on it and it seems more significant.

By way of background to the short story I'm about to tell:

I lived in Sydney until late 1970 and in those days I used to do all my shopping for model building materials at Hobbyco.



The period of time I have in mind here is the middle to late 1960's.

I flew RC aerobatics reasonably well back then, but I also flew free flight.

This photo is of an Australian RC aerobatics team over

in New Zealand in the late 1960's, or perhaps early 1970's?. Left to right: John McGrane, Lee O'Reilly – (Manager), me, kneeling would be Bob Bennett, then standing are Tom Prosser, Basil Healy and Ken Follett. I just threw that photo in for a bit of nostalgia.....

My main focus in free flight was F1C, we knew it then as FAI Power, plus I flew open power and I had also recently started flying A/2 glider.

This photo here was taken at the 1972 F/F Trans Tasman held at Richmond where I'm in the middle clutching an A/2 surrounded by Kiwi's. Tony Hill on my left side but not sure about the other one!



So, I was a busy modeller and went through a fair stack of balsa, silk and tissue building models.

As a good customer of Hobbyco, I was allowed behind the counter where I could dive into the bins of balsa sheet and strip to go through it looking for the particular grade I needed – rejects to one side and the ones I was going to buy on the other.

In other words, they knew me well.....

So now to the little story:

The NSW Free Flight Society used a flying field at Badgery's Creek in those days and my free flight efforts usually resulted in me being there every weekend where we'd be flying or competing in some event or other.

The 1960's was also, of course, during the time of the Vietnam War.

Australia, apart from participating in the war, was also a rest and recreation (R&R) destination for American Servicemen and for many reasons of which most NSW people would be aware, Sydney's Kings Cross was a very popular base for US servicemen on R&R leave, and we therefore became accustomed to seeing Sydney flooded with US service personnel during that particular war.

One of the staff from Hobbyco rang me one Friday and asked if I was going to be flying free flight this coming weekend. "Yes, we actually have a couple of events on, so I'll be at Badgery's creek" was my response together with the question, "why?".

They said they'd had a visit to the shop by a US serviceman who was on R&R, and he told them he was a free flight modeller and was keen to see if he could have a look at the F/F scene in Sydney if anything was on this coming weekend. The guys at Hobbyco said they'd give me a ring to see if I was going flying and if so, they would ask if I could swing by Kings Cross to pick him up and take him with me for the day.

"No problem" was my response, so Kings Cross it was early on Sunday morning. We found our man waiting outside his hotel, loaded him up and headed for Badgery's Creek.

"We", by the way represents my wife Yvonne and I, as she always came flying with me and even then as she is more so now, Yvonne was a helper and retriever extraordinaire.



With Yvonne's help I often flew Open Power and FAI Power contests simultaneously - I'd fire-up the open power model and chuck it into the air and without even watching it go up, I'd turn my attention to the FAI machine and launch it soon after. The open power model was so reliable, we just took it for granted that it would go up, transition, and then head-off on its journey that we didn't worry about it - Yvonne

would saunter after it while I launched, and also retrieved, the FAI model.

Another unrelated photo for general interest: At the 1977 World Champs in Roskilde, Denmark.

So, we had our American travelling with us, and he was a really nice and polite guy, maybe a little younger than me and I think he came from the West Coast, but I don't really remember. Nor, sadly, do I remember his name. We had a great time, and the weather was ideal for free flight; he certainly enjoyed himself and was very appreciative of the effort we made to give him a day of modelling as a break from the war.

That was it really; we drove him back to his hotel and never saw or heard from him again. He was a nice, chatty, enthusiastic modeller who happened to be on the other side of the world, no doubt conscripted for service in a war nobody wanted, looking for a bit of normality by seeing model 'planes flying again.

I look back on that day now, all these years later, and wonder how he's going: Did he survive that ugly war? - I really hope so. Is he a modeller still? - I'd like to think so. Does he remember that day? Maybe, who knows.....

Wouldn't it be funny if he was still flying free flight and receives FFDU? I'd love to hear from him if any of these ramblings rings a bell. That's very unlikely I'd say, but none the less, all these years later, that day still sticks in my mind.

Actually, two once-off events occurred that day:

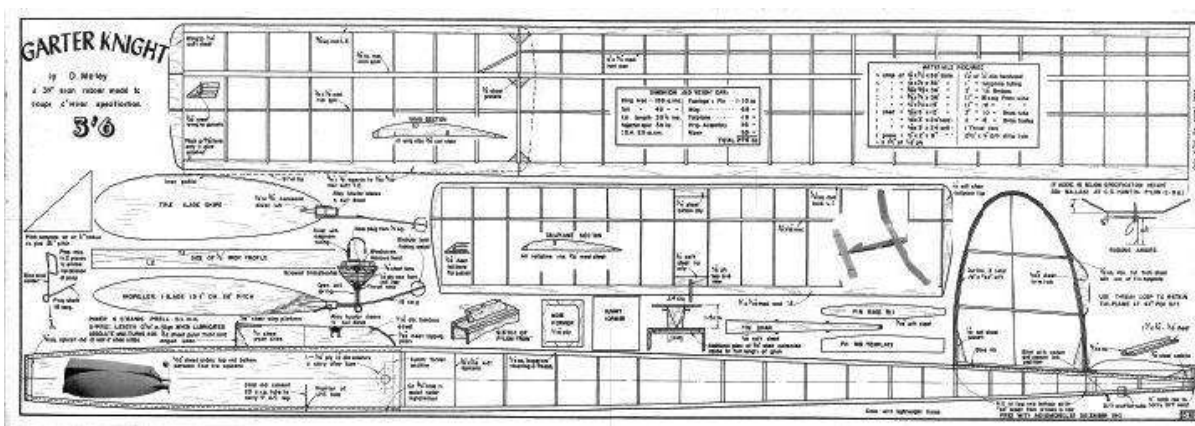
The second one involves my one and only ever attempt at flying a rubber model competitively.

It was all a bit of a fluke really, and a lot of luck, because I won the one and only rubber event I've ever entered. I think it was because nobody else turned-up.

Coupe De Hiver was all the rage in the 1960's and as I recall, the model I built was from a plan that was most likely published in Aeromodeller or Model Aircraft, not a US modelling magazine.

I threw the model in the back of the car that day because we had a contest for that class. I trimmed it, entered, flew, and won much to the amazement of our US visitor. I suspect he failed to notice the lack of opposition, as he seemed more impressed with the outcome than I was.

I've looked for the plan of that model a few times since and can't find it. I would like to build another for the 60's Coupe events although these days I would need guidance and advice from a rubber person to fly it. All I have of it is the front end, being prop and nose block, so there's a bit too much missing for it to be flyable.



As best I can describe the model, it looked for all the world like a Garter Knight except that it had its single prop blade formed out of sheet balsa wrapped at an angle around a Castrol R tin, and the model had a folding bamboo ROG leg that flipped back against the fuselage after take-off.

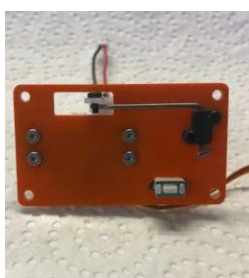
If anybody knows that model and can point me towards a plan, I'd be very grateful.

So, anyhow; funny how things stick in your mind and how coincidences like these two oddities happened at the one time.

As Mr F Gump has said, "Life is like a box of chocolates....."

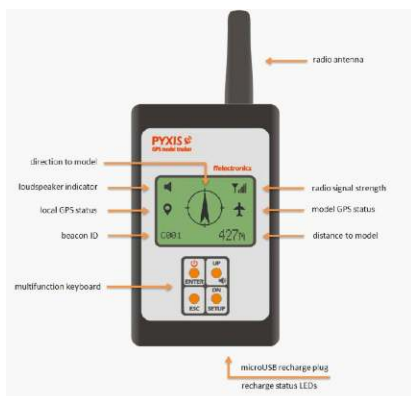
**Mike Pettigrew  
2021**

**FOR SALE**



Having recently returned to free flight after a long stint in flying control line only I tried finding timers for various models I intended building. I found the BMK website and realised there was a selection of electronic timers available, but was unable to find any of the other bits to complete the timer. I decided to have a go myself and have ended up with 1 to 4 function timers that take advantage of the timers from BMK although any servo driver will do the job. They come with momentary switch fitted to utilise the remote start function on the BMK E36 timer and the other timers if you are prepared to solder to existing start button. The single function has a micro servo with nylon gears and is intended for small models - it weighs 8.5 gms without battery. The 2 / 3 / 4 function timers have metal gear servos and are intended for use on medium size power or rubber models. They weigh around 11.5 gms without battery. All components are CNC machined. The faceplate is G10 fibreglass and the lever beds are Delrin.  
**If you are interested, contact Ray Harvey on 0404 205 562**





I have a **Pyxis setup** for sale if anyone knows someone looking for a GPS system. It includes a Pyxis tracker plus 4 beacons. Beacons supplied with plugs ready to be connected to whatever battery system you have.

The Pyxis system is very simple and convenient to use, I just changed to a different system now and don't have any use for it anymore. This setup cost me approx \$1,400 Aussie, asking **\$1,000**.

1 X **F1B: Spirit 30**, trimmed, including Andriukov VP prop assembly, Simplicity timer inc. altimeter and LED flasher. 180cm Stefanchuk wing. **\$1,200**

1 X **Morgan tracker** inc 2 X beacons. **\$180**

Cheers  
Richard Blackam  
[f1bwake@gmail.com](mailto:f1bwake@gmail.com)

## 13<sup>th</sup> "HEAVE HO" Free Flight Glider International Postal held over the period 1 April until 30 April 2024

Sponsored by [stingmk2gliders.com](http://stingmk2gliders.com) (outdoor events) and J&H Aerospace (indoor events).

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).

### Outdoor events, Juniors and adults:

1. Hand Launch ( javelin ) HLG ( Heave Ho Perpetual trophy to adult winner)
2. Catapult CLG (1/16" x 1/4" x 9" rubber loop maximum allowed)
3. Tip Launch Glider TLG.

### Indoor 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:

- For indoor and outdoor there are 9 official flights. Please record all official flights with the best 5 counted for outdoor (multiple series of 9 flights are allowed but cannot 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 maxes out of 9 then keep flying one-minute maxes 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. (eg 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 4<sup>th</sup> if needed as a tie breaker.

STING MK2 glider kits for prizes and lucky entry prize. Fly safely & responsibly but most of all "Have FUN"

ENTRY is FREE Send results and your country to [lenurtees@hotmail.com](mailto:lenurtees@hotmail.com) (scores must be emailed by 14<sup>th</sup> May). Please check out web site for updated information at [stingmk2gliders.com](http://stingmk2gliders.com)

**Happy flying to all, Len Surtees**

**FOR SALE**



*I still have all my free flight models doing nothing sitting safely packed in my aluminium travel box and have begun wondering whether there would be any interested purchasers in the Australian Free Flight community if I shipped them across and sold for about half price? I will list what I have after this message, and would be grateful to know if you think there would be any interest in them that would make the cost of shipping (about \$1,500) worthwhile. I would need to ship in to a single destination otherwise the shipping costs from this side would outweigh the model costs individually.*

**Neil Murray**

[nemur@telkomsa.net](mailto:nemur@telkomsa.net)

F1A - M&K Short with 3 servos, MTK electronic timer, RCDT, Impulse hook - the advanced electronic version before LDA models. (Good launcher - about 80m on my altimeter) Morgan tracker. Cost \$2,150 ten years ago excl. tracker - try for \$1,050?

F1A -M&K long wings with Magic electronic Timer, 3 servos & magic electronic relatching hook (4th servo), Bauer RCDT, Rossiter tracker - my flyoff model - excellent glide, launching 75m on my altimeter. Rossiter tracker Cost about \$2,050 excl - try for \$950?

F1A - Superba short with magic timer, 2 servos and mechanical towhook with hall effect sensors - not relatching, Bauer RCDT, Rossiter tracker. Reliable rounds model - launching to about 68m. Cost about \$1,450 - try for \$650.

F1A - W-hobby 2100mm tubular spar with mechanical timer. Cheaper backup circle tow model if needed - zoom launch no bunt. About \$200?

F1B - Andriukov 1600mm carbon D box model, with delayed prop release hub (not variable pitch), and Andriukov mechanical timer, Rossiter tracker. Cost \$1,800 - try for \$900?

F1B - W-Hobby 1650mm carbon D box model, with Andriukov delayed prop release hub, pylon and timer, Rossiter tracker. Cost \$1,500 - try for \$750?

Also have some equipment:

F1A: 2 x Palm Pilots - one for Magic Timers, one for MTK timer, Morgan tracker receiver & yagi, spare M&K impulse hook with hall sensors, spare M&K wing wiggler with servo.

F1B: Bechasny F1B torque meter/winder, Andriukov winding stooge, 4 x alum half tubes for winding, 4 x Andriukov quick clip rear hooks and 9 x alum bobbins.

**FOR SALE**



**Absolutely brand new OS 46 AX II**

Only weeks old and not unpacked.

Suit RC pattern flyer.

Selling below cost at \$200 plus freight.

**Malcolm Campbell 0417 774 826**





# A BACKWARD GLANCE Narrandera 2018

It started off windy in 2018 and several days were affected. There was a good number of overseas flyers – China had the most, including two juniors. Malaysia had flyers in F1A and F1B. Brian Van Nest and Charlie Jones represented US, Dave Ackery and Rob Wallace flew the NZ flag, and Neil Pollock made the long trip over from West Australia.



Malaysians, Tumur Sanjaa and Gongor Mijiddorj



Tumur Sanjaa did very well in F1A



Bruce Hao winds in F1B



One of the Chinese juniors sets up his F1B



Yuan Gao was on top in F1C



Charlie Jones winds in F1B



Fresh from Lost Hills, Xiangxue Ji won F1G



WA flyer Neil Pollock



Bruce Hao launches his F1B



Craig Hemsworth launches his F1B



Wei Ji in F1C



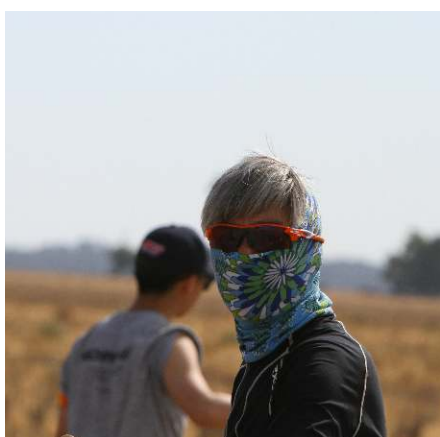
Xinpu Sheng



Roy Summersby



A dusty cattle truck leaves the property



Xinpu Sheng dodges the dust and sun



Richard and Craig talking with Kim



Charlie Jones



Gongor Mijiddorj



Richard Blackam's perfect launch



Yuan Gao chills out between rounds



Rob Wallace in F1A



Little Xiangxue Ji was top Junior

# JOKES PAGE



A couple kids asked me today what it was like for me growing up...

... so I took their phones, shut off their internet, gave them a popsicle and told them to go outside till the street lights came on.

They say marriages are made in Heaven. But so is thunder and lightning.

~ Clint Eastwood

Bizwaremagic's Funny Quotes

Walmart had to remove 50,000 milk cartons from their store.

The labels have to be changed from "Open here" to "Open at home"

*The Grinnin' Bear*



Once I've had my coffee, I can use my big words.

**Before coffee, I mostly use the ones with four letters.**



So Daffy Duck and Elmer Fudd break into a distillery.

Daffy turns to Elmer and says: "Is this Whiskey?"

Elmer says: "Yeth but not as whiskey as wobbing a bank!!" 😊😊😊😊

The fitness trainer asked me, "What kind of a squat are you accustomed to doing?"

I said, "Diddly."



When squirrels come across an especially spectacular nut, they'll often gather and stare in amazement... very similar to how they're looking at you right now.



Managing your weight around Christmas time just requires a little planning...

For example, I took the batteries out of my scale this morning.



# BRISBANE FREE FLIGHT SOCIETY

## 2024 Flying Calendar



March 2024

Month	Date	Start	Events	Location
<b>February</b>	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
<b>March</b>	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
<b>April</b>	Sun 7th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 13th	3-6pm	Indoor - EZB	BSHS
	Sun 21 <sup>st</sup>	8-12pm	F1J State Champs (5 flights)	Coominya
	Sun 21 <sup>st</sup> to Sun 28 <sup>th</sup>		AFFS State Champs & Southern Cross Cup	Narrandera/ W. Wyalong
<b>May</b>	Sun 5th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 11 <sup>th</sup>	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
<b>June</b>	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 <sup>th</sup>	12-4pm	Bar-B-Que & AGM	John's
<b>July</b>	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
<b>August</b>	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
<b>September</b>	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
<b>October</b>	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
<b>November</b>	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
<b>December</b>	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

## \* NSWFFS Contest &amp; Fixture Calendar 2024 \*

Date	Event	Venue	Time	C/D
Dec 28-4 <sup>th</sup> Jan	73 <sup>rd</sup> 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 <sup>th</sup> 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 <sup>th</sup> & 7 <sup>th</sup> July	Scale Rally, + Trans Tasman, Scale Judging Fri 5 <sup>th</sup> , 6 <sup>th</sup> & 7 <sup>th</sup> Flying. Sun 7 <sup>th</sup> 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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