

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 56 NUMBER 2

WINTER 2024

2024 AFFS CHAMPS

NSW, VIC
& QLD STATE
CHAMPIONSHIPS

NEW
DIXIELANDER KIT
WAZZA'S
THERMAL BUSTER

2024 HEAVE HO REPORT
STORIES AND PHOTOS FROM OUR PAST



FRONT COVER: Gary Goodwin launches his little Witch Hawk at West Wyalong during the AFFS Champs. Powered by a gem-like 0.6 cc Rivers replica diesel running a 5 x 4 prop at some ungodly RPM, it screamed skyward so many times I thought the motor might melt!

Free Flight Down Under

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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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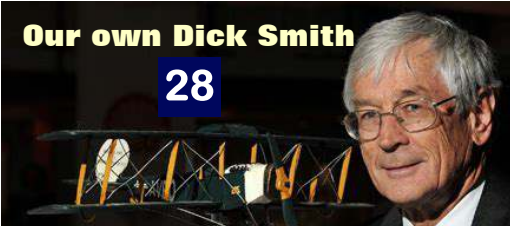
CONTRIBUTORS

Mike Pettigrew
 Roy Summersby
 Vin Morgan
 Len Surtees
 Warren Leadbeatter
 Natalie Beckett

THANK YOU!
Your name could also be here!

Our own Dick Smith

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A Backward Glance 2019

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2024 Calendars




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PRESIDENT'S REPORT



We're in the middle of our main flying season right now with the AFFS championships done and dusted and the NSW and VIC State Championships also just completed. Both these events were a source of points for those vying for a team place for the next F1A, B & C World Championships so good luck to those wanting to go to the Champs in Romania.

The lack of a height clearance from CASA for the field at West Wyalong has also been resolved which was a big

help for the conduct of the recent state champs as we were even contemplating moving them to the Morundah field.....

We have the Mid-Winter Mini Maxout for 2-minute max models coming up on July 27 and 28 to be held at West Wyalong so please try to make it if you can as it will be a great weekend.

Hope to see you there!

Mike Pettigrew



SUGGESTED TOPICS FOR FUTURE EDITIONS OF FFDU:



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

FROM THE EDITOR



The AFFS Champs were flown in good weather at both Narrandera and West Wyalong, and were well supported by international and local competitors. My report in this edition of FFDU tracks what I saw and photographed over the week.

Regular contributors Roy Summersby, Mike Pettigrew and Vin Morgan helped make my job as editor easier.

Being such a prolific builder, I can rely on Roy's interesting contributions. Vin Morgan has written a great report on the NSW & VIC State Champs. Mike

Pettigrew is fast becoming our resident historian with two more excellent stories and electronics wizard Warren Leadbeater reveals more about his "Thermal Buster".

Mike's story on Walther and Stevenson takes me back to when I was 10 or 11. My grandmother used to give us money to buy kits or balsa whenever we came down to Sydney on holidays.

Len Surtees' "Heave Ho" report shows a lot more balsa gliders are flown in New Zealand than here. So why would that be?

Enjoy the read!

Malcolm Campbell



2024 AFFS Championships

Narrandera 21st to 25th April 2024
 West Wyalong 26th to 28th April 2024
 Report and photos by Malcolm Campbell

The Narrandera field looked pretty good this year although the grass length was not ideal and some areas are still rough to walk on. This year, motorised retrieval along the roads (but not fence lines) was allowed for the first time. CD Shayne McDonald had mapped out three suitable spots for F1A and the three Aussies used the western spot; the Chinese were to the east.

Weather conditions for the **Widgiewa Cup** were ideal with wind speed 1 – 2 m/sec and blowing E – ESE. This suited F1B and F1C although the drift up high was faster than ground speed with Roy's F1C going 1.3 km in the 4-minute round 1. No circling for the SHOKs, both Ian and



Matt Hannaford and Albert Fathers launching their F1As

Widgiewa Cup rapid fire F1C flyoff

All gone in 26 seconds!



Murray Wilson, learning F1C fast



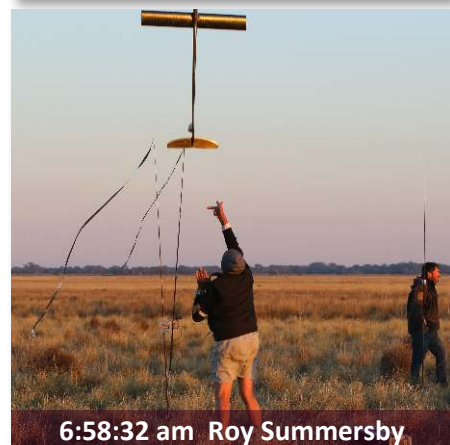
6:58:06 am Yuan Gao



6:58:16 am Andrew Linwood



6:58:22 am Ulzil Erdenebayar



6:58:32 am Roy Summersby

Matt electing to join Albert with up and off launches. Chinese marathon runner Jackie Wang was pleased with her first max in an F1A competition, flying one of Albert's old models. Later, she would go on to be in the AFFS fly-off!

There was a sea of red on the F1B and F1C score sheets but not the F1A sheet. Zhiping She was the only one to max out in F1A. The two FO's were exciting with three in F1B and four in F1C. F1Cs were first away at 7am with all fliers launching in a 26 second burst of activity. Yuan Gao was first away with Andrew going 10 secs later – and Andrew beat Yuan into first place by ONE second. Roy Summersby was 90 seconds behind and Mongolian Ulzil Erdenebayar a further half minute behind. Upper-level drift made for long retrieves, 6.6 km for the winner. Ian Haigh



Ian Haigh ensured no one was speeding

clocked Roy's climb on radar at 127 kph!

F1B was next away at with two Victorians, Vin Morgan and Richard Blackam, and NSW's Bruce Hao. Vin led the charge with Bruce away next followed by Richard. All launches

Monday was the **AFFS Champs** day and weather was much the same as the previous day, but slightly lighter winds, still with drift up high. This pattern seemed to upset a few of the F1A SHOKs. Gary Pope gave Albert Fathers a surprise, when his F1C planted itself close to where Albert was standing. And Ian Haigh folded a wing of one of his older F1As with a vigorous tow. And this time there were two in the F1A flyoff and NONE in F1B. That doesn't happen often with F1B. And the usual suspects lined up again for a 4-way F1C flyoff. This time Yuan Gao lead the charge from Ulzil Erdenebayar, with Andrew Linwood and Roy Summersby some distance back. New to F1C, Murray



Vin Morgan in the F1B FO



Richard Blackam in the F1B FO



Yuan Gao in the F1C FO



Bruce Hao in the F1B FO

looked good and the timers strained in the binos as the model drifted west in the haze. Bruce won with a masterful display recording almost 7 minutes with Vin and Richard about a minute behind.

West Australian Chris Behr lost one of Paul Rossiter's F1Bs during testing on the first day, and he walked kilometres over two days looking for it without success. With wind direction changing daily, things didn't look good for Chris and then Matt Hannaford found it on the third day, much to Chris's relief.



Ulzil Erdenebayar in the F1C FO



Roy Summersby in the F1C FO



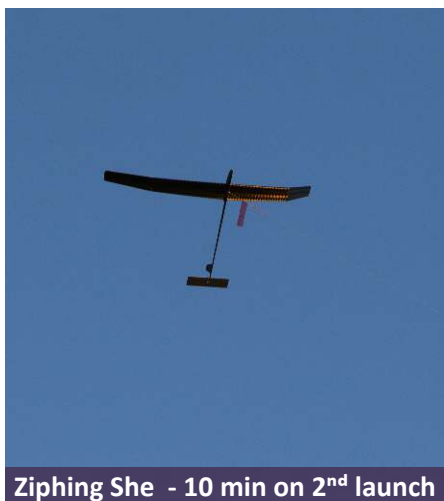
Jackie Wang relling in her first ever F1A FO



Andrew Linwood in the F1C FO

Wilson only dropped one round to squeeze in ahead of Warren Leadbeatter.

Ziping She towed in during the F1A FO but no mistake on his second launch, recording a 10 minute flight. Little Jackie Wang was in her first FO and put everything into the launch,



Ziping She - 10 min on 2nd launch



Jackie flew Albert's old F1A

and she recorded an excellent 5 minute flight. More long retrieves were reported.



AFFS F1A winners



AFFS F1B winners



AFFS F1C winners

The **Southern Cross Cup** started at 8.30 am after most FO retrievals had been completed. The winds blew down the flight line entry road and were now at 4 – 6 m/sec with occasional quieter periods – not what had been forecast. Models were now landing well into the next paddock and some were over 2 km away. For many flights, the stile was placed in the correct position, at the end of the road into the flight line. The CD extended the rounds by 30 mins and many were thankful of the vehicle retrieval arrangement.

The F1Cs seemed to be making the most of the turbulent conditions but anyone who got good launch height had a lovely flight. Closer to the ground it wasn't so nice. Many now flew on the eastern launch site to avoid the cars getting in the way of timers. During the rounds the winds moved through 90° and flyers spent a lot of time in the adjacent paddock. It was hard on the feet but limited motorised retrieval trimmed 600 m off the walking.

F1Cs were recording amazing heights, and the SHOK F1As were getting as high as good F1Bs. Malcolm and Albert crashed out of contention and the top two placegetters in the AFFS F1A also dropped some rounds. Both with maxouts, Matt and Ian were to face off in the FO the next morning. Once again there was no FO for F1B but there were three in F1C, including newbie Murray Wilson. It was a cold, grey and windy morning for the FO and there were limited spectators. We arrived just as the F1Cs were

launching and it looked like they'd have long retrieves. All F1C flyers were going OOS and being clocked off. Yuan Gao got the height and the win from Ulzil Erdenebayar with Murray Wilson beating Roy and Andrew. The CL expert was pretty happy.

Ian Haig and Matt Hannaford lined up for their F1A FO, the last flight to be made at Narrandera, and they both broke lines in pretty wild launches. Matt came off higher to win. With Yuan Gao flying for 9 1/2 minutes, he was in for the longest retrieve.



SCC F1A winners



SCC F1B winners



SCC F1C winners

By compressing the Narrandera events into three days the organisers had avoided the strong winds forecast for what would have been the SCC. Only the FO competitors got a taste of what could have been.

We helped Shayne Mc Donald pack up before heading home to load the car for Part 2 of the AFFS Champs, at West Wyalong. Shayne spent another two hours moving two truckloads of equipment back to the Widgiewa

storage shed. He did a wonderful job running the events over the compressed period. As CD, with help from Yvonne and Mike Pettigrew on score sheets, one could not have wished for a better team –it like clockwork.

But what of the social side you say? Well, each afternoon at the caravan park we had our happy hour while planning where to go for dinner. Some went to the Chinese Restaurant and others the Charles Sturt pub, and all enjoyed their meals. I'm getting a little tired of the RSL food. We also squeezed around minimalistic furniture at the BBQ and cooked some local produce. Next year I intend to try The Lazy Lizard restaurant. We found the Red Door dress shop has the best coffee and the one down the bottom of the street on the left with much indigenous artworks on display the absolute worst, for flavour and timeliness. We won't go there again, but it was the only one open, as it was Anzac Day.

The caravan park was devoid of all aeromodellers by 10 am Friday as many of us made our way north to West Wyalong, with Vin diverting to Wagga to collect Leigh from the train station. Craig and Albert went home and our international visitors continued doing touristy things in NSW.

The Minis commenced at West Wyalong on Friday. With E36, P30 and Combined Vintage, the flight line was busy and there was something for everyone. Warren Leadbeater and Andrew Linwood went through many batteries trimming their E36s, and there were some wild patterns



Roy's Texan with Russian Oliver 2.5



Gary Goodwin "Only a flesh wound"

produced by aging vintage models. Roy's Eliminator deserved the Vintage win, almost maxing out with Ian's Lanzo Climber not far behind proving rubber can possibly win this event. Peter Scott [placed 3rd and was consistent with his Dreamweaver (166, 164,164). Warren's Stomper flew very well, twice, but dropped badly in his second flight. I think he may have had a pretty long retrieve with his max. Gary Goodwin exploded his Eliminator in spectacular fashion. Winds were light throughout the day and there were two FOs – E36 with four in it and P30 with two, held over to the next morning.

The E36 FO was close, with Dave Shackelford launching first but his



Warren's Stomper flew very well



Gary Goodwin's Bob White P30



Natalie Beckett's Maverick E36

model was kiting and wouldn't turn. Malcolm Campbell and Warren Leadbeatter went together with Warren's lighter Pearl 222 getting higher and, with its floating glide, easily won. Meanwhile, second place was decided when Malcolm's Hot Ticket stopped the clocks, 15/100 sec behind Dave's Pearl. Andrew Linwood was 3 secs behind. With ten in this event, E36 hasn't lost any of its popularity.



Vin Morgan's Pearlsh E36

Saturday morning was a beauty, blue sky with no breeze, perfect for a P30 FO. I think Matt uses 2 or 3 different winders to quickly wind his model. Vin was more a traditionalist using one winder. They both launched at much the same time and Vin's model looked like a winner, all the way up, with a strong climb, a great glide and in slight lift. Matt's wasn't too bad either with a good glide, but he was lower so Vin had a commanding win, 45 seconds ahead of Matt.



The Battle of the P30s

Combined G, H and J attracted nine entries, mostly power models and no F1Hs as Kathy and I couldn't tow up our gliders in the still air. It was F1Js 1st and 2nd. Tahn Stowe claimed the aerobatics award with a long power run in his first flight and Roy dominated the event being the only one to max out with Shayne a worthy 6 secs behind. And had he not



Happy E36 winners



Roy cleaned up in Combined G,H,J



Vin Morgan's amazing P30



Vin's P30 had an unbeatable climb

dropped those 6 secs he could have used his high time to easily beat Roy. This was CD Shayne's only event in the AFFS Champs so he deserved his 2nd place. Vin was the first (only?) rubber model home, in 3rd place with his



Vin's pretty Deuzio coupe



Priscilla P30, Queen of WW



Power man Roy is a Starduster fan



Vin's Deuzio climbs well

Deuzio, after dropping only one flight, badly. Harry Sokol squeezed in 6 secs ahead of Tahn, so it really was a closely fought contest for 3rd place.

Combined % was the biggest event at West Wyalong, with a mixed bag of 11 entries. Dave Shackelford's canard pusher P30 amused us all with its steady and unusual flight but he took it up a notch when he hooked 2 metres of Roy's Mylar streamer, holding it and his flight pattern for the

whole 2 min 19 sec flight! Was it "Priscilla, Queen of West Wyalong"? Five made it to the FO, an F1J and a vintage Stomper, a P30 and two E36s. Malcolm could only run his timer for 2 mins so he bravely taped down the stab, but it was Roy who won, 2 min 20 secs ahead of the others, his 5 min flight giving him a long retrieve.

Dave Shackelford wasn't finished. He had a big Starduster 900 powered by a fearsome Jett 35. Looking the part with noise cancelling earphones, he put up a short motor run with immediate DT to the appreciation of all who waited to see it.

The final day had the two Open classes, Power and Rubber, and the CLG and HLG/TLG events. The excellent weather held, but it was

getting windier as the morning progressed. Thank goodness for motorised retrieves – I heard Gary Goodwin had a 6 km retrieve and Warren and Andrew also needed to use their vehicles. Vin Morgan and Gary Goodwin used F1Bs in Open Rubber, fishing in that order with Ian Haigh putting in one short flight with his old style OR model.



Dave Shackelford's canard P30



Dave Shackelford's Starduster 900



Ian Haig launches his OR model



The noisy end of the Starduster

These events were conducted in the NE corner after the morning FOs were finished. I didn't see much of the flying that day as I had a couple of CLGs to chase. Mine did pretty well to head off the NSW offensive of the Towell/Beckett Team and other capable flyers such as Ian Haig, Matt Hannaford and Kathy Burford, making it a seriously fought event. Dave Shackelford was the only true hand launcher but was beaten by Matt's TLG.

The AFFS Champs were wound up with the traditional roast lamb BBQ at the clubhouse, and second and third helpings underlined how great the country food is. It all concluded under balmy skies with the trophy presentations by President Mike and Shayne. Once again West Wyalong put on excellent weather for all of the three days.



Mickey / Natalie's ex Corby coupe



Dave Shackelford - only true HLG



Andrew Linwood's Dixielander



Gary Goodwin's unstopable Witch Hawk



E36 winners, less Dave



Combined Vintage winners



P30 winners



Combined Minis winners



Combined Open % winners



Open Power winners



Open Rubber winners



CLG winners



Champion of Champions

AFFS Championships 2024																June 2024	
Widgiewa Cup																	
F1A	Total						E-36					Total		FO			
1	Zhiping She	240	180	180	180	180	960	1	Warren LeadBeatter	120	120	120	360	86			
2	Albert Fathers	187	180	180	180	180	907	2	David Shackleford	120	120	120	360	55			
3	Matt Hannaford	240	180	180	61	180	841	3	Malcolm Campbell	120	120	120	360	54			
4	Malcolm Campbell	233	158	161	180	0	732	4	Andrew Linwood	120	120	120	360	51			
5	Ian Haigh	240	127	180	180	0	727	5	Michael Towell	120	92	120	332				
6	Na Wang	191	119	133	180	0	623	6	Harry Sokol	88	120	120	328				
								7	Vin Morgan	75	101	120	296				
F1B	Total						FO					Total		FO			
1	Bruce Hao	240	180	180	180	180	960	412	8	Roy Summersby	120	104	70	294			
2	Vin Morgan	240	180	180	180	180	960	356	10	Kathy Burford	120	58	21	199			
3	Richard Blackam	240	180	180	180	180	960	338									
5	Gary Goodwin	240	180	180	141	180	921							High			
6	Terry Bond	240	180	180	180	137	917		Combined Mini. F1G, F1H, F1J					Total	time		
7	Xinpu Sheng	240	133	180	111	180	844		1	Roy Summersby	120	120	120	120	120	600	198
4	Yunsheng Wu	240	0	0	180	151	571		2	Shayne McDonald	120	120	114	120	120	594	235
8	Chris Behr			51			51		3	Vin Morgan	120	120	120	98	120	578	
									4	Harry Sokol	115	120	85	120	120	560	
F1C	Total						FO					Total		FO			
1	Andrew Linwood	240	180	180	180	180	960	458	6	Gary Goodwin	104	107	83	120	55	469	
2	Yuan Gao	240	180	180	180	180	960	457	7	Mike Towell	120	97	120	70	0	407	237
3	Roy Summersby	240	180	180	180	180	960	370	8	Matt Hannaford	6	120	45	58	104	333	
4	Ulzil Erdenebayar	240	180	180	180	180	960	328	9	Ian Haigh	87	87	120	0	0	294	
5	Gary Pope	240	180	180	180	130	910										
6	Warren LeadBeatter	240	180	180	180	61	841		Combined Vintage					Total			
7	Murray Wilson	240	180	175	70	0	665		1	Roy Summersby	Eliminator			172	180	180	532
									2	Ian Haigh	Lamb Climber			180	149	180	509
AFFS																	
F1A	Total						FO					Total		FO			
1	Zhiping She	240	180	180	180	180	960	600	5	Warren LeadBeatter	Stomper			180	73	177	430
2	Na Wang	240	180	180	180	180	960	300	5	Gary Goodwin	Eliminator			180	49	26	255
3	Malcolm Campbell	219	180	180	145	180	904		Combined % Open					Max	%	FO	
4	Albert Fathers	208	110	180	180	156	834		1	Roy Summersby	120	120	120	120	100	298	
5	Matt Hannaford	232	154	151	180	74	791		2	Matt Hannaford	120	120	120	120	100	158	
6	Ian Haigh	107	128	95	90	180	600		3	Warren LeadBeatter	120	120	120	120	100	142	
									4	Malcolm Campbell	120	120	120	120	100	125	
F1B																	
1	Xinpu Sheng	240	180	180	180	180	960		5	Natalie Beckett	120	120	120	120	100	88	
2	Craig Hemsworth	240	180	180	174	180	954		6	Andrew Linwood	161	180	180	180	96		
3	Vin Morgan	240	180	180	180	169	949		7	Dave Shackleford	94	120	120	120	93		
4	Gary Goodwin	222	180	180	180	180	942		8	Harry Sokol	64	120	120	120	84		
5	Bruce Hao	214	180	180	180	180	934		9	Peter Scott	148	180	122	180	83		
6	Richard Blackam	235	180	115	180	180	890		10	Gary Goodwin	120	55	101	120	77		
7	Terry Bond	198	180	180	104	180	842		11	Ian Haigh	120	63	0	120	51		
8	Chris Behr	193	0	51	125	87	456		Open Power					Total			
9	Yunshen Wu	240	180	0	0	0	420		1	Andrew Linwood	143	130	180			453	
									2	Harry Sokol	166	154	97			417	
F1C	Total						FO					Total		FO			
1	Yuan Gao	240	180	180	180	180	960	367	3	Roy Summersby	33	180	180			393	
2	Ulzil Erdenebayar	240	180	180	180	180	960	340	4	Peter Scott	147	144	61			352	
3	Andrew Linwood	240	180	180	180	180	960	325	5	Gary Goodwin	180	65	86			331	
4	Roy Summersby	240	180	180	180	180	960	277	6	Warren LeadBeatter	43	91	0			134	
5	Murray Wilson	240	180	180	159	180	939										
6	Warren LeadBeatter	240	180	180	180	140	920		CLG					Best	3		
7	Gary Pope	240	180	59	0	0	479		1	Malcolm Campbell	26	60	43	25	60	42	163
									2	Natalie Beckett	44	44	46	5	32	60	150
HLG/DLG	Best 3																
1	Matt Hannaford	25	24	48	24	30	11	103	3	Michael Towell	3	42	14	39	60	19	141
2	Dave Shackleford	9	26	19	31	12	16	76	4	Ian Haigh	56	23	39	9	44	24	139
3	Malcolm Campbell	10	15	9	2	3	11	36	5	Kathy Burford	56	26	18	26	42	37	135
									6	Matt Hannaford	14	21	13	27	33	30	90

P-30							Total	FO													
1	Vin Morgan	120	120	120			360	198	Champion of Champions points												
2	Matt Hannaford	120	120	120			360	153													
3	Ian Haigh	120	120	92			332		Roy Summersby	668	7	3									
4	Natalie Beckett	116	91	120			327		Gary Goodwin	655	8	0									
5	Gary Goodwin	98	114	95			307		Matt Hannaford	581	7	0									
6	Michael Towell	87	86	120			293		Vin Morgan	577	6	2									
									Ian Haigh	526	9	0									
Open Rubber							Total	FO	Malcolm Campbell	505	6	1									
1	Vin Morgan	180	180	180			540	314	Andrew Linwood	496	5	2									
2	Gary Goodwin	180	180	180			540	209	Warren LeadBeatter	494	6	1									
3	Ian Haigh	82					82		Harry Sokol	361	4	0									
									Natalie Beckett	272	3	0									
Southern Cross Cup									Michael Towell	260	3	0									
F1A							Total	FO	Bruce Hao	197	2	1									
1	Matt Hannaford	180	180	180	180	180	900	180	Richard Blackam	193	1	0									
2	Ian Haigh	180	180	180	180	180	900	144	Terry Bond	183	2	0									
3	Na Wang	180	140	180	180	180	860		Albert Fathers	181	2	0									
4	Zhiping She	180	136	156	180	180	832		Murray Wilson	167	2	0									
5	Albert Fathers	180	180	180	67	134	741		Dave Shackelford	167	2	0									
6	Malcolm Campbell	128	121	180	46	60	535		Gary Pope	145	2	0									
									Kathy Burford	138	2	0									
F1B							Total		Craig Hemsworth	99	1	0									
1	Bruce Hao	180	180	180	180	180	900		Shayne McDonald	99	1	0									
2	Vin Morgan	180	180	180	169	180	889		Chris Behr	5.3	2	0									
3	Xinpu Sheng	180	180	180	180	163	883														
4	Richard Blackam	180	180	180	180	127	847														
5	Gary Goodwin	180	180	180	168	116	824														
6	Yunsheng Wu	180	180	144	122	180	806														
7	Chris Behr	60					60														
F1C							Total	FO													
1	Yuan Gao	180	180	180	180	180	900	560													
2	Ulzil Erdiesbayer	180	180	180	180	180	900	370													
3	Murray Wilson	180	180	180	180	180	900	349													
4	Andrew Linwood	180	180	180	167	180	887														
5	Roy Summersby	180	180	180	156	161	857														
6	Warren LeadBeatter	180	149				329														

Where is our flying field?

For some time, more than 25 years now, our big competitions have been flown on a field that we have always called Narrandera. The reason for this is that Narrandera is the nearest large town and most of the flyers take accommodation in Narrandera when flying at the field.

Recently however two other identifiers have been used. Morundah and North Oak. Morundah is a tiny town (population at the 2021 census 24) on the Newell Highway where you turn off the Newell onto Federation way to get to the field. A few flyers have been using accommodation in Morundah. Obviously, it's a bit closer to the field than Narrandera – but it is still more than 30 km away – so even if you get to Morundah, you still need guidance to the field.

The name North Oak has been used occasionally for the very good reason that it is actually the name of the field. For most of the time there has been a fairly dilapidated North Oak sign at the gate but recently this has been renewed and is now a useful indicator that you are at the right place.

What to use??

I think we should stay with Narrandera. Lots of people know the field by this name. Using other names is just confusing.

Vin Morgan

NSW and Victorian State Championships at West Wyalong

Report by Vin Morgan. Photos by Natalie Beckett

Well, I have to report that the NSW/Vic State Championships for F1A, B and C held on the AB field at West Wyalong over June 1 and 2 were highly successful and most enjoyable. The weather was excellent; light wind, pleasant temperature, the threatened rain did not eventuate and clever selection of the flight-line location for the 2-4m/s breeze resulted in only one model leaving the farm. I'm not sure how Terry managed to do this as the flight went in an entirely different direction to everyone else's. The sheep are keeping the grass in trim.

We have to mention the CDs. Michael Towell and Natalie Beckett, with a little help from Leigh Morgan on the Vic St Chs day did a lot to ensure smooth running events.

Saturday June 1. NSW State Championships

In the FAI classes everyone now flies modern models that probably have 6-minute performance, so you have to do something silly to drop a round. In F1A this tended to be launch mishaps which mean that instead of the glide starting at over 100m it could be less than 50.

In F1B, Terry got the round 1 max and then spent the rest of the time getting the model out of the solar farm. Not a big problem but time-consuming waiting for the watchman to arrive to open the gate. You need a spare model!

Gary G flew an untrimmed model in rounds one and two. Not sure why he did this because he swapped to another model and got easy maxes in rounds 3, 4 & 5.

Richard provided the days excitement. As he pulled the motor out to wind the pin holding the pischerchio hook at the back end of the motor let go with the motor at full stretch. The half-tube just dropped to the ground but the pischerchio hook and the motor went between Richards third and little finger and did quite a

lot of damage. He took it to the West Wyalong hospital where it was x-rayed (a small fracture, but the bone was not displaced) and bandaged up.

Bruce uncharacteristically dropped one and Vin, who had prepared two short, strong and repairable AA models for the tree-surrounded field but then flew a long model with moulded carbon wings and better performance, didn't drop any rounds.

The F1C score sheet is a sea of red dots broken only by Roy's 48s round



Morning. Andrew Linwood, thinking about going



Warren Leadbeater, 1st in F1C

two which DTed at the top of the climb. The consensus is that the VIT line flicked the DT line off the timer arm, probably because of a knot in the DT line. Not a good way of shortening the line, Roy.

DT flyoffs are a good way of breaking ties. Much better than a 10-minute eyesight test and lost/broken models in and behind trees. For the F1Cs a 90 second time before DT was used. Warren clearly had the tidiest pattern and therefore deserved to win.

Sunday, June 2. Vic State Championships

Matt and Albert swapped places in F1A. Richard appeared for F1B with his impressively bandaged hand. He seemed to manage alright, and he, Vin and Bruce were all clean after the 5 rounds.

The DT flyoff was set at 2-minutes. Bruce's thermal sense is working well. He later said it felt good while he was winding so he just wound, walked out and launched. He got 4:07 from a 2-minute DT time. Nice thermal! Vin (2:30) and Richard (2:09) didn't get any good air.

There were two crashes on Sunday. Vin had a Wakefield roll on launch due to the rear wing locating wire disengaging from the pylon. It missed all the cars etc and hit soft grass so there was hardly any damage. Murray Wilson broke an F1C when the timer servo stopped turning the release disk. The motor stopped but the wings stayed folded and the tail stayed down in climb trim.

Andrew and Warren flew a 90s DT flyoff. This time Andrew won with 119s versus 110.

The listed program for Monday had Open Power, Open Rubber and an all-in 2-minute event. For this, you can fly anything that normally flies for a 2-minute maximum: E-36, P-30, F1G, H, J, Oz Diesel.



Ms CD, Leigh Morgan



What does Thermal Buster on the pole say?



Michael Towell launches proper Open Rubber model



“Sarah” on her way.
Roy Summersby 1st in Open Power

Last year we all went home on Monday because the weather was awful but this year it was possibly better than Saturday and Sunday. It turned out to be a real Free Flight day. Lots of variety and a lot of models that hadn't been aired for some time saw a fair amount of crashery.

In Open Power Roy was really the only entry with any performance and Sarah (daughter of Diana) easily racked up the required three maxes. Not entirely flawlessly though and one RDT was necessary to stop a zoom to doom on one flight. Peter Scott had a modern system that caught him out. He uses RC for DT at the end of the flight (legal) and also RC to stop the

motor at the end of the allowed run time (legal???). Unfortunately this system allows DT at any time and if you hit DT instead of motor shut-down the resulting DT at speed with the motor running naturally folds the wings.

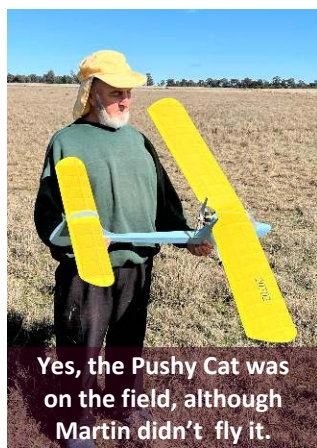
A similar fate befell the Open Power model of Murray Wilson. A nice-looking model built some time ago by Don Boughton it also suffered wing failure with an early DT. Vin Morgan managed the only treeing of the weekend with a Deuzio in 2-minute. It was about 10m up however the retrieval was relatively straightforward using the 10m carbon pole. Only tissue damage.

Martin Williams' own-design Ozalisque (an amalgam of Oz Diesel and Odelisque – look it up) was looking fit to fly when it went straight, half looped and hit the ground. I know it is in poor taste to just go through the crashes but it is a part that you remember.

Sally Linwood and Warren Leadbeater didn't break anything and both maxed out with E-36. They did a DT flyoff later in the afternoon. Warren won.

Sally also deserves and honourable mention for the scones and jam and cream at the flight line.

Results on the next page



NSW State Championships 2024								
							Flyoff	Total
F1A	Name							
	Albert Fathers	180	180	180	141	180		861
	Matt Hannaford	180	180	180	180	88		808
F1B	Name							
	Vin Morgan	180	180	180	180	180		900
	Gary Goodwin	173	148	180	180	180		861
	Bruce Hao	180	180	180	140	180		860
	Richard Blackam	180	180	180	0	0		540
	Terry Bond	180	0	0	0	0		180
F1C	Name							
	Warren Leadbeatter	180	180	180	180	180	124	1024
	Murray Wilson	180	180	180	180	180	117	1017
	Andrew Linwood	180	180	180	180	180	115	1015
	Roy Summersby	180	180	180	180	180		900
Victorian State Championships 2024								
F1A	Name							
	Matt Hannaford	180	140	180	180	180		860
	Albert Fathers	156	180	180	115	180		811
F1B	Name							
	Bruce Hao	180	180	180	180	180	247	1147
	Vin Morgan	180	180	180	180	180	150	1050
	Richard Blackam	180	180	180	180	180	129	1029
	Gary Goodwin	180	180	180	180	130		850
	Terry Bond	180	109	180	152	180		801
F1C	Name							
	Andrew Linwood	180	180	180	180	180	119	1019
	Warren Leadbeatter	180	180	180	180	180	110	1010
	Roy Summersby	180	180	180	165	180		885
	Murray Wilson	0	180	180	180	180		720

2-minute				FO	Total
Warren Leadbeatter	120	120	120	89	449
Sally Linwood	120	120	120	60	420
Vin Morgan	120	88	92		300
Nat Beckett	79	102	73		254
Len Surtees	120	62	55		237
Andrew Linwood	96	82	0		178
Peter Scott	120	0	0		120
Open Rubber					
Michael Towell	115	149	180		444
Gary Goodwin	180	0	0		180
Open Power					
Roy Summersby	180	180	180		540
Peter Scott	18	123	0		141
Andrew Linwood	111	0	0		111

PROGRESSIVE TEAM TRIAL SCORES FOR 2024

	A	B	C	D	E	F	G	H	I	J
1		Australian Nationals	Kiwi Cup N. American Max Men	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic St Ch	QLD St Chs	Sum of best three
2		Not trials	February 2024	21/4/2024	22/4/2024	24/4/2024	1-3/6/2024	1-3/6/2024	25 & 26/05/2024	
3	F1A									
4	Albert Fathers		893	907	834	741	861	811	390	2661
5	Matt Hannaford			841	791	900	808	860		2601
6	Ian Haigh			727	600	900				2227
7	Malcolm Campbell			732	904	535			127	2171
8	John Lewis								309	309
9	Ben Lewis								133	133
10	F1B									
11	Vin Morgan		960	960	949	889	900	900		2869
12	Bruce Hao		960	960	934	900	860	900		2854
13	Richard Blackam			960	890	847	540	900		2750
14	Gary Goodwin			921	942	824	861	850		2724
15	Terry Bond			917	842		180	801		2560
16	Craig Hemsworth		960		954					1914
17	John Lewis								841	841
18	Ben Lewis								829	829
19	Chris Behr			51	456	60				567
20	F1C									
21	Roy Summersby		960	960	960	857	760	885		2880
22	Andrew Linwood			960	960	900	900	900		2820
23	Murray Wilson			665	939	900	900	720		2739
24	Warren Leadbeatter			841	920	329	900	900		2720
25	Gary Pope			910						910

MAAA President Carl Bizon visits the West Wyalong facility



Carl Bizon with Bruce Hao

Carl Bizon the new MAAA president dropped in to West Wyalong to see the field and to present Bruce Hao with his 2nd place medal in the 2023 F1B World Cup championship.

While at West Wyalong, he toured the facility and watched the flyers training for the competition on Saturday. He stayed on for Saturday morning to watch the event and he was very impressed with the technology, the sportsmanship and camaraderie.



DEADLINE 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.

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

QLD STATE CHAMPIONSHIPS

25 and 26 May 2024 Report by Malcolm Campbell



Albert Fathers' W Hobby F1A on its way for 4 minutes

After two weeks of fair weather predicted for the F1A and B State Champs at Dalby, the weather came in bad for the F1A Saturday, with gusty winds at twice the predicted speed, blowing from the east (the worst direction). The land east of the Dalby grass flying field was devoid of all stubble and was a clear dirt paddock as far as we could see. So, we drove in 800 metres over a reasonable black soil track and flew our first flights. Albert was the only one to get 4 minutes. The wind then increased so much that Albert's second flight flew west for over a kilometre in just 2.5 mins. Harvested crop stubble and the main road would be the landing area for 3-minute flights. So, the event was put on hold and, after a 3-hour delay without any improvement, the event was called off. Albert, Kathy and I went home.

On Sunday, the weather came back to the prediction for light winds and a good direction. Graham Maynard decided not to come based upon Saturday's experience, so only John and Ben Lewis remained to fly a leisurely F1B event between themselves, in perfect conditions.



Ben Lewis on a perfect F1B day

F1A RESULTS

Name	R1	R2	Total
Albert Fathers	240	150	390
John Lewis	157	152	309
Ben Lewis	73	60	133
Malcolm Campbell	127	attempt	127

F1B RESULTS

Name	R1	R2	R3	R4	R5	Total
John Lewis	121	180	180	180	180	841
Ben Lewis	174	123	180	180	172	829



2024 New Zealand NIFFC results

Open Combined

7 flew

1. Stew Cox	540 + 294 flyoff time
2. Dave Ackery	540 + 291 " "
3. Antony Koerbin	540 + 286 " "
4. Paul Squires	540 + 178 " "
5. Ron Pilcher	540 + 137 " "
6. Chris Murphy	481
7. Wayne Lightfoot	148

Vintage Combined

5 flew

1. Antony Koerbin	510
2. Wayne Lightfoot	464
3. Chris Murphy	463
4. Mike Mulholland	255
5. Stew Cox	165

E-36

4 flew

1. Dave Ackery	360 + 191 flyoff time
2. Antony Koerbin	360 + 171 " "
3. Kevin Barnes	360 + 164 " "
4. Rex Bain	360

Kiwi Power

4 flew

1= Dave Ackery	342
1= Rex Bain	342
3. Chris Murphy	307
4. Kevin Barnes	267

Nos Duration Combined

3 flew

1. Wayne Lightfoot	540
2. Stew Cox	472
3. Chris Murphy	357

P-30

8 flew

1. Mike Mulholland	357
2. Paul Squires	352
3= Wayne Lightfoot	344
3= Graham Lovejoy	344
5. Ricky Bould	245
6. Antony Koerbin	218
7. Des Richards	200
8. Dave Ackery	120

ED: Dave Ackery tells me that the North Island Free Flight Champs had one bad day and two superb days. Looks like a very good roll up and some every busy people judging by the number of events some flew.

HLG / CLG / TLG (All flew CLG) 10 flew

1. Graham Lovejoy	346
2. Kevin Barnes	312
3. Antony Koerbin	300
4. Paul Squires	278
5. Ron Pilcher	257
6. Mike Mulholland	226
7. Connie Gray	223
8. Des Richards	188
9. Stew Cox	175
10. Ricky Bould	119

Mini Combined

(½ A Power, Coupe, A1 glider)

8 flew

1. Wayne Lightfoot	360 + 87 flyoff time
2. Antony Koerbin	360
3. Mike Mulholland	330
4. Paul Squires	323
5. Kevin Daly	241
6. Graham Lovejoy	210
7. Chris Murphy	178
8. Stew Cox	147

Vintage Precision

4 flew

1. Chris Murphy	247
2. Stew Cox	99
3. Ricky Bould	89
4. Des Richards	76

Kennedy Precision

4 flew

1. Chris Murphy	281
2. Paul Squires	277
3. Kevin Daly	264
4. Antony Koerbin	78

Classic Combined

5 flew

1. Wayne Lightfoot	533
2. Rex Bain	432
3. Graham Lovejoy	333
4. Kevin Barnes	309
5. Chris Murphy	78

Champion of Champions

1. Wayne Lightfoot
2= Antony Koerbin
2= Chris Murphy
4. Dave Ackery

HEAVE HO WORLD POSTAL GLIDER EVENT 2024 RESULTS

Again New Zealand have dominated the Heave Ho world postal event followed by USA and Australia. I would like to see the UK and Europe to "Have a Go", as we say in Australia. It was Kevin Brown from the UK who organised the first HH back in the late 1990s and I have now run and sponsored this event for several years. Outdoor winners receive my excellent catapult glider kit, the STING MK2 15" as does the lucky entry winner. Josh Finn from J&H Aerospace have kindly sponsored all indoor winners with their excellent indoor kits.

OUTDOOR CLG

1. Kevin Barnes NZ	463 secs
2. Alec Fuller NZ	360 secs
3. Graham Lovejoy NZ	295 secs
4. Antony Koebin NZ	284 secs
5. Len Krook NZ	275 secs
6. Alan Reed NZ	263 secs
7. Josh Finn USA	260 secs
8. Ron Pilcher NZ	257 secs
9. Paul Squires NZ	243 secs
10. Corry Krook NZ	229 secs
11. Mike Mulholland NZ	223 secs
11. Bill Reuter USA	223 secs
13. Jo Fuller NZ	216 secs
14. Connie Gray NZ	215 secs
15. Wesley Reuter USA	201 secs
16. Andrew Robinson NZ	185 secs
17. Stew Cox NZ	183 secs
18. Des Richards NZ	174 secs
19. Geoff Hungerford AUS	167 secs
20. Lindsay Muffett AUS	166 secs
21. Ricky Bould NZ	116 secs
22. Paul Allen AUS	107secs

OUTDOOR HLG - (Javelin style launch)

The perpetual HEAVE HO Trophy

1. Wesley Reuter USA	157 secs
2. Bill Reuter USA	140 secs
3. Lindsay Muffett AUS	61 secs

Jnr OUTDOOR HLG

1. Caleb Finn USA	30 secs
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OUTDOOR TLG

1. Wesley Reuter USA	123 secs
2. Josh Finn USA	53 secs

INDOOR HLG

1. Allen Lawrence NZ	53.6 secs
2. Steve Blackman NZ	48.1 secs
3. Matius Hunt NZ	44.0 secs
4. Annelise Hunt NZ	41.5 secs
5. Jo Fuller NZ	40.2 secs

Jnr INDOOR HLG

1. Rasmus Hunt NZ	50.3 secs
2. Makena Allen NZ	30.2 secs

INDOOR 6" GLG

1. Allec Fuller NZ	54.9 secs
2. Annelisa Hunt NZ	53.6 secs
3. Jo Fuller NZ	53.5 secs
4. Andrew Robinson NZ	53.3 secs
5. Steve Blackman NZ	50.1 secs
6. Chris Allen NZ	48.2 secs
7. Matius Hunt NZ	46.5 secs
8. Allen Lawrence NZ	43.0 secs

Jnr INDOOR 6" CLG

1. Rasmus Hunt NZ	50.3 secs
2. Makena Allen NZ	30.2 secs

A BIG thank you to all who "Had a Go" in this fun international small Free Flight glider contest. Entry is free, lots of kits as prizes and I look forward to an even more successful 2025 Heave Ho in April next year. Fly high, Len Surtees stingmk2gliders.com

Construction Corner

Roy Summersby has built another Dixielander!

Looking into the Ray Harvey Dixie Kit

The box, in fact two boxes, is very plain with no fancy art work, not even the name "Dixielander" on them. The long box contains fully shaped leading and trailing edges which are pre-notched ready for the ribs. It also contains the fuselage top, bottom and fuselage longerons. Ray has made a change to the plan here, and has 3/32 spruce longerons in the fuselage corners. The fuselage sides are in two pieces making packaging easier. The joints are made so they can only go one way.

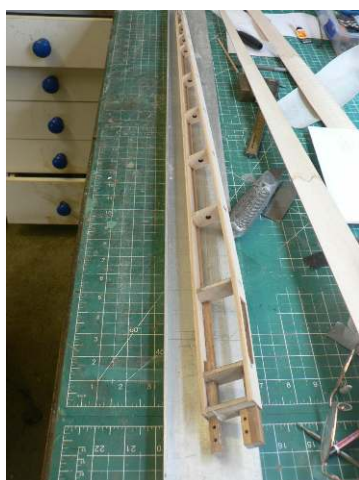
The other box is full of laser cut bits, not only ribs, but gussets and something that needs a name, little bits to spread the load on the rib to the leading edge. There are laminated/ moulded wing tips and a wing jig to make sure one cannot make a mistake. Be careful here - I think you have to turn the jig around for the other panel. Even the tail mounts have been angled ready for the tail tilt.

The pylon has been built for you; it is just waiting to be dropped in the fuselage. The fin is ready-made out of six pieces of balsa and edged with spruce making it very warp free. The business end has also been made for your 10mm square bearers set in the formers, all epoxied and made to suit most engines. Formers are all cut and fit into the fuse top and bottom and are notched for the spruce longerons.

What don't you get? First, a plan, Ray thinks everyone has a Dixie plan, and if not, it is very easy to download one. The fact is, if you have built any sort of model, I am sure this could be built without a plan. Covering is also missing. Ray has left that to the builder's preference. Also, one has to make the tank, that is if you are having the hard tank. There are two information sheets showing how the wing jig is set up. By packing the jig, you can have the warps that you want. One very nice touch are the dihedral ribs; they are angled to give you the correct dihedral angles.

Summing up a very easy and quick contest model to build.

Roy Summersby



Dixielander Competition at Wings over West Wyalong



18th & 19th October 2024 on the AB Field

This year marks the 65th anniversary of George Fuller's famous Dixielander. When we celebrated the 50th anniversary we had 19 entries. Can we do better this year? I know there are many built and hanging on the wall or in the model box. There are also a

lot of kits out there just waiting for someone to apply the glue, I know Ray Harvey has five in stock and they have a lot of work already done. So why not build one and have some fun? The rules for the comp will be much the same as they were 15 years ago.

Any model that looks like a Dixielander is eligible, any size but it must have an internal combustion engine. Five flights on the Saturday and five again on Sunday. Flights in between 8.00am and 12.00 noon. This is a fun event not a performance event.

10 second engine run, 3-minute max. Prizes will be given for Most Original, Best looking, 1st Score, 2nd Score, 3rd Score, Best crash, Longest overrun and maybe a few more. All entries will receive a bottle of Fullers Merry Merlot. **Entry fee just \$10.**

PARTICIPATION IN MORE THAN ONE CATEGORY OF AEROMODELLING? WE ONCE HAD A PERPETUAL TROPHY TO ENCOURAGE THAT!

There was a time in the history of aeromodelling in Australia where all aspects of aeromodelling came together for competitions. That is: Free Flight, Control Line and then later, Radio Control, were all at the one competition venue together. This usually involved using multiple flying sites to suit the different categories, but the organisation of the competitions and the "base camp" for want of a better definition, was centralised and common to all categories.

"What a good idea" you say, "that way I can go and watch the people that fly other classes flying their models, it could be interesting! Can we do that?"



Well, we certainly did do exactly that in years gone by as most of our Australian readers would be aware, and we even had a trophy that promoted the idea of participating in multiple categories.

Back in the days before the federation of Aeromodelling in Australia, that is before the MAAA was formed in 1947, modellers joined their local model club but there was no affiliation upwards from there. With the creation of the MAAA came state associations and so a formal system slowly came into being where modellers joined clubs which affiliated with state associations which in turn affiliated with the MAAA. There were exceptions to this and there was a time when state identification numbers were issued, not National numbers, and the states provided the insurance, but you get the picture I'm sure.....

State and local championships were conducted, often over the Easter period, and then in 1948 the first true National Championships Event was conducted (it was actually called the Second National Championships because a 1938 event held at Centennial Park in Sydney called itself a National Championships even though calling it a national championships was more of a good idea than reality.) I shouldn't be too critical of it however, as a number from South Australian and other interstate flyers attended and even a couple of New Zealand flyers were there.....

Those early days competitions were only for free flight models because that's all there was until around the late 1940's when control line began to take off if you'll pardon the pun. So, in those new circumstances, as the modellers gathered together, state and national level competitions began to offer events for control line models as well.

First there was control line speed then stunt as it was once known, followed by team race. There were sub-categories in each of course, and then, as has happened with free flight, more and more classes developed.

Also, to some degree prior to World War 2, but especially after, interest was beginning to stir towards using radio systems to control the flight of models and before long, and after much experimentation, you could lay your hands on appropriate, purpose-built radio sets for models and so; around 1950, radio control was added to the competition calendar. Radio control single channel, and then later, radio control multi-channel, became events, each with its own pattern to fly.

We now had three fundamental groups, or categories, of model aircraft being used for competition. We know them now as F1, F2 and F3 of course.....

After the MAAA came into being we began to have more formal national championships. These national championships were described by most modellers back then as "The Nats" and for many years, just like the various state championships which also flourished, we were all in together at the Nationals with, as noted above, RC joining in during the 1950's.

I spoke of a trophy for participating in multiple categories and it began life as follows: The MAAA created a perpetual trophy known as the "Champion of Champions Trophy" and at first, it was awarded to the competitor who amassed the most points during the Nationals with points being awarded based on wins and places in various events. If you win and/or place in the most events and accrue the most points, you become the Champion of Champions for that year's Nationals!



The trophy was first awarded at the 1951 National Championships and was won, not surprisingly for those aware of this flyer's credentials, by Alan King. I should point out for those that are unsure of Alan's credentials, that amongst many other contest successes, he won Wakefield at the 1954 World Championships using the model shown in this photograph.

Alan flew free flight in most forms including indoor and was well known for his "Flying Pencil"

power model seen in the adjacent photo, and it is also my understanding that Alan flew only free flight. If you look at subsequent winners of the Champion of Champions Trophy – there will be a list later in this article, the early winners were all free flight competitors up until around the time of the 1964-65 Nationals which were held in Melbourne where it was won by Norm Bell who flew mainly free flight, but also control line speed as well. Norm was the subject of one of my earlier articles.....



I pause here, as I need to digress with an explanation regarding the dates being used in describing the winners of the trophy. Because the National Championships

period ran over the new year, some events were held in the year just ending and others in the new year that had just arrived. Early use of just one year when engraving the trophy led to confusion as to which particular Nationals was being referenced such as, was the 1952 Nationals actually the 1951-52 or the 1952-53 Nationals? A change in format to include the two years in question was adopted. There were one or two exceptions however, just to add to the confusion.



I should also explain that part-way through the life of this particular trophy – I suspect it was around 1969 to 1970, the rules were changed so that the winner was required to have accumulated points in more than one category. Prior to that you could use points gathered from competing in multiple categories such as Norm Bell would have done in 1964-65, but it wasn't mandatory. Early winners such as Sean O'Connor, who is a multiple winner (1961-62 and 1963-64) would most likely have won while flying free flight only.

Sean, shown in the adjacent photo celebrating his win in the Shaw Cup a few years ago is, as one will deduce from the photo, as competitive as ever. That particular

Continued next page

trophy goes back as far as late 1929 and was originally donated as a perpetual trophy by Major Harry Shaw and it is a highly regarded trophy in Victoria.

Sean would most likely have still been a junior when he had those two Champion of Champions wins, and to this day he remains a very skilled model flyer indeed. He is also the long-standing and diligent Secretary of the VFFS, for which he deserves significant applause.

So, the Champion of Champions Trophy morphed with that change of rules and became a symbol of participation in multiple categories of aeromodelling. It was a very nice looking trophy of generous size, which was not surprising as it was intended to be the premier trophy presented by the MAAA. The trophy stood just over 700mm high, or 28 inches in what we in Australia call "Old Numbers", and it was of high quality – the two winged figures holding aloft a large winner's wreath was made from solid cast bronze, not coated plastic as we so often see these days and the silver base "tower" was silver plated, not chrome or some other substitute, and this all sat on a Mahogany base to which small shields were added each year to be engraved with the name of the winner that year.

The trophy was last awarded at the 1978-79 Nationals and was won that final year by Tom Prosser. Why the presentation of the Champion of Champions Trophy was discontinued is not entirely clear to me at this time, but I will attempt to find out and try to include that information before I end this note. Was it political correctness gone wrong where we couldn't possibly have one person held in greater esteem than the others? Or was it because it was the beginning of the end of the "All in together" style of nationals? Or was it perhaps that Tom Prosser won it too many times?



I should pause once again as I want to mention Tom Prosser who won this trophy the most, having won it a remarkable five times during a period spanning 14 years! Tom was, in those days, a sheep and wheat farmer based in Parkes, NSW but now retired, and he can best be described as one of the most prolific and skilled modellers in Australia. His craftsmanship and inventiveness are second to none and he could build and fly anything in the world of aeromodelling, be it control line speed or aerobatics, radio control aerobatics, scale and Pylon race, or free flight F1B and F1C, and he invariably ended-up winning or placing more often than not.

This photo here is of Tom launching one of his F1B models at a flying field that I'm unable to name. It is one of only a few photographs I have of Tom (apart from his wedding photos!) despite having flown and travelled with him many times since the mid-1960's.....

It looks as though Tom dutifully returned the trophy to the MAAA at the end of 1979, but it was never presented again.

There are a number of multiple winners having two wins each, and these are, in order of first winning: Alan King, Ron Morrison, Sean O'Connor, Wes Penfold and Roy Summersby. Roy, of course is still very much active and is our other winner of the Champion of Champions trophy who went on to the win a world championship by winning F1C in 2013 in France.

Where is this article going, you ask? Well, I was about to observe that when we were all in it together at these championships, competitors from one category would often take the time to watch the goings-on of the other classes. Free flight and radio flyers liked to go and watch the speed models, or the combat final, and of course, some flew multiple classes. Even today, all these years later, you will still find a surprising number of modellers flying multiple classes themselves, with many of them equally competent at flying free flight, control line and radio.

I believe that interest and participation in multiple types of model aircraft classes is really important and an essential part of the glue that binds the world of model aircraft flying together. It gives modellers a wider perspective and an appreciation of the merits of other classes of models than those that form their primary interests. It goes without saying that the less cross-pollination we have between modelling classes the more difficult it is to keep aeromodelling together as a combined and most effective force, something that's very important in this modern world of over-regulation and efforts by all sorts of people to tell us how to do what we do.

What became of the trophy? With Roy's help I recently found it in the MAAA container at West Wyalong disassembled and looking rather forlorn covered in dust over in a corner on the floor. These, after dusting-off, are the bits of the trophy as I gathered them up. The all thread screw holding it together has been hacksawed through presumably to allow it to fit in a box and the wooden base is the worse for wear, but at least it's all there!



What now? Well, I guess I'll make some sort of move to restore it to some degree without overdoing it. I say "without overdoing it" because it will then go into storage again and not be seen for another thirty years perhaps, so it becomes a bit pointless, but at least by reassembling it and giving it a bit of a polish-up it might look nice again for a while so I can photograph it and show the past winners how it looks to bring back some memories.

One day in the not too distant future a photograph of the polished-up trophy should appear in FFDU.....

Mike Pettigrew

November 2023

AUSTRALIA'S CHAMPIONS OF CHAMPIONS

YEAR	WINNER	YEAR	WINNER
1951	Alan King	1965-66	Tom Prosser
1952	Alan King	1966-67	Maurice Mitchell
1953	Ron Morrison	1967-68	Theo Merrifield
1954-55	Ron Morrison	1968-69	K. House
1955-56	Ron Bird	1969-70	Roy Summersby
1956-57	Rick Ellis	1970-71	Roy Summersby
1957-58	Graeme Sinclair	1971-72	Tom Prosser
1958-59	Don Boughton	1972-73	Tom Prosser
1959-60	Wes Penfold	1973-74	Mike Pettigrew
1960-61	K. W. Green	1974-75	Reg Towell
1961-62	Sean O'Connor	1975-76	Tom Prosser
1962-63	Wes Penfold	1976-77	G. Pellow (Jnr)
1963-64	Sean O'Connor	1977-78	Tom Prosser
1964-65	Norm Bell		

AustralianFreeFlightSocietyInc

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



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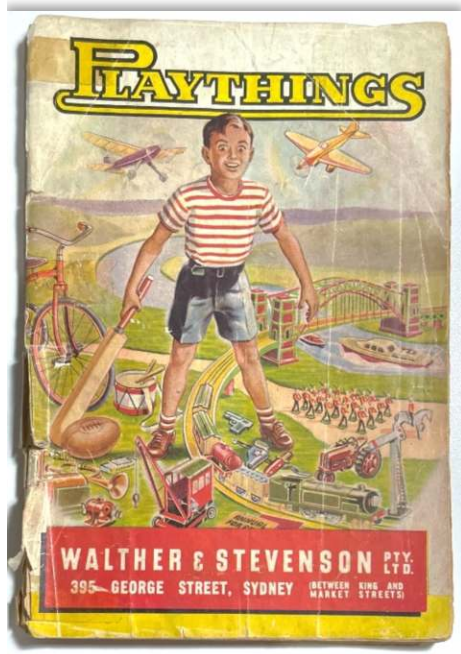
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PLAYTHINGS - THE OLD CATALOGUE

By Mike Pettigrew



I wrote an article a year or two back about the way things were “back in the old days” and I mentioned two hobby shops in Sydney that I would often visit during my school lunch hour. Here’s a bit more about that, so I guess this missive tends to fit into the nostalgic trivia department and you are therefore now warned about what lies ahead and you know the rules by now - if it isn’t your cuppa, feel free to move on.....

I attended a secondary school that was located in the Sydney CBD back in the 1950’s, we had an hour for lunch and were allowed to leave the school grounds during that time provided we met the dress code imposed on us by the school and policed by the school prefects at the front gate. It was a prestigious school and they were keen to maintain their public image by making sure their students, when seen out and about, always represented the school well. On reflection, it was a smart move and I guess it also taught us that good presentation was an important part of life. But anyhow.....

We’re not up to the bit about the catalogue yet, so hang in there.

Three blocks west of the school was George Street and this, considered to be the main thoroughfare of Sydney CBD, had in it two hobby shops that became regular haunts for me in my school lunch break. It was difficult to

do both shops in the one break as they were around a kilometre apart even though they were both in George Street, so I had to choose; did I go to Walther & Stevenson or to Hobbyco? Hobbyco was a slightly shorter trip which allowed more time for me to stare at all the goodies in the shop window so it was favoured more than Walther & Stevenson and also, Hobbyco seemed to have a greater range of model aircraft “stuff” which was indeed an added attraction.

I guess in those days it must have been in an era when stock and prices didn’t change from week to week because these shops put out catalogues that remained current for at least a year, and this is where we get to the bit about the photograph of a catalogue above. I should say that one of my articles, the one called “Going Back to Where We Started” written a year or so ago, had a photograph of one of the series of catalogues shown in the photo above, but it was just a photo – this is about having a real one to open and read!

The catalogue’s dimensions are 7 1/8” x 5” which is quite small, it is somewhat yellowed with age and clearly well thumbed through, but this catalogue would now be a rarity as it is one of Walther & Stevenson’s Playthings catalogues, titled more fully on the inside front page as “Playthings and Hobbies 1951-52”. It is interesting to think that there was actually an age where prices remained relatively stable making the catalogue viable, as the only price caveat was related to sales tax, so apparently it was variable in those days.

Half the first page provides detailed costs of postage and also includes rates for passenger train parcels which is now a thing of the past, and it appears that they even traded on a cash on delivery basis! Those were the days of trust in business dealings maybe, although I suspect that was their way of saying “pay us before we deliver it to the post office or parcel service.....”

This catalogue came into my possession temporarily at the time of writing this note and one of the first things I went looking for was the section that related to model aircraft. I found it on page 68 of 96 pages, so clearly, aeromodelling didn’t rank very high in their scheme of things and I suspect that the items that were more popular and moved more quickly were closer to the front of the catalogue. I’ll come back to the model aircraft section shortly, but before that we should perhaps talk about what could possibly be more important than model aircraft goods to the point where they qualify to be earlier in the catalogue.



Well, actually, I'm not quite correct in this because right at the front is one page offering some ready to fly model aircraft, but they are presented in such a way as to suggest they were different; more of a toy than hobby goods as we would have known it, so I guess that's the perceived difference that keeps these items up with the toys at the front.

Offerings on this page range from a 16" wingspan balsa chuck glider that cost 5 shillings and 9 pence each (5/9) and would cost 3 shillings (3/-) to post to Victoria. That's A\$14.00 in today's money to buy it and just over A\$7.00 if you wanted it sent interstate to Victoria, so it wasn't cheap. At the other end of the scale, you could buy an E.D Bee powered control line model that looks somewhat like a Keil Kraft Phantom Mite, and it was ready to go for the bargain price £8/3/4 which equates to – wait for it! Just under A\$420 in today's money!

OK, after we calm down, we realise that it came from England shortly after the end of World War 2, when production generally was still sorting itself out, and there are also freight costs to Australia included, and we should recognise as well, that things are much cheaper to manufacture nowadays due to scale of production and improvements in manufacturing processes and the like, but the little control line 'plane would have cost me two and a half week's wages based on what my starting salary was in 1955 a trainee engineering draftsman, so it was fairly expensive.....

You will note that they also have a version of the FROG ready-made rubber powered "Fighter MK IV" for sale at a quite reasonable price of 19/3 each (A\$47.00 now). I've talked about these 'planes before and as you can make out in the illustration, you drop it into a cradle, which is part of the original box, and then you wind it up with a crank handle. They had a gearbox driving the small propeller umpteen times faster than the rubber motor turned and these models were claimed to fly at scale speed. I can attest however that to the best of my knowledge this is the only model aircraft ever offered for sale and/or ever built that would never, ever, catch a thermal and disappear into the wide blue yonder – it would not or could not happen, but none the less it was a fun little model!

So, we'll leave the pre-made ARF models and see what else is in this catalogue.....

There are too many items to even consider listing and they range from Plasticine to model boats to girl's novelty watches, Dinky toy cars, Meccano sets, model train sets of various gauges, dolls house furniture and so the list goes on endlessly. I can even see some toys in the catalogue that are identical to what I was given as a young child, and here I was thinking they came from Santa!

So, eventually we arrive at the model aircraft section of the catalogue and in these modern times, it's fair say it was a bit disappointing. Let's see: We have two versions of the Frog 500 – spark and glo (with the old faithful KLG brass top glo-plug) which they describe as a "hot coil engine". That particular motor was A£5/17/11 which is about A\$300.00 in today's money which again, isn't cheap!

As to the "Hot Coil Engine" definition; I guess it was only 3 or 4 years after Ray Arden did his thing and applied glo plugs to model engines and maybe they hadn't coined the phrase Glo-plug by that time.....

We also have the Frog 250 diesel, the Frog 150 available in diesel or glo and the newly introduced Frog 50 which, as I recall, didn't win any prizes when it came to ease of starting, or was I just a bit inept?



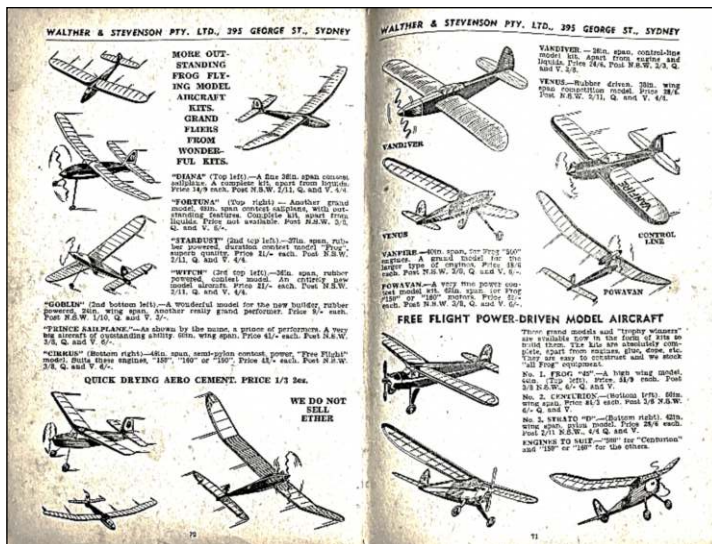
On the opposite page we see a range of engine powered free flight kits such as the Vixen, Janus, Fox and the Firefly which is quaintly described as "an all-weather biplane as reliable as it is appealing" and it is at this point that it

dawns on you that they only sold, or only catalogued, FROG engines and model kits plus some E.D products . I know for sure that Hobbyco carried all the other kits such as Veron and Keil Kraft as well as FROG, so why wouldn't Walther & Stevenson do the same? I don't recall that they did.....

The next page is equally full of FROG kits ranging from control line to glider and rubber powered, so I suppose in one way Walther and Stevenson considered that there was sufficient choice in the FROG range to satisfy even the most active model builder.

There are no references to balsa wood or other building materials in the catalogue although they mentioned "Quick drying aero cement" and they carried a range of the FROG plastic props. Each propeller came in its own little cardboard box as I recall, and they were described as indestructible which I discovered wasn't entirely the case, however. I remember these props as being made of dark coloured very flexible rubber-like material that looked for all the world as if it was what we now call recycled plastic. They were, one could argue a little too flexible which left you wondering if the propeller held its intended shape at high revs.

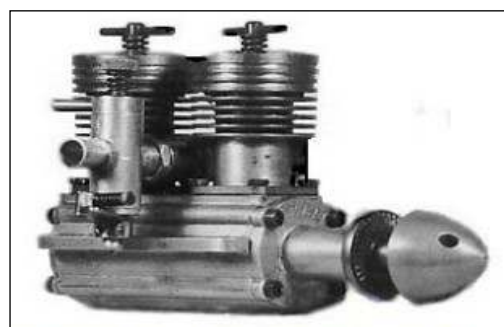
I left the "Radio Queen" model offered on page 69 to last as it was interesting and unusual to see a complete radio control model kit together with RC equipment offered as one package back in the very early 1950's. All you had to do was build and finish the model, install the RC gear provided, fit an engine up front and you were off and running. Suggested motor size was in the range of 2.5 to 5.0 cc. I should point out that this wasn't a case of Walther & Stevenson mixing and matching kits and radio from different manufacturers because the radio gear was manufactured by E.D and the kit was one of their products as well which is something I didn't realise at the time. Logically, they would recommend an E.D motor and this is where the 3.5cc Hunter came into play as it was about the right capacity for a seven foot model.



The Radio Queen was to become a reasonably famous model in our little aeromodelling world because it was the first radio control model aircraft to fly across the English Channel, a feat it accomplished in September 1955. The model had a wingspan of 84" and it was designed by Lt Col L. J. Taplin of "Taplin Twin" diesel engine fame. Taplin was another retired British military man retaining his rank to use in his civilian life as did C. E. Bowden which was not an uncommon thing in post war Britain.

Lt Col Taplin wasn't directly involved in that cross-channel enterprise as it was the work of Sid Allen and George Redlich, both well known in the British model aircraft world back then. They used the E.D Hunter 3.5cc diesel as the powerplant and I understand it consumed almost three pints of fuel during the crossing – that's about 1.4 litres in metric, and the flight took 40 minutes to cover the 22 mile distance between Dover and Calais.

Just talking about the Taplin Twin for a moment, it was one of the few production twin-cylinder diesels placed on the market; it had a capacity of 7cc and was constructed using two cylinder and piston assemblies from the ED MK IV Three Forty Six, or ED "Hunter" as the motor became known. There were several variants over time identified by them sometimes having different coloured anodised cylinder heads. Some were finned, others not, just in case you needed that extra trivia.....



Going back to the Radio Queen all-inclusive pack: What's interesting, is the cost of it all as the asking price was A£ 38/15/11 in 1951 and using the on-line comparison chart again, we find that this cost equates to A\$ 1,985.00 in today's money. That's a lot of money for a balsa build it yourself model airplane kit and some RC gear!

I could keep going to talk more about what else was in the catalogue but you get the picture I'm sure. This catalogue represented a significant era in my memories of my early days in model aircraft and was indeed a pleasure to see it and to have the opportunity to write about it.

Mike Pettigrew

January 2024.

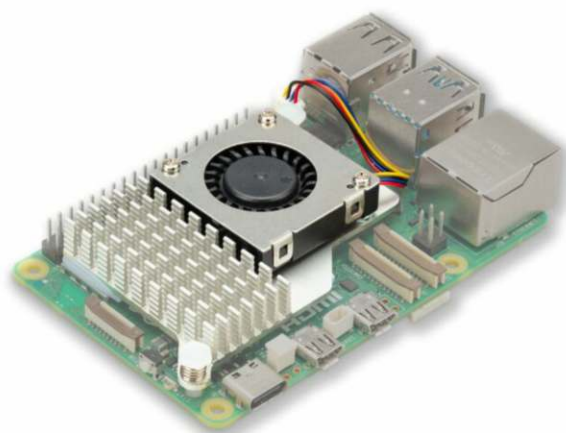
Our own Dick Smith

Raspberry Pi Projects

by Warren Leadbeatter

Well, shortly after my first article about the single board computer called Raspberry Pi in the Spring 2023 issue of FFDU (Vol 55 No 3), the Raspberry Pi Corporation announced the **Raspberry Pi 5**. Touted to be 2.5 times faster than the previous model Pi 4. As well as this it has a PCI interface so you can plug into a Solid State Drive (SSD) and it also has a nice big quiet fan with heatsink so no after market heatsinks have needed to be purchased to keep the processor cool.

So I had to go and buy one and I was so impressed with the performance that I now use it for my desktop computer at home. The cost was only \$108 AUD. It boots up in about 15 seconds and does everything you can do on a PC or MAC.



The Raspberry Pi 5

In the previous article I also mentioned my **Thermal Buster**.

Initially designed in Winter 2023, it sat on the shelf until we finally got to test out the prototype in the field at the AFFS Champs at Narrandera in April 2024. Well, it works a treat and we were finding the thermals! Even the Chinese and Mongolian competitors started watching us to see when we were launching.

Andrew Linwood credited the Thermal Buster for him finding the better air and winning the flyoff in the Widgiewa Cup against Yuan Gao from China. Andrew beat Yuan by 1 second on the stop watch, but his model was actually still at about 100m Altitude and about 4.2km downwind when we lost it in the morning fog.

I will be making more of these and selling them for \$150 AUD each + postage if anyone is interested.



Warren's amazing Thermal Buster, in the field

A BACKWARD GLANCE Narrandera 2019

2019 was another year when we had an influx of international competitors - several from New Zealand and the Ukraine, and several top Chinese competitors who brought two juniors along and trained them. It was also the year that Wayne Durnan surprised us by throwing an excellent BBQ dinner at his magnificent waterside Widgiewa home, as we celebrated 20 years at Narrandera.



Igor Vivchar flew well in all competitions



Slava deserved to look happy - he won both F1C comps



Six launched within 2 mins in the AFFS F1B FO, keeping the time keepers busy



Kiwi Craig King in F1A



Another Kiwi, Dave Ackery in F1B



Xinpu Sheng assists junior in winding school



Phil Mitchell prepares for the F1A FO



Craig King & Antony Koerbin - F1A FO tactics?



Short grass was great for Craig's bike

MUG SHOTS



Xingpu



Antony



Yuan



Nice air (and mine's on top!)



Richard Blackam in F1B, Kim on the watch



Yungsheng Wu watches his F1B



Slava and his successful F1C folder



Chinese junior in F1B



There was a big roll up at the Morundah Pub dinner



Xinpu Sheng and Yuan Gao taste test a boomerang



Wayne Durnam's lovely home



A wonderful BBQ at the billabong



Those that attended really enjoyed the evening



Kathy Burford with some of the Chinese visitors



Widgiewa Cup F1B winners: 2. Vin 1. Igor 3. Gary



Widgiewa Cup F1C winners: 2. Roy 1. Slava 3. Shannon



AFFS F1A winners: 3. Malcolm 1. Phil 2. Antony



AFFS F1B winners: 2. Igor 1. Yunsheng 3. Richard



AFFS FCB winners: 2. Yuan 1. Slava 3. Mike



Kathy Burford wins Champ of Champs, first lady for some time

Little did we know that next year, 2020, would be a COVID year and the AFFS Champs, plus many other events, would be cancelled.



MIKE'S CORRECTION CORNER

I guess when you write as many articles as I do you can expect some mistakes and they are, of course drawn to my attention by those involved.

So, let me make some corrections:

Firstly, in the article I wrote about Basil Healy and his attendance at MAAA Nationals, I incorrectly noted that the 1957 Nationals were in Campbelltown NSW when they were actually in Campbell Town in Tasmania. Apologies for that one, but out of that advice from Basil came the

beginnings of another article which will appear in a later edition of FFDU.....

Thank you Basil for that one.

Next, in one of my articles I included a photograph of an Australian Radio Control Aerobatics Trans-Tasman team of days gone by. I believe I've correctly identified each of the people in the photograph other than the young gentleman kneeling in the front row holding the model with the diagonal stripes on his model's wing. I said I thought it was Bob Bennett, but as has been quickly pointed-out, that's not correct; it is John Quigley. Bob was in one or two teams I think, but not that one. Apologies JQ!

There we go, all up to date and corrected.

MP

JOKES PAGE

Just booked a table for Valentine's Day for me and the wife. Bound to end in tears though; she's lousy at snooker.

Police have confirmed that the man who tragically fell from the roof of an 18th floor Nightclub Was not a bouncer


Yesterday my husband thought he saw a mouse in the kitchen. He sprayed everything down and cleaned it thoroughly. Today I am putting that mouse in the bathroom!

I've got a mate who just won a holiday for him and four mates, plus \$4,000 spending money!
He asked me if I was free the last two weeks in October and I confirmed that I was...
The bastard wants me to put his bins out!



Having a teenage daughter is like having a cat that only comes out to eat and hisses when you try and be nice to it.



MY WIFE ASKED ME WHY I SPOKE SO SOFTLY IN THE HOUSE. I SAID I WAS AFRAID MARK ZUCKERBERG WAS LISTENING! SHE LAUGHED. I LAUGHED. ALEXA LAUGHED. SIRI LAUGHED.



My teacher said "Don't worry about spelling. In the future there will always be autocorrect." For that I'm eternally grapefruit!





BRISBANE FREE FLIGHT SOCIETY

2024 Flying Calendar



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 CANCELLED	Coominya
	Sun 25th	8-11am	Club Day 2 Min Class models (3 flights) POSTPONED	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	Sat 6th	3-6pm	Indoor - EZB	BSHS
	Sun 7th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 21 st		F1J State Champs (5 flights) POSTPONED	Coominya
	Sun 21 st to	Sun 28 th	AFFS State Champs & Southern Cross Cup	Narrandera and 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 13th	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 2 as at 23 February 2024

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

June 2024 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 26th Combined Vintage, E36, F1 G, H, J, P30 & Combined %, HLG/CLG/TLG See FFDU Program Evening Presentation Dinner	W Wyalong	8.00am-1.00pm See FFDU	
		Farm House	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	7.00am till dark Trans Tasman	Phil Warren
		Sunday BYO Food & Drink		
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