

FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 53 NUMBER 2

WINTER 2021



AFFS CHAMPS & SCC REPORTS

1ST WW NATIONALS INFO

HOME BREW DIESEL



POSTAL COMPS



FRONT COVER:

Vin coaxes a long flight to Urana out of his immaculately built Deuzio coupe. It was found the next day undamaged, after it's 40 km flight.

Free Flight Down Under

June 2021

Volume 53, Number 2

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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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COVID Construction

2021 Calendars

- CONTRIBUTORS**
- Roy Summersby
 - Malcolm Campbell
 - Ian Haigh
 - Warren Leadbeatter
 - Andrew Linwood
 - Phil Mitchell
 - Shannon Tolmie
 - Terry Bond
 - Adrian Bryant
 - Rod McDonald

THANK YOU!



PRESIDENT'S REPORT



As the incoming president with very little time in the chair, there is not much I can tell you at this stage – we, the new committee have only been in our roles in the AFFS for a couple of months.

First, I want to thank the outgoing committee for their service to the AFFS and to you the members:

- Paul Rossiter, as retiring President.
- Graham Maynard, Vice President.
- Albert Fathers for his work as our treasurer and who has continued on until the AGM of 2021, to help bring the new committee into being.
- and, of course, Phil Mitchell, who spent longer than most as our secretary and has done a wonderful job of it.

The committee you see here at the AGM, is the interim committee who are charged with the responsibility of carrying-on the work that has gone on before and in particular, to organise the 2021 AFFS Championships in which we are all now participating. There has been a steep learning curve for some of us and I appreciate the efforts of Shayne, Shannon, Albert and Malcolm during this interim period and thank them for it.

I also want to thank Vin Morgan for his work as back-seat driver. Vin has provided invaluable support because of his extensive background knowledge of the workings of the AFFS – it was very useful during this interim period.

This interim committee as you see here, with the exception of Albert who has also decided it is time to focus on other things, is offering itself for election at this AGM. Albert has not had an easy time of things lately and I thank him on your behalf, for carrying-on through this transition in his work as treasurer. Thanks Albert!

We will come to the election through the course of this meeting.

On other matters:

Thank you to those that replied to my voting request in relation to the upcoming CIAM conference – that has all been summarised and submitted – It will be interesting to see how it ends up.

Some time ago you were made aware of the moves being made in Europe, USA and, much more slowly in Australia, to sort-out the increasing clutter in airspace generally resulting from the proliferation of flying objects. Drones, of course, have forced this into being an issue and the various authorities responsible for control of our airspace are well aware of the growth in intended use of drones, be it for emergency services, hobbyists, or commercial use. These authorities want to get in ahead of the game, so to speak, and put rules in place to allow them to track and organise flying objects that are using our airspace.

Unfortunately, model aircraft, which are flying objects, have been caught-up in the various regulations being enacted.

The definitions and procedures are a bit complicated, but essentially, in Europe and USA there are regulation that have been framed and enacted in relation to this matter – in the USA, they have a date for them to come into force which has yet to arrive, while in Europe, they are in force now.

Essentially, we either fly in designated spaces OR we register ourselves and our models and have position indicating transmitters on our model aircraft to identify what the

flying object is and where it is in our airspace.

We're working with the MAAA on the CASA version, and we've been in contact with Ian Kaynes in England to clarify the international implications as they may affect any of our Australians competing overseas because some of these rules are already law – particularly in Europe.

Ian's commentary on this matter at present, is summed-up in this extract of an email I had from him a week or more ago: *"In many countries FF has a rather low profile as far as the regulations are concerned, but most have some allowance for flying on registered sites that can exceed the 400ft altitude limit.*

One difficult requirement is the line of sight – with unaided vision. This rather contradicts our use of binoculars. Our explanation of that is; the timekeeper is the one who must use binoculars rather than the flyer and most models have RDT which can be used if it goes out of sight. The BMFA - CAA discussions have resulted in the CAA wanting to observe some of our contests including free flight, so we will find out what they think when we can fly again."

As you can see, we still have a long way to go, but it is an issue that we must continue to monitor and to take steps to ensure that we have a voice, and that it is heard by those trying to implement these controls. If we don't, we run the risk of being unable to effectively fly high performance competition model aircraft sometime in the near future.

Many good people in our sport all around the world are doing good work for us on this matter, and that is certainly appreciated by our members.

Mike Pettigrew
April, 2021.

FROM THE EDITOR



At last, after nearly two years, we finally got together again to fly at Narrandera. It was good to catch up

but the rust took a bit of shifting for me and it was obvious I'd forgotten a few things over the long COVID break. The normal AFFS comradery at the caravan park was muffled this year with some of our "gang" staying at Morundah and in motels in the Narrandera town centre. We only really got together en masse at the field and at the RSL.

At the AGM we elected a completely new and mostly youthful AFFS committee so we should see an injection of new ideas in 2022.

As for FFDU, an editors job is never easy so I offer my thanks to a few new contributors who pitched in to help pad out this edition. I'm hopeful that this enthusiasm will trickle on down into future editions.

The AFFS Champs and SCC both went well. It was fortunate we were at Narrandera when it was windy and at

West Wyalong for the expanded Southern Cross Cup when it was beautifully calm. There were some long retrieves at Narrandera but only one P30 flyer hopped the fence at West Wyalong, as you'd expect after a 10 minute flight!

I guess some of you will have had your jab by now? Kathy and I will get ours sometime in May. We are the lucky country but I feel the complacency in rolling out the vaccine and reluctance by some to getting the jab could give us a rude wake-up call if things go wrong.

I hope to see a lot of you back at West Wyalong in July for the Nationals - it really is an ideal time to check out all the disciplines of our wonderful hobby.

*See you all downwind
Malcolm Campbell*



AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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Application forms for AFFS membership or FFDU subscription are available from the AFFS Treasurer, Gary Goodwin.

Australian Free Flight Society Inc

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

Annual General Meeting Narrandera Services Club, 13 April, 2021

Meeting opened: 7.15pm

Members Present: 15 Apologies: Gary Goodwin, Terry Bond.

1. **Minutes of previous meeting**
The minutes distributed by email prior to the AGM were accepted by the meeting.
Moved by Malcolm Campbell. Seconded by Gary Pope.
2. **Business Arising from Minutes**
Nil.
3. **Presidents Report**
Report from incoming president Mike Pettigrew (**Ed:** *Refer page 3 of this FFDU*)
Mike also presented the outgoing president's report, as supplied by Paul Rossiter.
(**Ed:** *As published in the Summer 2020 edition of FFDU.*)
Special thanks to Paul for his service as president, and to Vin Morgan for the valuable assistance provided.
Moved by Gary Pope. Seconded by Roy Summersby.
4. **Treasurer's Report**
The treasurer presented the report to the meeting. (**Ed:** *This will appear in the next edition of FFDU*)
Acceptance moved by Gary Pope. Seconded by Roy Summersby.
5. **Formal Meeting Agenda Items**
Nil items received
- 5a. **Correspondence in**
 - Report from outgoing president.
 - CIAM submissions x 2
 - Entry forms and renewals.
 - Updated insurance documents from MAAA
 - W/Champs status, passed to members as received.
 - Various communications Re: Field condition.
- 5b. **Correspondence out**
 - Letter to landholder requesting site use.
 - Event organization correspondence to members and entrants
 - NOTAM request to CASA.
6. **Election of Office Bearers**
Nominations have been received in writing by the Secretary in accordance with Association Model rules. All Executive positions were unopposed.

| | |
|----------------|------------------|
| President | Mike Pettigrew |
| Vice President | Shayne McDonald |
| Secretary | Shannon Tolmie |
| Treasurer | Gary Goodwin |
| Editor FFDU | Malcolm Campbell |

Nil objections were received prior to the meeting, nil objections of members present.

Formal Meeting closed: 7.30 pm

General forum:**1. Field Status & CASA Approval (Secretary to discuss)**

AFFS use of "North Oaks" for conducting events. The land holder is happy for the AFFS to continue with the use of "North Oaks".

CASA documents and approvals for this site are current until 2023. NOTAM issued for this event.

A report of field condition as advised by the landholder prior to the event was sent to all competitors.

A member expressed concerns about the flying surface. These concerns were discussed at length with the individual, the MAAA, the Executive, the landholder. The field is not owned by landholder and alterations cannot be made. At no time was the AFFS or MAAA addressed on this matter in the correct manner, despite this. The matter was followed through and answered accordingly. No further action or discussion required. The field is what it is and needs to be treated as such. If anybody has concerns, please use your discretion when choosing to fly.

Vin Morgan and Mike Pettigrew suggested the average condition is consistent with previous years.

Len Surtees mentioned using West Wyalong for AFFS events.

Shayne McDonald spoke of using Narrandera for only AFFS events.

2. AFFS Championship Dates for 2022

2022 will not be a condensed program. A program will be published soon with tentative dates 19 April to 27 April 2022. All members present accepted.

3. Memorial Trophies – Alan Edwards

No need to continue (memorial trophies are only presented in one year).

4. General Items (members)

Vin Morgan suggested having paid non-flying CD's so as to avoid losing potential flyers. A payment of around \$1,000 was suggested. There were opinions both for and against and there was concern about setting a precedent, however it was pointed out that CDs have been paid in the past.

A motion to pay a CD a "reasonable amount" was passed 8:4.

It was noted that this year's competition program was condensed to cater for a reduced field of competitors and the real possibility of event cancellation at short notice.

It was proposed by Roy Summersby that the AFFS event would be an FAI event only, and that all the other classes would be flown on behalf of the AFFS by the NSWFFS at the West Wyalong site. There were discussions for and against, including the size of WW and its suitability. This proposal eases the CD issue previously mentioned. Gary Pope seconded the motion, all voted in favour.

General notes

Processing of models during the AFFS events was discussed.

A note was presented with regards to the flying of models and the proximity to the parking area. This is noted and will be closely monitored during future events. All competitors should recognize the safety concern.

Gary Pope presented an MAAA service medal to Malcolm Campbell (with a special mention to Kathy Burford) for his dedication to promoting the FF scene. Congratulations Malcolm!

Gary Pope thanked the 2021 event organizers.

West Wyalong Nationals in July. See separate program.

Please provide submissions to FFDU.

The meeting closed at 8.22 pm



AFFS CHAMPIONSHIPS

NARRANDERA 11 - 15 April 2021



Report and photos by Malcolm Campbell

Back on the Big Field after a COVID-enforced hiatus, we were all keen to fly with friends again. Some arrived early to practice on the day before the competition started. As we drove down from Queensland, fields looked much greener than in other years so we were not surprised to find some long grass to contend with. The cattle had been given free rein to eat their fill and it was evident that they'd trodden all over our paddock. Sore feet would be guaranteed for those that had long retrieves.

Comradery was down a bit with only three units occupied in the caravan park with others electing to stay in motels in Narrandera and also at Morundah.

The F1A, B and C events were to be flown on the same day, both for the Widgiewa Cup on Sunday and the AFFS Champs on Wednesday. Timekeepers would be busy. But they became even busier when the first day was blown out and the Widgiewa Cup events added to the following day alongside E36 and Combined Open Percentage. P30 would not be run.

Starting early on **Monday** at 7.30 am, 6°C felt cooler thanks to an early breeze from the south-west. There were no clouds in the sky but there was lift to be found. Ian Haigh flew the ex-Albert Fathers' F1A enthusiastically, getting big launches

until a loose wing wiggler caused a spiraling descent to the ground and he was lucky to continue. Albert Fathers flew well getting good height in the 4 minute first round and being rewarded with a 1.8 km retrieve. Models were typically going about 1 km in the wind. Geoff Higgins and I were not up to scratch on the day. Kathy Burford and I both flew E36 and I managed to max out so I was really busy retrieving, walking 18 – 20 km on the first day. Only Harry Sokol flew all flights in Combined Percentage, and his Y-Bar produced three maxes. Ian Haigh couldn't keep up, getting just one 29 second flight from his Aiglet.

Surprisingly only Vin Morgan and Graham Maynard got the 4 mins in F1B, and most managed to drop at least two rounds in this event. Remember when F1B at Narrandera had red dots everywhere? Not this time. Craig dropped the least to win comfortably from Vin Morgan and Gary Goodwin. Unfortunately Gary had a sickness in the family and he had to cut short his visit, returning home immediately after finishing the F1B event.

No one felt like flying F1C and, while Mike Pettigrew recorded a 4 minute round. I believe Roy Summersby and Gary Pope put in two very low RDT influenced R1 scores and the event was declared.



Craig Hemsworth, F1B winner



Vin Morgan gets ready to lose the Deuzio



Roy poses with Albert's new glider



Roy Summersby launches Albert's shOK on another demonstration run



Good to see Terry Bond back in F1G



The "Dunny Monster" scared a few

Tuesday was even colder – Willyweather said 3°C that “feels like 1.3°C”, but it wasn’t that cool at the field. The winds had abated somewhat and switched to come from the NNE. For the first time, the mini classes were combined producing a field of seven entrants – 2 x F1G, 3 x F1H and 2 x F1J. It seemed to favour those who had a propeller. Roy maxed out and so should have Vin, who threw his model with the band burner timer set in sleep mode in R4. Albert dutifully held the yagi listening for 80 minutes until the signal faded. He and Craig later assisted Vin in a fruitless search that afternoon. Vin used Leigh’s model in the final round to drop by 18 seconds. Everyone else mucked up at least one round to finish with average scores. Vin’s model was found by a local the next day, at Urana, 40 km away!

Albert entertained us with demonstration launches of his new shOK F1A, one altimeter graph showing 98 m. That made him smile



Malcolm receives MAAA service medal



Bruce Hao drone has tracker and flasher!

but the model had the last laugh with his next attempt, pulling him back off his feet in a gust and dropping him to the ground, bottom first.

That evening the **AGM** run by the caretaker committee proceeded quite smoothly and they, plus Gary Goodwin as Treasurer, were elected unopposed for the 2021-2022 year.

Wednesday was F1A, B and C day and the winds were at 5 m/sec by 8 am, peaking later in the morning at 10 m/sec. It was decided to fly 1.5 hour rounds and these were stopped after 3 rounds. The plan was to fly the final rounds the next day. In F1A, Geoff Higgins went home Wednesday afternoon so he was out and I already had two events for Kathy and me on Thursday so I was out too. Only Albert and Ian decided to continue flying the event. Albert was using his shOK and he got quite a shock when it flew through a fence, destroying the stab in R3.

The “grudge” match between Craig and Vin continued and Craig applied the pressure, causing Vin to drop R2 by 2 seconds, the only round he dropped. Bruce Hao did well too, to be 11 seconds behind. F1Cs seemed



Roy launches Eliminator in Comb. Vintage

oblivious to ground turbulence and all three flyers were maxing until Roy uncharacteristically put in a 52 second flight. That left the two Tamworth boys in a FO, settled with a 90 sec DT fly-off the next day.

Thursday was the final day for the AFFS events and it was excellent weather until the breeze got up a bit at 10 am. It was tough work for the balsa glider brigade when the early morning breeze became wind – both Len Surtees and Kathy both spent at least 30 minutes looking for lost models in the long grass. Ian Haigh was the standout flyer and the only one to record three maxes. Michael Towell gave up second place to Len with his poor second flight but then convincingly reclaimed it with a third flight max. Scores for Michael and Len see-sawed but Len never got ahead again. Malcolm and Kathy flew only three flights each as they had Vintage Glider to fly. Their CLGs weren’t getting above the inversion layer – only those that did had a chance of bagging a thermal, and only four were recorded.

Kathy elected to forego flying Vintage Glider. Malcolm recorded an early max with his Nebula but left it to 10.30 am before putting in a second flight. Unfortunately, this was a really big one, DTing as a speck and taking four minutes to come down. The retrieve was 4 km each way and he got back 15 minutes after the event ended, so that stopped him getting in his third flight! Roy had used his

Eliminator to record three maxes and Harry flew his trusty Y-Bar, although a clogged spray bar affected his first flight.

That night the AFFS Committee had reserved a long table for a dinner at the RSL, with trophies being awarded in the ground floor room that we have used in the past for our AGM.

So the week went very well and the fledgling committee earned their wings by running a competition without any problems – well, none that they couldn't solve on the day. At last we had run a multi-state event, two years since the last AFFS Champs. Let's hope we stay on the rails for 2022.

Widgiewa Cup and AFFS awards



F1A: 3. Malcolm Campbell 1. Albert Fathers (2. Geoff Higgins)



F1B: (3. Gary Goodwin) 1. Craig Hemsworth 2. Vin Morgan



F1C: 3. Gary Pope 1. Mike Pettigrew 2. Roy Summersby



F1A: (3. Geoff Higgins) 1. Albert Fathers 2. Ian Haigh



F1B: 3. Bruce Hao 1. Craig Hemsworth 2. Vin Morgan



F1C: 3. Roy Summersby 1. Shayne McDonald 2. Shannon Tolmie



E36: 3. Harry Sokol 1. Malcolm Campbell 2. Kathy Burford



Comb Mini: 3. Terry Bond 1. Roy Summersby 2. Vin Morgan



Comb Open: 2. Ian Haigh 1. Harry Sokol



Comb Mini: 3. Malcolm Campbell 1. Roy Summersby 2. Harry Sokol



HLG/CLG: (3. Len Surtees) 1. Ian Haigh 2. Michael Towell



The Alan Edwards F1B Memorial trophy was awarded to Craig Hemsworth



Secretary Shannon Tolmie awards Harry Sokol with the Champion of Champions award



Widgiewa Cup

| | | | | | | | Place | |
|-----|------------------|-----|-----|-----|-----|-----|-------|---|
| F1A | Albert Fathers | 240 | 180 | 149 | 180 | 180 | 929 | 1 |
| | Geoff Higgins | 81 | 151 | 145 | 180 | 114 | 671 | 2 |
| | Malcolm Campbell | 134 | 180 | 85 | 35 | 180 | 614 | 3 |
| | Ian Haigh | 240 | 36 | 38 | 180 | 76 | 570 | |
| F1B | Craig Hemsworth | 228 | 180 | 180 | 172 | 180 | 940 | 1 |
| | Vin Morgan | 240 | 139 | 180 | 180 | 180 | 919 | 2 |
| | Gary Goodwin | 187 | 180 | 146 | 180 | 180 | 873 | 3 |
| | Bruce Hao | 172 | 180 | 124 | 180 | 180 | 836 | 4 |
| | Terry Bond | 194 | 0 | 111 | 180 | 180 | 665 | 5 |
| | Graham Maynard | 240 | 139 | 120 | 163 | DNF | 662 | 6 |
| F1C | Mike Pettigrew | 240 | | | | | 240 | 1 |
| | Roy Summersby | 34 | | | | | 34 | 2 |
| | Gary Pope | 20 | | | | | 20 | 3 |

Australian Free Flight Society Championships

| | | | | | | | Place | | |
|----------------|------------------|-----|-----|-----|-----|-----|-------|-----|---|
| F1A | Albert Fathers | 180 | 130 | 180 | 180 | 180 | 850 | 1 | |
| | Ian Haigh | 106 | 180 | 92 | 180 | 134 | 692 | 2 | |
| | Geoff Higgins | 175 | 95 | 162 | DNF | DNF | 432 | 3 | |
| | Malcolm Campbell | 113 | 180 | 81 | DNF | DNF | 374 | 4 | |
| F1B | Craig Hemsworth | 180 | 180 | 180 | 180 | 180 | 900 | 1 | |
| | Vin Morgan | 180 | 178 | 180 | 180 | 180 | 898 | 2 | |
| | Bruce Hao | 167 | 180 | 180 | 180 | 180 | 887 | 3 | |
| F1C | Shane McDonald | 180 | 180 | 180 | | | 660 | 1 | |
| | Shannon Tolmie | 180 | 180 | 180 | | | 658 | 2 | |
| | Roy Summersby | 180 | 180 | 52 | | | 412 | 3 | |
| P-30 | Not flown | | | | | | | | |
| E-36 | Malcolm Campbell | 120 | 120 | 120 | | | 360 | 1 | |
| | Kathy Burford | 97 | 120 | 120 | | | 337 | 2 | |
| | Harry Sokol | 52 | 120 | 120 | | | 292 | 3 | |
| C/Mini (G,H,J) | Roy Summersby | 120 | 120 | 120 | 120 | 120 | 600 | 1 | |
| | Vin Morgan | 120 | 120 | 120 | 120 | 102 | 582 | 2 | |
| | Terry Bond | 120 | 120 | 120 | 120 | 70 | 550 | 3 | |
| | Harry Sokol | DNF | 120 | 58 | 120 | 120 | 418 | 4 | |
| | Malcolm Campbell | 45 | 68 | 53 | 120 | 120 | 406 | 5 | |
| | Kathy Burford | 101 | 70 | 52 | 120 | 62 | 405 | 6 | |
| | Ian Haigh | 90 | DNF | 120 | 54 | 81 | 345 | 7 | |
| % Open | Harry Sokol | 180 | 180 | 180 | | | 540 | 1 | |
| | Ian Haigh | 29 | | | | | 29 | 2 | |
| Comb. Vintage | Roy Summersby | 180 | 180 | 180 | | | 540 | 1 | |
| | Harry Sokol | 139 | 180 | 180 | | | 499 | 2 | |
| | Malcolm Campbell | 180 | 180 | DNF | | | 360 | 3 | |
| HLG/CLG | Ian Haigh | 60 | 38 | 39 | 60 | 25 | 60 | 180 | 1 |
| | Mike Towell | 42 | 30 | 60 | 43 | 45 | 24 | 148 | 2 |
| | Len Surtees | 37 | 53 | 35 | 35 | 30 | 34 | 125 | 3 |
| | Malcolm Campbell | 49 | 36 | 27 | | | | 112 | 4 |
| | Kathy Burford | 35 | 36 | 5 | | | | 76 | 5 |
| | Lachlan Tolmie | 7 | 11 | 12 | 7 | 6 | 11 | 34 | 6 |

90s DT flyoff

Champion of Champions

| | |
|--------------------|----------------|
| Harry Sokol | 343.185 |
| Malcolm Campbell | 340.556 |
| Roy Summersby | 262.424 |
| Ian Haigh | 244.282 |
| Kathy Burford | 203.333 |
| Vin Morgan | 196.778 |
| Craig Hemsworth | 100.000 |
| Shane McDonald | 100.000 |
| Albert Fathers | 100.000 |
| Shannon Tolmie | 99.697 |
| Bruce Hao | 98.556 |
| Terry Bond | 91.667 |
| Mike Towell | 82.222 |
| Len Surtees | 69.444 |



 **photos?**

[Link on page 16](#)



THE SOUTHERN CROSS CUP

WEST WYALONG 17 - 19 April 2021



Report and photos by Malcolm Campbell

We relocated from Narrandera to West Wyalong on Friday, getting there in time for some practice. Warren Leadbeatter and Andrew Linwood were out trimming E36s. We set up near Craig Hemsworth, Albert Fathers and Ian Haigh. We were soon joined by new NSWFFS member Sam Kirby. Winds were light and the weather for the next few days looked excellent.

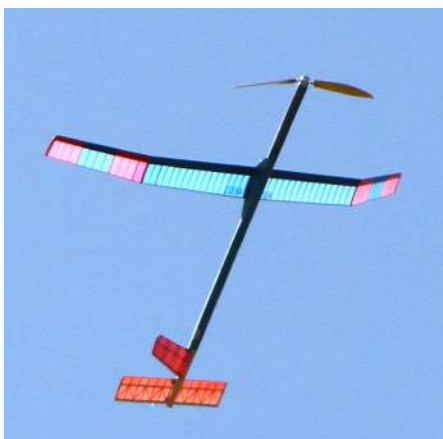
Saturday: F1A and C were flown alongside Open Rubber. Winds were only 2 - 3 m/sec for the early rounds and Leigh Morgan proceeded to put up superb flights with her OR model. Sam Kirby and Aaron Booth got close with their little P30s but only Leigh maxed out.

By R3, the winds were up to 5 m/sec and F1As were going about 1 km. Vin Morgan put up 3 nice maxes in the middle rounds only to tow in twice in R5. Albert maxed all bar one round, getting the best height with his W-Hobby LDA model. Newcomer to F1A, Ian Haig, flying one of Albert's older models, performed well getting 2 maxes. I've come to the conclusion my models need their wings and stabs reconditioned, maxing only the last two flights with my sturdiest model.

My last flight, cross-checking to Albert's GPS, was 35 metres closer than his and in much the same direction, so we walked out together. My model was seen just outside a

large stand of trees and a dam, and Albert's face looked grim. We found his under a broad overhanging tree, surrounded by sizeable fallen branches. It couldn't have descended into its landing spot without getting hung up or damaged so we assessed it slipped in sideways assisted by the wind to miss all obstacles for a miraculous safe landing.

Six flew in F1C and Mike Pettigrew ended a string of 20 consecutive maxes when he launched right. Gary Pope seemed to be trimming his model and trailed the field. Warren Leadbeatter was off the pace but he was only one minute down on Roy, so both weren't having a good day. Only Shayne McDonald and Terry Bond had maxed out so they elected to have an 90 sec RDT fly-off then and there. Shayne was the highest and took 21



The climb on Leigh Morgan's OR model was relentless



Ian Haigh launches Albert's F1A



Albert got a good bottle for winning F1A



And Vin needed the binos



Terry Bond, in the F1C fly-off



Shayne McDonald, winning the F1C FO



Aaron Booth's P30 had the turns but not the grunt to match a true OR model



F1C winners deplete the wine store



Aaron Booth & Sam Kirby dwarf Leigh

secs longer to land, so winning his second DT fly-off in a week.

Terry's performance, considering his layoff from competition, was exceptional. Andrew Linwood retired from the field to cook the curry for the night's clubhouse get-together.

And that was a hot affair - it bought tears to my eyes. I extinguished the fire with milk. With Roy it took three serves of ice cream! Still others loved it. Top job Andrew - it just proves that many aeromodellers are weaklings with hot curry. Terry Bond issued out the prizes so far and it was a rush to grab the better wines on offer.

Sunday was a magnificent day, with blue sky and very light winds but lift



Some of the happy throng in the clubhouse. Post curry, because Roy's face is red



seemed evasive, because only one of the four entrants maxed out. Craig Hemsworth had won three F1B national events on the trot, just like Albert Fathers did in F1A.

Roy tried trimming the recalcitrant Diana er Sarah who kept going over

on her back causing Roy to hit the panic button. This he did three times, much to the amusement/concern of the crowd, and then Diana er Sarah refused to tip her tail and she went in hard, with Roy's thumb firmly on the RDT button. He says it's only a flesh wound.



Craig Hemsworth won F1B



Diana er Sarah decides to muck up



Michael Towell's Dixielander didn't last long



Warren Leadbeatter's Dixielander

Gary Pope therefore won Open Power with an F1C from Warren Leadbeatter (OS15FP Dixielander) and a low scoring Peter Scott (Dixielander) in third place. Michael Towell's Dixielander didn't record an official score as the rear wing mount pulled out during the climb in a test flight, and his model became an over-powered dart.

Roy Summersby won Combined Vintage, with a max out. He couldn't fly his Eliminator after winning with it



Eliminator eliminated with a broken crank



Ilan Haigh's Lanzo Climber did climb, high



Peter Scott's pretty Dream Weaver



Kathy Burford's Nebula

at Narrandera - this time it broke its crankshaft during tuning. So the Swiss Miss was once again called on to perform, and it did. Ian Haigh's Lanzo Climber was the first rubber model home and I (Nebula VG) tied with Peter Scott (Dream Weaver VP) for third place. Although my first two flights were easy maxes, I'm glad I unlatched in sink for the final flight, because the timer didn't start (or it stopped early). Kathy Burford also wished she could have done better with her Nebula, but she did get it to the top of the 100 m line and finished with a max, which is always satisfying. It was good to see Sam Kirby pulling up his Seraph. It may encourage me to drag mine out of retirement, although I think Vin's no longer exists.

Sunday was magnificent but **Monday** was superb, with very short retrieves although some still used vehicles for retrieval. **Combined Mini**



Aaron Booth's P30?



Kathy Burford's Apache E36, under DT



Terry Bond launches Sam Kirby's Seraph

was run at Narrandera for F1G, H & J, as you'd expect, but at WW it also incorporated OZD, P30 and E36. So there were 12 flying in this unruly event. With no flight line, all models were launched from or very near car boots.

Andrew Linwood was the Frequent Flyer, seemingly putting up dozens of trimming flights and in the end changed from the knife-edge straight climb to a rolling one. Kathy's Apache had the handicap of an 1806N motor but it did glide well, but not in this company of Cobra-powered Pearls or Pearl variants. I had the only Joulebox. Warren Leadbeatter got all his flights in early so he could get in some very interesting overhead shots with his DJ Mavic drone.

The ideal weather meant all flights were in by 11 am although I had planned to fly a second model, as allowed by the rules. There was one F1J, five P30s, an OZD and four E36s



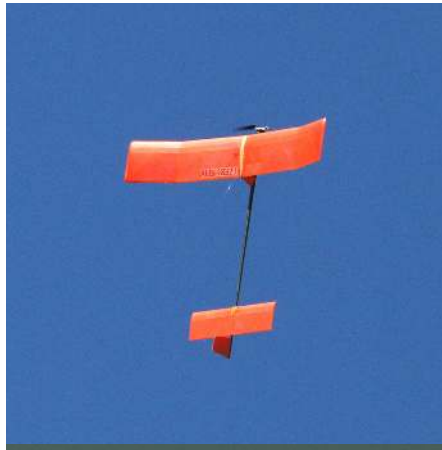
Vin Morgan's very successful P30



Ilan Haigh launches his P30



Wazza's pin-point landing



Leigh Morgan's E36 had a superb climb



Andrew Linwood had lots of batteries, he seemed to be always in the air



Roy launches his winning F1J



Malcolm launches his second E36



Warren launches his Pearl E36

and it was undecided how many seconds engine run should take place for E36 in the fly-off. Some popular timers don't cater for 10 sec / 5 min flights so it was decided that the FO would be from a 5 sec and a 5 minute max. Aaron Booth wisely swapped his damaged E36 for a P30 - it was the weather for P30s and F1Js. Ian Haigh had the flight of the day, timed for 10 minutes in the accompaniment of 4 kites (birds), before going OOS in the haze. With the help of a yagi he got a signal and found the model (see full story later in FFDU).

So four flyers shared the wine and the SCC was over until next year.



Sam Kirby and Ian Haigh in the Combined 2 min class FO



Sam Kirby and Vin Morgan circle in the same thermal

2021 SOUTHERN CROSS RESULTS

F1A

| | | |
|---|------------------|-----|
| 1 | Albert Fathers | 879 |
| 2 | Ian Haigh | 819 |
| 3 | Malcolm Campbell | 667 |
| 4 | Vin Morgan | 540 |
| 5 | Martin Williams | 342 |

F1B

| | | |
|---|-----------------|-----|
| 1 | Craig Hemsworth | 960 |
| 2 | Terry Bond | 931 |
| 3 | Vin Morgan | 897 |
| 4 | Bruce Hao | 891 |

F1C

| | | |
|---|--------------------|------|
| 1 | Shayne McDonald | 1068 |
| 2 | Terry Bond | 1047 |
| 3 | Roy Summersby | 877 |
| 4 | Mike Pettigrew | 875 |
| 5 | Warren Leadbeatter | 817 |
| 6 | Gary Pope | 227 |

Open Rubber

| | | |
|---|--------------|-----|
| 1 | Leigh Morgan | 540 |
| 2 | Sam Kirby | 437 |
| 3 | Aaron Booth | 379 |

Open Power

| | | |
|---|--------------------|-----|
| 1 | Gary Pope | 463 |
| 2 | Warren Leadbeatter | 444 |
| 3 | Peter Scott | 238 |

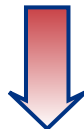
Combined Vintage

| | | | |
|---|------------------|---------------|-----|
| 1 | Roy Summersby | Swiss Miss | 540 |
| 2 | Ian Haigh | Lanzo Climber | 476 |
| 3 | Peter Scott | ??? | 451 |
| 4 | Malcolm Campbell | Nebula | 451 |
| 5 | Sam Kirby | Seraph | 412 |
| 6 | Kathy Burford | Nebula | 354 |

Combined 2 min max models

| | | | |
|----|--------------------|-----|-----------|
| 1 | Vin Morgan | P30 | 360 + 300 |
| 1 | Roy Summersby | F1J | 360 + 300 |
| 1 | Ian Haigh | P30 | 360 + 300 |
| 1 | Aaron Booth | P30 | 360 + 300 |
| 5 | Terry Bond | P30 | 360 + 238 |
| 6 | Leigh Morgan | E36 | 360 + 205 |
| 7 | Andrew Linwood | E36 | 360 + 108 |
| 8 | Martin Williams | OZD | 360 + 95 |
| 9 | Sam Kirby | P30 | 360 + 70 |
| 10 | Malcolm Campbell | E36 | 360 + 65 |
| 11 | Warren Leadbeatter | E36 | 360 + 60 |
| 12 | Kathy Burford | E36 | 284 |

Do you want to see photos?



<https://www.flickr.com/photos/motor-racing-photography/albums/72157719100903837>



Warren Leadbeatter's drone photo shows less than 10% of the full AB field, but it showcases major developments

Never give up when you have a heart beat

Ian Haigh's story



Ian Haigh commences his fateful flight

It was the final day of the 3 day 2021 Southern Cross Cup at the wonderful Adrian Bryant Field at West Wyalong.

Combined Mini was the staged event where 12 entrants gathered to do battle in superb conditions, light winds with thermals wafting through. The CD (Roy Summersby) announced the flying program 2 min max, no rounds, 3 flights. In my car were an A1 Aiglet glider and a P-30 rubber, hmm! The P-30 had gone through some changes since my first outing and entry into free flight competition in 2016 - a lighter new design fin, prop assembly and roll your own carbon fuselage saving a massive 22 grams overall. She looked as though the 3

week Jenny Craig program had worked. On the flight line models were maxing, however sink was plentiful and catching flyers out. After 3 flights were completed CD Roy announced a 5 min fly off to choose the outright placings. "A 5 min max, the Munson putty timer has never gone that long" I searched my flight box for a lighter spring, a CLG one will have to do. Other flyers with electric/band burner timers were hitting the heavens. The P-30 rubber was being wound to never before tensions and I'm cautious of the surrounding air with very little breeze. Standing ready to launch with my timer Sam, however there were no indicators to launch as yet. I'm on my

own when streamers start to move, I wind 6 slow rotations of the prop for good luck. When looking over my left shoulder high behind me were four circling hawks "they know what they're doing, - it's time to go". Circling slowly then drifting into the lift she was on her way climbing towards the hawks to join them. Surprisingly no aggression was shown, and all stayed circling together. Binoculars were called for as visually she was becoming nearly out of sight. Kathy came to the rescue and was locked on indicating no DT as yet; it's well over 5 min and very high and a long way away, "I can't lose her, she has never looked better". Kathy called DT, it's slowly coming down, a sigh of relief, and I check the tracker receiver and I have a heart beat (phew). Kathy said that a lot of dust was rising high off a paddock a long way away and the model was getting hard to see. She announced the compass reading for her last line of sight - this was going to be a long retrieve. Reaching for my backpack, I add water bottle, compass, UHF radio, homemade apricot and date oat slice and tracker receiver. I'm off, out of the flying paddock. I pass Roy on his push bike returning with his F1J in hand.

I still have a heart beat but fading, and after a little time it stops. I retrace my tracks and still nothing!! Doubt creeps in, is it the TX battery that's failed? It can't be, it's a new one for the competition. Still searching, Kathy radios me have you found it? 'No, and I have no signal'. Kathy replies, we will get you Malcolm's yagi antenna, we will meet you at the first fence. Yagi fitted thanks (Terry), and we have a very faint heat beat again (phew). I'm on my way towards the north in search, but this time it is more to the left and fading again. I can't work it out. But still walking, a radio call from Vin asks where are you? "I'm a long way into the 3rd paddock and I'm getting unusual directions from the signal". He replies it may be in a tree, also



Nothing like a trio of birds to indicate you're in good lift! Ian was already walking.

there is a road not far north and we will pick you up from there if need be. I head off in the direction to 2 small trees, walking under them looking up, I roll my ankle on an obscure tree root and down I go, remembering Malcolm's request not to lose any elements from the yagi. Dusting myself off, I'm starting to look like I have chicken pox with the number of mosquito bites I have. It's time to wash down some more water and food.

Sweeping the yagi antenna, once more I'm getting the signal towards the right from my previous direction. Could someone have picked the model up near Bland's Lane? Still walking towards what looks like the paddock being ploughed, I'm getting a better signal, I walk through long grass, I seem to be on track. Then I

step into a small culvert and over on the ankle again, - not good. Into the ploughed paddock I am getting a stronger signal as the tractor is heading towards me. I thought "it's been run over and caught up in the plough". I wave to the farmer, however he can't see me in the dust and he passes as the signal starts to go faint again. I wait a while for his return this time upwind from the dust, and as he gets closer so does the signal. Waving madly, he spots me by flashing the tractors lights. As he slows to a stop I gaze at the huge plough for coloured bits in it behind the tractor. I didn't see anything. The tractors cabin door opens, G'day, "G'day mate" back. I asked if he had seen a model aeroplane whilst ploughing the paddock. He looks at me and smiles and said is this yours? -

holding it up in his hand. "Yes that's mine". He replied, are you Ian? "Yes I am". I was going to call you after I finish this job. You're lucky, I nearly ploughed over it - so I stopped and put it in the cab, and it's been there for a while. Where did you come from? I replied, "Way down towards the south". The farmer asked "How did you know where it was?" "It has a transmitter in it that gives out a signal - like a heartbeat to follow". You've got a hell of a walk to get back. "Yes I have, I replied with a big smile"

Thanks to Kathy for meeting me at the flying field fence, with cold grapes, water, and a lift back to my car.

"Never give up when you have a heartbeat".

Ian Haigh

Western Australian Flying Report
 Report by Rod McDonald and photo by Paul Rossiter

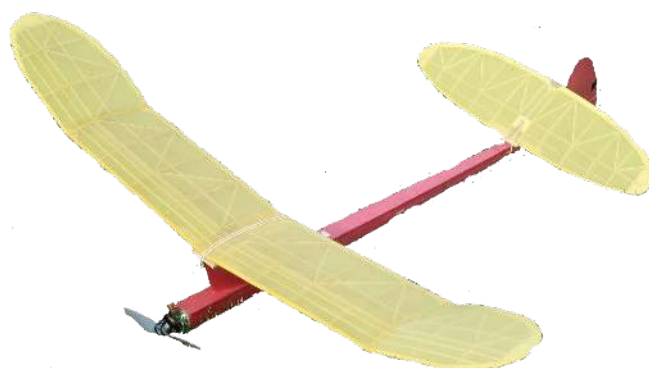
Last Sunday we had hoped to fly two free flight events, E-36 Electric and Half-A power. Weather conditions on Sunday were perfect for free flight but unfortunately this did not result in much of a turnout and in the end only E-36 had the required minimum of three competitors.

E-36 resulted in a runaway win for Paul Rossiter with his scaled down Maverick. Motor run for the event was reduced to six seconds on the basis that most current models would max too easily on the official ten second run. The short run posed no problem for Paul who maxed on all flights, hardly surprising since his was getting almost twice as high as the rest of us.

Only Phil Letchford and I took Half-A models, insufficient for an official comp.

Results for E-36 were:

| | 1 | 2 | 3 | Total |
|----------------|-----|-----|-----|-------|
| Paul Rossiter | 120 | 120 | 120 | 360 |
| Rod McDonald | 110 | 82 | 85 | 277 |
| Phil Letchford | 98 | 52 | 85 | 199 |



Paul Rosster's Maverick E-36



Back To The Future

Newbie Sam Kirby had a distinct camera at the West Wyalong SCC events. It was a Canon 35 mm film body coupled to a modern 24 - 70 L series lens. I haven't seen 35 mm photos in FFDU magazines for some time. Thanks Sam.



Kathy Burford launches Malcolm's Li'l AL



Kathy launches her Apache E36



Malcolm launches Kathy's Nebula

Aerial views of the AB free flight field from Wazza's drone



FF field
Looking out over the hard stand CL circle





FREE FLIGHT DOWN UNDER

June 2021



| Activity & Date | Social Events | Stadium | CL Aerobatic McAllister | CL Speed F5B | CL Combat and Racing | FF | SAMs | EOT | FSJ, |
|-----------------|---|--|---|--|---|--|---|-----------------|--------------------------------------|
| Wed 7 July | | | Demo Fun Fly/try day/Prac | Practice | Practice | Practice & fun fly every day - see CD each day | Practice | Practice | |
| Thur 8 July | | | 9am-4pm F2B Rd 1 AEROBATICS Adv and Exp | 9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat | 10am-5pm F2d | F4A 7 am - 10 am OPEN RUBBER 8 am - 12 | Practice | Practice | F5B |
| Fri 9 July | | | 9am-4pm F2B Rd 2 AEROBATICS Adv & Exp | 9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R | 8am-5pm 1/2A Combat | P30, F1J, Vintage Rubber Vintage Glider | 9am-1pm 2cc Duration 1pm-5pm Standard | Glider Practice | F5B |
| Sat 10 July | 7.00 PM Country Lamb Roast dinner, wine and Camp fire | Electric control line Aerobatics and HLG Practice. | 9am-4pm F2B Rd 3 SCRAMBLE AEROBATICS Adv & Exp | 11am-2pm F2C T/Race Heats 3&4 F2C Finals | 8am-10.30am Slow Combat 2.5 Vintage A T/R | 8am-2pm F1B, Open Power Fly off 4.30 pm 6.00-7.00pm Night Scramble | 9.30am- Sport/Cabin 1pm-5pm | Glider Practice | F5J Practice in conjunction with EOT |
| Sun 11 July | 6pm-9pm swap meet at indoor stadium | 9am-2pm Practice fun fly Peanut / Open scale static. 2pm-6pm Peanut / Open scale comp | 9am-4pm F2B Rd 4 AEROBATICS Adv & Exp | 11.30am-5pm Open R/ Race, SNR 2.5cc R/Race | 9am-11am CLASSIC B Team racing | 8am - 2 pm F1A, F1C Flyoffs 4.30 | 9am-1pm 1/2A 1pm - 5 pm Duration | Reserve | F5J |
| Mon 12 July | | 10pm-3pm Practice fun fly. 3pm-9pm HLG & CLG, Hangar Rat & Hangar Rat Scramble | Classic Stunt | 9am-11am Round 1&2 F2A SPEED GOODYEAR. | TBA | 8am-9am Day Scramble 9 am - 12.30 pm Combined HLG, CLG & DLG 9am - 2 pm E36 | 9am-1pm Gordon Burford 1pm-5pm Texaco | | F5J |
| Tue 13 July | | | Vintage Stunt | 9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps | 8am-5pm OPEN COMBAT | 8am-2pm 1960's Coupe Vintage power | 1pm-5pm Nostalga | | ERES Gliding |
| Wed 14 July | | | F4B | Reserve Day | 8am - 5 pm Diesel VINTAGE COMBAT | F1H, FIG, OZ | 9am -10pm 38 Antique. Afternoon reserved for any cancelled event | | |



1st West Wyalong National Championships

West Wyalong - 7 July to 14 July 2021

Pilot Entry

| |
|----------------|
| Surname |
| Street Address |
| Home Phone |

| |
|--------------|
| First Name |
| Town/City |
| Mobile Phone |

| |
|---------------|
| FAI Number |
| Post Code |
| Email Address |

Team Member Entry

| |
|-------|
| Event |
|-------|

| |
|------------------|
| Team Member Name |
|------------------|

| |
|------------------------|
| Team Member FAI Number |
|------------------------|

| RADIO CONTROL | |
|-------------------------------------|--|
| Gordon Burford | |
| Old Timer Texaco | |
| Old Timer 1/2A Texaco | |
| Nostalgia | |
| 38 Antique | |
| Sport Cabin Scramble | |
| 2cc Duration | |
| Standard Duration | |
| Duration | |
| Old Timer Glider | |
| Electric Old Timer - 1/2 A | |
| Electric Old Timer - Texaco | |
| Electric Old Timer - Height Limited | |
| Electric Old Timer - Vintage Glider | |
| Electric Old Timer - Duration | |
| F5J | |
| F5B | |
| Small RC Indoor flying | |

| CONTROL LINE | |
|-----------------------|--|
| F2A Speed | |
| Combined Speed & Jet | |
| F2B Aerobatics Exp. | |
| F2B Aerobatics Adv. | |
| F2D Combat | |
| Open Combat | |
| Vintage Combat | |
| Slow Combat | |
| 1/2 A Combat | |
| F2C Team Race T | |
| F2F Team Race T | |
| Goodyear T | |
| 27/10 Goodyear T | |
| Open Rat Race T | |
| 2.5cc Rat Race T | |
| JNR. 2.5cc Rat Race T | |
| Vintage A T/Race T | |
| Classic B Team Race T | |
| Classic FAI T/Race T | |
| F4B Scale | |
| Vintage Stunt | |
| Classic Stunt | |

| FREE FLIGHT - Outdoor | |
|------------------------|--|
| F1A Glider | |
| F1B Wakefield | |
| F1C Power | |
| F1G Coupe | |
| F1H Glider | |
| F1J 1/2A Power | |
| Open Power | |
| Open Rubber | |
| E 36 | |
| Day Scramble | |
| Night Scramble | |
| Combined HLG, CLG, DLG | |
| P 30 Rubber | |
| Vintage Rubber | |
| Vintage Power | |
| Vintage Glider | |
| 1960's Coupe | |
| OZ Diesel | |
| F4A Scale | |

| NEW CATEGORY | |
|--|--|
| NON COMPETITION Sport / Fun Fly | |
| Admin Fee \$50 Only - No Event fee ! | |

| FREE FLIGHT - INDOOR | |
|----------------------------------|--|
| Open Rubber Scale | |
| Peanut Scale | |
| Indoor HLG | |
| Indoor CLG | |
| Hangar Rat & Hangar Rat Scramble | |

GET YOUR ENTRY IN EARLY
Closing Date for Entries is 25 May 2021 - we will accept a
LATE FEE of \$50 for any late entries

Registrar Email Address - natsregistrar@hotmail.com

EFT Details -
A/C Name - NSWFFS Inc 1st WW Nationals
BSB - 062 336
A/C # - 1040 9062
Ref - FAI Number + first three letters of your surname

Cheque Details
Cheque Payee - "NSWFFS Inc 1st WW Nationals"
Postal address for Entries and/or Cheques is ;
Roy Summersby, 132 The Esplanade, Umina, NSW 2257

Payment Method (indicate via tick or cross in box)

| | |
|--------------------------|------------------------------|
| <input type="checkbox"/> | Electronic Funds Transfer or |
| <input type="checkbox"/> | Cheque |

Note : Entry to any event means you will be a Friend of WW till 30/6/2022. This entitles you to use A.B. Field when arranged in advance with NSWFFS Exec

STATEMENT OF AGREEMENT:- I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 1st West Wyalong Nationals if I am asked to

Signed _____
PILOT /TEAM ENTRY FORM

Fee Calculator

| Events | Qty | \$ Each | Total | Max Fee |
|----------------------|-----|---------|-------|---------|
| Admin - ALL Entrants | 1 | \$50 | \$50 | \$50 |
| Late Fee | | \$50 | | \$50 |
| Senior Events | | \$15 | | \$50 |
| Junior Events | | \$2 | | \$10 |
| Team Member | | \$5 | | \$20 |
| Fun Fly only | | \$0 | \$0 | \$0 |
| Metal Badges | | \$5 | | |
| Decals | | \$3 | | |
| Lamb Roast Dinner | | \$20 | | |
| TOTAL | | | | |

Camp COVID Construction



Warren Leadbeater's Cox Motors

My first flying model aeroplane was a Kenbrite Cox Fokker DVII RTF control line model purchased from Kmart in 1975. Not long after that I was given a couple of other models by a neighbour who heard me running my little 049 in the back yard. A balsa wood Aeroflyte model with a Taipan 2.5 glow and another smaller trainer model with a Taipan Tyro diesel. When I was a kid I liked the Cox 049 engines because they were easy to start and didn't hurt too much when the prop hit your finger. I was only 12 so the bigger engines scared me a bit. This was my introduction to aeromodelling and I soon joined Doonside Aeromodellers Club and flew free flight at my first Nationals in 1976. My fascination for Cox engines grew over the years and I have now got quite a large collection. I have also learned a fair bit about the Cox story and history which prompted me to create a Wikipedia page about Cox

model engines. Here is my summary of Cox History.

Cox .049 engines were built for more than 60 years between 1945 and 2006. Leroy "Roy" Milburn Cox started L.M. Cox Manufacturing Co. Inc, in 1945 which became Cox Hobbies Inc. in 1976 after being sold to Leisure Dynamics in 1969 when Roy Cox retired. It later became Cox Products in 1993 after being purchased out of bankruptcy in 1983 before finally being sold to Estes Industries, when it became known as Cox Models in 2006. In 2009, Estes Industries stopped producing Cox engines and sold all of their remaining inventory – mainly spare parts – to several private buyers from Canada and the US. A Canadian company trading as Cox International is now the main seller of Cox parts worldwide. They have also tried to revive some rare parts and engines.

Roy Cox started out in 1945 making wooden toy pop guns, then after WWII he started making metal toy pull cars. He later added a Cameron Bros. engine to the car and they became powered tether cars. He then developed his own engine for the car and started to develop an engine for model aeroplanes. In 1950 the .049 Space Bug was released followed by slightly different versions for free flight competition. In 1953 Cox developed their first RTF model, the TD1, powered by the Space Bug engine. Around the same time Cox was sued by Jim Walker for breach of copyright for using Walkers patented bell crank control system. Cox won the court case in 1955.

In 1956 along came the Baby Bee, which was followed by hundreds or different variants of product engines with slightly different features to suit the model or toy it was being used for. The following year came the Pee Wee .020 and later came the





Golden Bee and various other hobbyist Bees. In 1960 the Tee Dee line was developed designed by Bill Atwood under Leroy's guidance for mass producing engines. The Tee Dee line came about because Leroy wanted an .010 engine after making the Pee Wee .020 but they couldn't get a .010 reed valve prototype to run hence the need to come up with a new design. The Tee Dee line was very successful and these motors are still used in competitions today. In 1963 Cox began gearing up for the slot car racing and by 1967 the slot car craze had ended leaving Cox with a lot of stock and financial difficulties. In 1969 Leroy's wife Myrtle died and he had some health issues so he retired and sold the business.

Cox the company was now owned by Leisure Dynamics during the 1970s when the Black Widow was developed

in 1973 and the Conquest .15 in 1976 along with some prototypes that never eventuated eg Conquest 40. Leisure Dynamics went bust in 1980. Leroy Cox died age 75 the following year. In 1983 Bill Selzer a former Cox engineer, (designer of the Babe Bee) and former president of the company purchased Cox out of bankruptcy to live again until it was finally sold to Estes Rockets in 1996. In this time some exciting new engines were developed including the RC Bee, Killer Bee, Texaco, Venom, RC Tee Dees and the not so great Queen Bee .074 RC engine.

There was also a line of FI sport engines based on the Tee Dee called the Medallion. These had tamer porting and timing, a plastic venturi and lower compression head. They

were all round a lot more user friendly than the Tee Dees. In 1995 before Cox was sold to Estes a deal had been done to supply the NFFS a batch of 300 x Medallion 051 engines, (an engine that hadn't been produced before). The sale to Estes nearly stifled the deal but eventually Estes shipped 258 engines making these the shortest production run and therefore the rarest of all Cox engines, next to the Venom which was only 1,000 and the 1955 Strato Bug.

For more information and technical info check out my Cox Model Engines Wikipedia Page.

Warren Leadbeater

Bond Baker's "Woomera" - the 1958 Wakefield World Championships winner



A superb reproduction of Australian Bond Baker's "Woomera"- winner of the 1958 Wakefield World Championships.

Built by Nigel Tarvin, USA



Roy's Texan 484

Photos and report by Roy Summersby

For some reason Gary Goodwin gave me a Texan kit. He said it was on special and that I needed another vintage model as I only had seven. The kit is a BMJR Models kit and was produced for the NFFS in USA, as a one design model for competition in 2020, and was to be powered with a OS15. It was designed by Jim Summerset and Ed Miller in 1952. I do remember reading about them in past American magazines over the years, but I had never seen the plan. It appears that they have been scaled up and down since 1952. It is typical of the American models of the time, not unlike the Fifteen that I had some 45 years ago, it has a huge stabilizer of some (48%). I think in 1952 it would have had at least a 29 (5.0cc) in the front and flown in their B class as it is a big robust model. With full sheet fuselage, sheeted leading edges on the wing and stab, there was lots of wood in this kit. As normal with this period the fin is on the stab which makes transport a pain. On my bigger models I have made them detachable but this one I fixed as shown.

The kit came with nearly everything, even the single wheel, only the covering was left out for the builder to choose. The laser cutting was excellent and all parts fitted remarkably well. It is an easy straight forward model to build, but it is still worth reading the instructions, preferably before you start. Sometimes they do things a little different to what you do and you can get caught.

I decided on using polyester tissue for covering on the flying surfaces; one has to use dope now and then just to keep the wife happy (shut the bloody door please). The power plant at this stage is a Russian copy of the Oliver Tiger MK3, but I am sure it would handle a bigger engine like a twin stack OS 29, a Sabre 29 or even my old Frog 500; we will see.

Richmond 2nd May 2021

Calm and foggy, this is an excellent day to start trimming the new toy. The traditional test gliding looked good; no packing needed, very flat and a slight right turn. Next was to fire

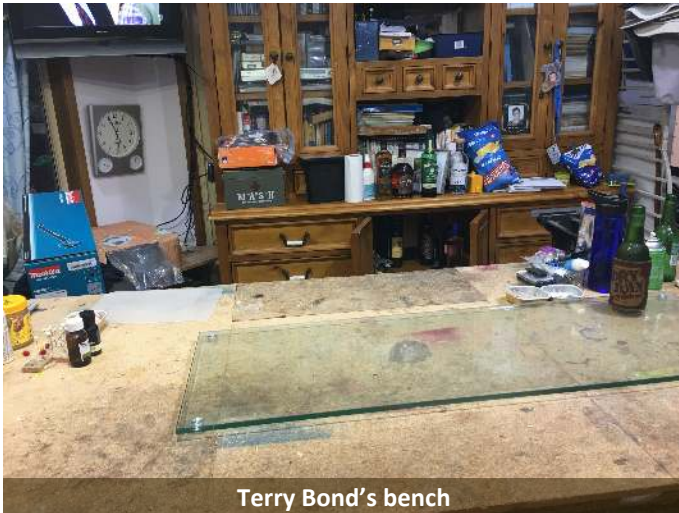
up the Russian Oliver, a few flicks and it was away, back the power right off and a gentle launch with about 7 sec engine run and DT straight after; it all looked good. The next five or six flights the power was increased with each flight. By this stage the model was disappearing in the fog so it was cup of tea time. Then the fog started to lift so full power and glide came into play. The model doesn't seem to have any vices at all. It has just flown straight off the building board, not even any rudder adjustment. I think I will be able to get it climbing a bit steeper and maybe get a few more revs from the engine; we will see.

In conclusion a very good kit, easy to build and fly. With the right choice of engine it would be capable of winning vintage or open power competitions. If you want to try power flying this is a good start.

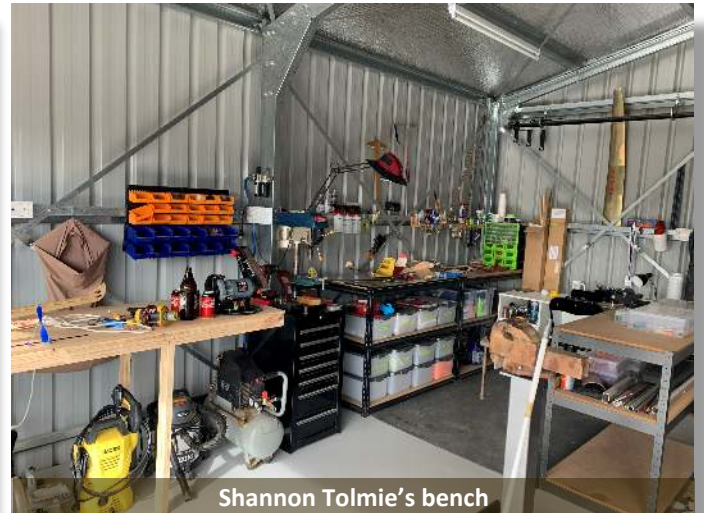
Roy Summersby



AEROMODELLERS' WORK BENCHES



Terry Bond's bench



Shannon Tolmie's bench

If you think this is my normal work bench which is scrupulously tidy and clean you can probably see Santa and the Easter bunny having a little conversation in the back corner. Perhaps a bit further down the track I will send a real life pikkie.

Terry Bond (aka 007)

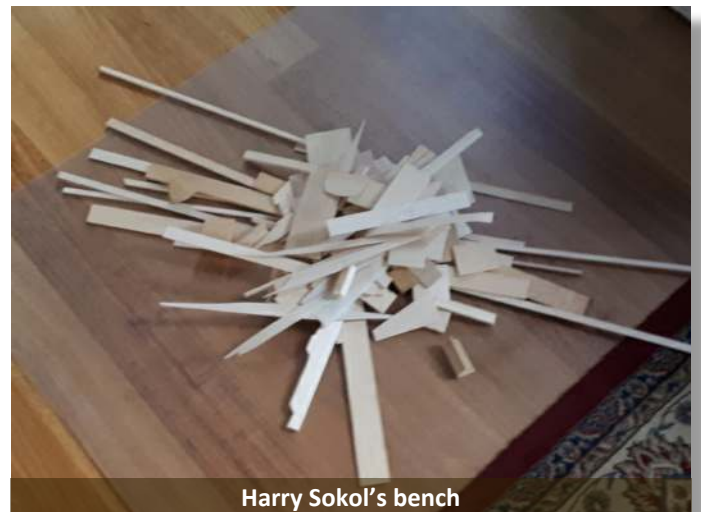
I found this one in the Winter 2020 FFDU, so Terry's bench does get used. ED

This is a far more organised work bench, like you would expect from a top F1C flyer and aircraft engineer.

The above photo shows **Shannon Tolmie's** work area.



Terry Bond's bench



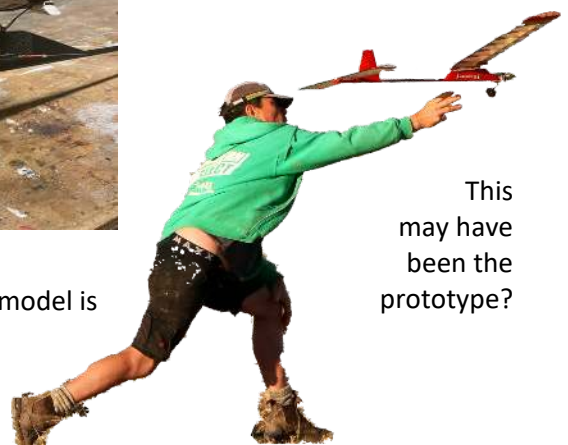
Harry Sokol's bench

This, apparently, is how **Harry Sokol** starts a build, or so he says.

So, how about sending me in a picture of your work bench?



Andrew Linwood's new "indestructible" Scramble model is coming along nicely



This may have been the prototype?

Getting "Roundtoit" continued the Sopwith "Pup"



Background

Apart from my previously indicated passion for building WW1 biplanes my choice of constructing a Sopwith "Pup" has much to do with assistance from Matt Hannaford....in that he kindly spun up the aluminium cowling for my Sopwith "1½ Strutter"...only problem was that he had spun 2 cowlings for me !! So after finishing the "Strutter" I kept admiring Matt's handy work on my bench and thought I'd better get another "Roundtoit" going and build a model for the cowling. The obvious choice was another Sopwith so I picked the "Pup" and decided to scale "Pup" N6171 called the "Black Arrow" flown by FSLt. Pierce 3rd Squadron Royal Naval Air Service during WW1.

Construction

Well nothing new to report here, basically the same as for the "Strutter". CF centrally placed tube spars for the wing, CF reinforced balsa trailing edges, CF tube Leading edges and CF tube longerons for the fuselage. This type of construction gives an extremely warp free light structure that makes flying surface warping (with age) a thing of the

past and also does away with "starved horse" looking fuselages. Covering is Icarex, Noelene assisted me with the zig zag stitching on the fuselage covering. The model is sprayed in "Olive Drab" lacquer from my fantastic little gravity spray gun. Cowling (a little reluctantly I must admit....sorry Matt) is sprayed matt black to reflect the "Black Arrow" colour scheme.

Flying

Not quite yet.....the "Pup" is balanced and ready to test glide. As with the "Strutter" the "Pup" has loads of down thrust and some right thrust.

Post Script on "Roundtoit 4 Tiger Tales VH-RNI"

For my last Birthday, Alana, Brett, Roxc and Millie presented me with a gift voucher to fly in a "Tiger Moth" at Royal Newcastle Aero Club at Maitland.....you guessed it.... in VH-RNI !! I'll make sure to take my scale model of "RNI" with me and get a pic or two with the full size "RNI" for FFDU.

Phil Mitchell

Letters to the Editor



It is truly hard to express my thanks for sending me FFDU and your other magazines, particularly given the amount of flying I am doing. We have both our shots now but are still going to be very conservative for a while. Thank you so much for including me. Stay Safe and All Our Best

Mike & Celeste Roberts Seattle CA, USA

You are the master at newsletter editing. Every time I look at your work I learn something new. Thanks, and Stay Happy and Healthy.

Bruce Grawburg Phoenix MAC, AZ USA

Home Brew Diesel



Here's what you need:

1. John Deere starting fluid. (pictured) It's almost pure ether, and can be used straight from the can. The other few percent is an upper cylinder lubricant, some hexane, which helps anyway, and propellant.
2. Kerosene, A1 Jet fuel, (the best), or plain old pump diesel. DON'T use Bunnings Kero, it's actually doctored white spirits, and will not do the motor any good. Pump diesel, kero, and A1 are almost the same thing, just slightly different levels of refinement. Pump diesel is a bit more messy, though.
3. Use good quality first pressings Castor. Cool Power Castor or Penrite 10/tenths Race Castor, which is de-gummed. (It's not cheap, though). Forget synthetics, use only castor. Diesels run much hotter than glow motors, and the passage of lube through the motor helps regulate the heat.



- Castor has far better heat absorption properties.
4. Amsoil Diesel Cetane boost. You can buy it on Ebay, and is not cheap, but the 500ml bottle will last for years. It's the best sub for Amyl Nitrate or Amyl Butyrate I've found.
 5. Mix the ingredients in glass utensils, wear gloves and a mask, and OUTDOORS, away from all sources of ignition, and store in airtight, steel containers, and keep cool. Don't store in plastic, it will spoil in a few hours. Don't store in dark glass bottles, as exposure to sunlight can cause dangerous peroxides to form. (As in KABOOM!) Properly stored, I have used mixes over a year old with no issue.

25 to 30 percent Castor. Don't go below 25 percent, or you'll have overheating issues.

25 to 30 percent John Deere Starting fluid

1.5 to 3 percent Cetane Boost

The rest is whatever fuel you can obtain.

And Maris Dislers added these comments:

I generally agree with Ralph's advice. This starting fluid is widely used in the USA, where ether is very hard to procure.

I prefer to have 30% ether in the fuel, which would equate to equivalent of around 37% of the John Deere product. Upping that to 40% would be a nice round number to work with. The 20% non-ether portion forms part of the kero volume in the mix. But is almost all LPG propellant, which will gas off when left to stand for a short time.

Amber glass effectively blocks UV light (which can cause the formation of diethyl ether hydroperoxide). Ether is routinely sold in amber glass bottles of 500 ml and 2.5 litres. Most likely that all commercial grade ether has been treated with an antioxidant to avoid the problem. I advocate good amber glass bottles for storing fuel. They are more reliably sealed than steel cans, which can leak via a poor can to neck joint and swell on a hot day from vapor pressure when partly full.

Penrite racing castor is a castor/synthetic oil blend. Maxima 927 is another good one. Ditto Klotz Beenol. Excellent for keeping racing engines clean inside, but the detergent action might cut away too much built up "glaze" from piston of a tired old engine. If so, switching back to straight castor will help restore compression seal. Upping oil content if necessary. But it won't work miracles.

Aviation grade mineral oil can work too for engines such as Mills or other sport diesels. I use it in my Redfins. Aeroshell 100 or 120 (straight SAE 50 and 60 weight) or the straight SAE 50 Harley Davidson oil. Some engines prefer castor oil, but a short run with mineral oil fuel after flying will clear out castor residue and prevent gumming-up in storage. Easier cleanup too.

There were a few batches of dud Diggers kerosene, but for quite some years now it has been fine. Easier to get than Jet A1. Airports don't usually want to "switch on the bowser" for small volume sales.

Excess cetane boost only aggravates overheating and needlessly extends warm-up time. Use as little as necessary. 1% for sport diesels is usually adequate. 1.5 - 1.8% for higher speed running. Start low and go up if the engine still sounds "gravelly" at peak setting despite more compression adjustment.

My life with Brown Junior B528

Report by Adrian Bryant

The Ford Motor Company had a model engine on display in its window. It cost pounds. Dad said in years to come a lot of work on farms would be done by machines. The work load of the MDKs (Mum, Dad and the Kids) would be lighter.

We were just coming out of the Great Depression and money was scarce. Every time we went to town I looked to see if my engine was still for sale. It was for the sum of ten pounds.

Scrap iron was the in thing. Everyone was collecting it. With a hand cart and using every opportunity we searched far and wide. When we had a heap Dad called a scrap buyer. They arrived in an old Comer Knocker truck. When they were about to drive off, Dad said "Have you forgotten something?" They got out looked around and said everything.

It was as smooth as piece of glass. Dad said you have forgotten to hand over ten one pound notes.

They took off in a bad temper, the front wheels of the old truck barely touching the ground, and another load of scrap iron was heading for Japan. We were to soon get some of it back.

I bought the Brown. On Saturday arvo you'd go to flicks to see "The Man in The Iron Mask", or come to see the Brown run, which it did not. I saved face with the invention of the glow plug.

My flying days are now over and I'm now dependant on a Wheelie Walker. I sent my engine collection to Roy Summersby to sell and help pay for a



new roof at West Wyalong. Roy put Brown B528 to one side and brought it up to its original condition.

It now resides at West Wyalong under a new roof.

Adrian Bryant



Sasha Babenko holds Mike Schwartz's original restored 1959 Satellite FAI Power model alongside her own modern F1C. Mike has effectively captured the difference 60 years has made in F1C design.

Mike Schwartz (USA) photo

A BACKWARD GLANCE Narrandera 2007



I have a large collection of free flight photos I've taken since 2006 and it is my intention to include one year in each of the coming FFDUs. I hope you like the idea? **Malcolm Campbell**



Richard Blackam



The Seifert family from Malta



Adrian Bryant



Wibke Seifert, Alan Jack, Maureen Hinds, Michael Seifert, John Lewis & Adrian Bryant, behind John



Roy Summersby, Phil Mitchell & Leigh Morgan



Phil Mitchell



John Lewis, Phil Mitchell & Vin Morgan



3 amigos - Denis Parker, Col Collyer & Peter Greenhill



Pieter de Visser & Bill Jones



Vin Morgan, Phil Mitchell & Tahn Stowe



Philipp Seifert, Leigh Morgan & Terry Bond



Philipp Seifert



WEST WYALONG

5th - 7th June 2021

NSW State Championships

Saturday F1A, F1C and Open Rubber

Sunday F1B and Open Power

Victorian State Championships

Monday F1A, B and C



CIAM
Announcement
W/Champs F1A, B & C
in France postponed
until 2023 (as seen in SEN).

The 1st West Wyalong National Championships



There's something in it for everyone!
7th - 14th July 2021

HEAVE HO

International FF Glider postal competition

Welcome to the 10th HH world postal competition for Free Flight Hand Launch Gliders. Competition runs from 1st to 31st July 2021. The 3 categories are,

1. Hand Launch Glider (hand grip on fuselage)
2. Catapult Launch Glider (1/16" x 1/4" x 9" loop)
3. Tip Launch Glider (hand grip on wing tip)
Note : I included TLG back in 2005 and 2006 which was the beginning of the FF Glider revolution due to Mark Benns clever gadget-free design which all TLG designs have copied with various modifications.

PRIZES : STING MK 2 Glider Kits and the name of the HLG winner will be engraved on Trophy

RULES : All categories fly to a 1 minute maximum time limit. All categories fly 9 official flights (you can have more then one go but can not mix or combine scores)

Times must be recorded by a time keeper. If you achieve 5 x 60 second maximum flights then you must add 30 second being now 90 second flight, if you achieve this then keep adding 30 seconds till you miss the maximum but include the last flight.

EXAMPLE: 5 x 60 seconds, add 30 = 90 then add 30 seconds = 120 then add 30 seconds = 150 , then a flight of 37 seconds. score card will be 60,60,60,60,60, + 90,120,150,37

Please return scores to:

lensurtees@hotmail.com I will publish all scores in world FF Newsletters. Please fly responsibly in a suitable flying area. When sending scores I need your name and "snail mail" postal address and your registered flying number, which shows you are covered by your National Flying Body, in Australia it's MAAA, in America it's AMA, and so on.

Kevin Brown from UK, the editor of the 1990's HEAVE HO world HLG newsletter, is the originator of this contest. I will publish a full historic article in coming months.



CLoud TRAMP POSTAL 2021

Plenty of time to build and trim a Cloud Tramp.

Gary Hinze, San Jose, CA, USA



<http://www.endlesslift.com/the-26th-charles-hampson-grant-memorial-international-mass-launch-of-cloud-tramps-2021/>

CLASSIC A1 EMAIL INTERNATIONAL POSTAL **IMPORTANT UPDATE**



Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until **31st December 2021** to complete your entries. The original six-month time window, which was to have closed on 1st July, has been extended due to

public health restrictions remaining in much of Europe, and to the recent severe flooding in parts of Australia. All other details of the event remain unchanged, and entries already made will not be affected.

Details from:

stuardarmonf1a@yahoo.com



JOKES PAGE

I still need more articles to fill out FFDU, so here's a few too many jokes in the meantime.

Lambs to the left of me. Mutton to the right. Here I am. Stuck in the middle with ewe. 🐑🐑😬



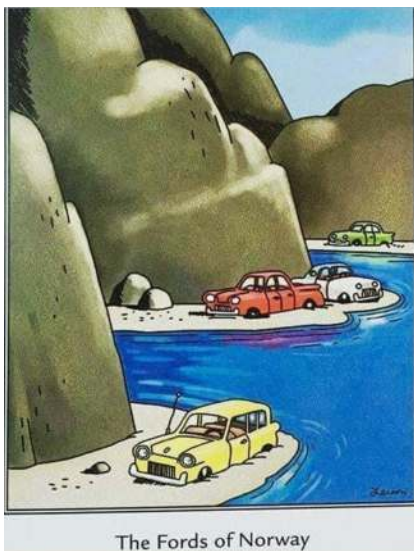
My friend writes songs about sewing machines. He's a Singer songwriter. Or sew it seams.

The man who invented autocorrect, should burn in hello.

I see people my age out there climbing mountains and zip lining and here I am feeling good about myself because I got my leg through my underwear without losing my balance.



i got so drunk last night i walked across the dance floor to get another drink and won the dance contest.



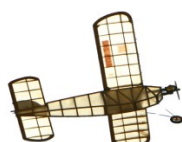
**INTERESTED IN TIME TRAVEL?
Meet Here Last Thursday, 7pm**

Felt uncomfortable driving into the cemetery. The gps blurted out you have reached your final destination.



THE OLDER YOU GET THE MORE YOU APPRECIATE BEING AT HOME DOING ABSOLUTELY NOTHING.





BRISBANE FREE FLIGHT SOCIETY 2021 Flying Calendar



| Month | Date | Start | Event | Location |
|-------------------------------|-------------------------------------|-------------------------------|--|---------------------|
| January | F Sun 24 th | 7-10am | Trimming day | Coominya |
| | ✘ Sat 30 th | 12-4pm | Bar-B-Que lunch & General Meeting | John's place |
| February | F Sun 14 th | 7-10am | Trimming Day | Coominya |
| | CP Sun 28 th | 7-11am | Club Day 2 Min Class models (3 flights) | Coominya |
| March | IND Sat 6 th | 3-6pm | Indoor - Delta Dart | BSHS |
| | 🏆CP Sun 14 th | 7-2pm | F1H State Champs (5 flights), E36 club event (3 flights) | Coominya |
| | F Sun 28 th | 7-2pm | Dale's Fun Day including P20 | Coominya |
| April | 11 th -15 th | | AFFS Champs | Narrandera |
| | 17 th - 19 th | | SCC (F1A, B and C) | West Wyalong |
| | F Sun 11 th | 8-12pm | Trimming/Reserve Day | Coominya |
| | IND Sat 17 th | 3-6pm | Indoor HLG/CLG | BSHS |
| | 🏆 Sat 24 th | 8-12pm | Open Power State Champs (5 flights) | Dalby |
| 🏆 Sun 25 th | 8-12pm | F1J State Champs (5 flights) | Dalby | |
| May | 🏆 Sun 2 nd | 8-12pm | F1G State Champs (5 flights) | Coominya |
| | IND Sat 8 th | 3-6pm | Indoor - EZB | BSHS |
| | 🏆 Sat 15 th | 8-1pm | F1A State Champs (7 rounds, R1 240 secs) | Dalby |
| | 🏆 Sun 16 th | 8-1pm | F1B State Champs (7 rounds, R1 240 secs) | Dalby |
| | 🏆 Sun 30 th | 8-12pm | Club rubber model fun & testing day incl Frog models | Coominya |
| June | 5 th - 7 th | | NSW State Champs (F1A, B and C) | West Wyalong |
| | 🏆 Sat 5 th | 8-1pm | Reserve F1A / Open power | Dalby |
| | 🏆 Sun 6 th | 8-1pm | Reserve F1B / F1J | Dalby |
| | IND Sat 12 th | 3-6pm | Indoor - Hanger Rat | BSHS |
| | F Sun 20 th | 8-1pm | Club Fun Day including P20 & ½ hr Scramble | Coominya |
| | ✘ Sat 26 th | 12-4pm | Bar-B-Que & AGM | John's place |
| July | IND Sat 3 rd | 3-6pm | Indoor - P18 | BSHS |
| | 7 th - 14 th | | 1st West Wyalong National Championships | West Wyalong |
| | F Sun 11 th | 8-1pm | Club power model fun & testing day including E36 | Coominya |
| 🏆 Sun 25 th | 8-1pm | Scale, HLG & CLG State Champs | Coominya | |
| August | IND Sat 7 th | 3-6pm | Indoor - Peanut Scale | BSHS |
| | CP Sun 15 th | 8-1pm | Mini Power & QDP (3 flights each) | Coominya |
| | 🏆 Sun 22 nd | 8-1pm | E36 State Champs (5 flights) | Coominya |
| | Sun 29 th | 8-1pm | Reserve day | Coominya |
| September | 4 th - 5 th | | Team Selection Trials (F1A, B and C) | Dalby |
| | 🏆 Sun 12 th | 8-1pm | Open Rubber & P30 State Champs (3 flights each) | Coominya |
| | F Sun 26 th | 8-1pm | Club Day trimming, Sports models & limited RC | Coominya |
| October | CP Sun 3 rd | 7-1pm | Col's Vintage Rally, LSq/100 and No Frills Wakefield | Coominya |
| | CP Sun 17 th | 7-1pm | 100 g coupe and A1 Glider (3 flights each) | Coominya |
| | Sun 24 th | 7-1pm | Reserve Day | Coominya |
| November | F Sun 7 th | 7-1pm | Club glider model fun & testing day incl CLG & RC Gliders | Coominya |
| | Sun 14 th | 7-1pm | Reserve Day | Coominya |
| December | Sat 11 th | 12-4pm | Xmas party & prize presentation | TBA |

🏆 Outdoor State Champs **IND** Indoor State Champs **CP** Club points apply **F** Fun Fly **✘** Club meetings

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

2021 FREE FLIGHT CALENDAR

Ver 2 as at 31 January 2021

CONTACTS:



John Lewis 07 3848 4280



Malcolm Campbell 07 3278 7164



* NSWFFS Contest & Fixture Calendar 2021 *



| Date | Event | Venue | Time | C/D |
|-----------------|---|----------------------------------|-----------------------------------|---|
| Dec 28 Jan 2 | New Years Eve BBQ & Fun Fly No Comps. Just Fun Flying | W. Wyalong | Flying anytime. | Stay on the field. If you want to go contact Roy to book in. |
| Jan 10 | New Year Recovery Day. ½ hr walking Scramble & Scale Rally | Richmond | 7.00am – 1.00pm | Aaron Booth |
| Jan 15 | General Meeting | Dundas Sport | 7:30pm | |
| Jan 17 | Combined % | Richmond | | Roy Summersby |
| Feb 7 | Combined F1 G, H, J, P30 + Scale Fun Fly | Richmond | 7:00am – 1:00pm | Peter Scott |
| Feb 21 | State Champs P30 + Comb Vintage | Richmond | 7.00 – 1.00pm | Gary Pope |
| Mar 7 | State Champs Scramble + Combined % Control Line flying, BBQ Lunch | Richmond BYO Food | 7.00am-1.00pm | Michael Towel |
| Mar 19 | General Meeting | Dundas Sport | 7.30 pm | |
| Apr 11-15 | AFFS Champs | Narrandera | See FFDU | |
| Apr 17-19 | Southern Cross Cup 17 th . F1A, C & O/R. 18 th F1B & O/P 19 th Combined Mini | W Wyalong | 8.00am-1.00pm | Dave Thomas |
| May 2 | E36 + Combined Vintage | Richmond | | Aaron Booth |
| May 15-16 | Veteran's Gathering | Muswellbrook | | |
| May 21 | General Meeting | Dundas Sport | 7.30pm | |
| June 5-7 | 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 | Dave Thomas |
| June 20 | Bowen comp + Scale Practice + E36 | Richmond | 7.00am-1.00pm | Roy Summersby |
| July 2-3-4 | Scale Rally Weekend. Scale comp Sat 3 rd , Sun 4 th ½ Hour scramble, Fun Fly C/L flying & BBQ Lunch | Richmond Saturday BYO Food | 7.00am till dark Trans Tasman | Phil Warren |
| July 7-14 | 1 st West Wyalong National Champs | W Wyalong | | Nat's Committee |
| July 16 | General Meeting | Dundas Sport | 7.30 pm | |
| July 25 | State Champs F1G,H,J (Combined) | Richmond | 7.00am- 1.00pm | Bruce Hao |
| Aug 15 | Scale Rally, P 30, Combined Vintage | Richmond | 7:00am – 1:00pm | R. Summersby |
| Aug 27-29 | Cowra Oily Hand Weekend | Cowra | | |
| Sep 12 | ½ Hour Walking Scramble + Fun Fly B-B-Q Lunch | Richmond BYO Food | 7:00am – 1:00pm | John Corby |
| Sep 17 | Annual General Meeting | Dundas Sport | 7:30 pm | |
| Sep 26 | Combined % 5 flights | Richmond | 7.00am - 1.00pm | Peter Scott |
| Oct 3 | Combined % Multiple Entries | Hinton or Richmond | 7:00am – 1:00pm | Gary Goodwin |
| Oct 22-24 | Wings Over West Wyalong. All Disciplines RC, CL, FF, + Fun Fly Bowden Comp ROG (details to come) ½ Hour Scramble (walking) | W. Wyalong AB Field | 7.00am till dark | Plenty of Room for ALL |
| Nov 14 | Scale Rally + Fun Fly | Richmond | 7:00am – 1:00pm | Peter Jackson |
| Nov 19 | General meeting | Dundas Sport | 7.30 pm | |
| Nov 26 | Friday Xmas Party | Richmond | 7.00am – 1.00pm | Terry & Lyn |
| Dec 5 | ½ Hour Scramble + Combined Vintage, plus SAMS & Fun Fly. | Richmond BBQ Xmas | 7.00am – 1.00pm Lunch BYO Food | Aaron Booth |

Notes: All Scrambles start at 8.00am

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

SUGGESTED TOPICS FOR COMING EDITIONS:

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



It would be wonderful to expand our list of regular contributors

**FREE FLIGHT
DOWN UNDER**

**DEADLINES
CUT-OFF DATES**

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