

# FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 56 NUMBER 4

SUMMER 2024

## 2025 AFFS EVENT DETAILS

WINGS OVER  
WEST WYALONG  
TIME'S UP - CHE

TEAM TRIAL STATUS

ROY SUMMERSBY'S EXCELLENT CONSTRUCTION PROJECTS

PLUS MORE GOOD READS FROM MIKE PETTIGREW AS HE LOOKS BACK 70 YEARS



**FRONT COVER:** Yuan Gao (CHN) was the one to beat in the 2024 AFFS Championships. With two firsts and a second (missed 1<sup>st</sup> by a scant 1 sec), he put on an outstanding display. This launch was in the AFFS Champs FO, where he won by 27 secs from Mongolia's Ulzil Erdenebayar.

# Free Flight Down Under

## December 2024

Volume 56, Number 4

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

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

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### 2025 AFFS CHAMPS DETAILS

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## Time's Up!

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The Northern Invasion



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### CONTRIBUTORS

- Mike Pettigrew
- Roy Summersby
- Warren Leadbeatter
- Chris Edge
- Natalie Beckett
- Vin Morgan

**THANK YOU!**

*Your name could also be here!*

**PRESIDENT'S REPORT**



Well, our flying season has begun the pre-Christmas slowdown; most of the good flying weather has passed and the team trials are virtually over, although there are still many events scheduled, but our next big effort will be the AFFS Champs in late April.

It wasn't always that way, of course, as in days gone by we'd all be starting to think about getting ready for the Australian Nationals, an event many of us older modellers still hold close to our hearts as a reminder of days past. Apart from some logistical issues, it also gets too hot over the Christmas/New Year period to run such an event nowadays, although I think that's more a matter of us all getting older and less able to cope with the heat.

On another subject; many will be aware through reading SEN or FFN that there is a lot of discussion presently going on about the use of in-model electronics to time flights during rounds and fly-offs. There's been talk of needing this approach to prevent cheating, which is disappointing to hear and also to time fly-off flights in poor visibility. That last one frightened me somewhat particularly when I read about a fly-off conducted in conditions of very low cloud where the models

disappeared into the clouds on their way up, and reappeared on DT!

That is, of course, contrary to our local regulations as well as many others around the world, where it is a requirement that the model must always be visible etc., and it goes without saying, therefore, that that sort of use for such devices should be excluded in any new regulations.

Some of the suggestions\*\* being kicked around would penalise flyers who don't have flight recording devices in them even in conditions of good visibility and that sound's somewhat risky!

It will be interesting to see where this all goes.....

*Mike Pettigrew*

*\*\* ED: Chris Edge's article in this FFDU is timely and thought provoking*



**FROM THE EDITOR**



2025 will be a milestone year for me, something of a record I believe. I'll be heading into my 16<sup>th</sup> year as FFDU editor. Something tells me that's almost enough, at least for long service.

My visits to Lost hills each year and the four World Championships I attended gave me some good material but, without that, it's become more of a struggle to get each edition together. Roy and Mike have been my saviours.

Around the world I read of fields being closed and the median age of modellers

increasing, although Europe seems to be bucking the trend with large entry lists. It's good that we have a small nucleus of "young" modellers in NSW, where the best fields are, because Queensland and Victoria appear to have very few youngsters in the ranks to take over the reigns.

So, with the year nearly over, I'll wish you all a very Merry Christmas and may 2025 be a Happy, Healthy and Safe New Year for you all.

*Malcolm Campbell*





47<sup>TH</sup> Australian Free Flight Society  
Championships and Widgiewa Cup  
Narrandera & West Wyalong 2025




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Widgiewa Cup (World Cup Event) Venue: Narrandera

Sunday 27th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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AFFS Championships (World Cup Event) Venue: Narrandera

Monday 28th April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Tuesday 29 <sup>th</sup> April	Reserve Day F/O day for AFFS & Widgiewa		0700-0900
	Evening AFFS AGM	Narrandera Club	1900

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

Wednesday 30 <sup>th</sup> April	F1A/F1B/F1C	5 x 1 hour rounds	0800-1300
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Thursday 1 <sup>st</sup> May	F/O morning for Southern Cross Cup		0700-0800
	Moving Day to West Wyalong		

West Wyalong Competitions Start, Venue: West Wyalong

Friday 2 <sup>nd</sup> May	Combined Vintage	3 flights no rounds	0800-1300
	E36	3 flights no rounds	0800-1300
	P30	3 flights no rounds	0800-1300

Saturday 3 <sup>rd</sup> May	Combined F1G/F1H/F1J	5 x 1hour rounds	0800-1300
	Combined %	3 flights no rounds	0800-1300
	Scramble	1 hour Scramble	1600-1700

Sunday 4 <sup>th</sup> May	Open Power	3 x flights no rounds	0800-1300
	Open Rubber	3 x flights no rounds	0800-1300
	Combined HLG/TLG		0800-1300
	CLG		0800-1300
	Evening Presentation Dinner		1800



## 47<sup>TH</sup> Australian Free Flight Society Championships and Widgiewa Cup Narrandera & West Wyalong 2025



Venue: NSWFFS West Wyalong Farmhouse

### General Notes

- 1) Smoking on the field is not allowed. If you smoke in a car the doors must be closed.
- 2) Daily compulsory event briefings will be held before commencement of competition flying.
- 3A) Motorised retrieval, To be Determined Narrandera flying site location, Strict adherence to the CDs daily decisions regarding retrieval must be adhered to.
- 3B) Motorised retrieval, West Wyalong flying site location is allowed (car, motorcycle, electric bicycle) Any additional instructions from the NSWFFS must be adhered to.
- 4) Combined F1G, F1H & F1J First round will be "High Time" NOTE (6 min max first round only. NB time above 2 min max will only be used to resolve ties)
- 5) F1A, F1B & F1C First round max will be 4 minutes. (Weather permitting)
- 6) Flyoffs for F1A, F1B & F1C will be 10-minute duration.
- 7) FAI events will be flown from a flight line in 5 x 1-hour rounds, please assist by volunteering to time keep other competitors (**AFFS does not provide dedicated timekeepers**)
- 8) Gliders otherwise conforming to the F1H/A1 rules will be allowed in F1H at any weight provided they are fitted with a non-latchable towhook.
- 9) Old style F1J/Class 1 Power models – restricted to plain bearing motors of less than 1cc and no moving surfaces except DT will be allowed an 8 second motor run in F1J (bring out your Mini Weavers and 1/2A Vikings).
- 10) COMBINED VINTAGE, first flight will be "High Time" & must be launched before 0830 (6 min max first round only, NB time above 3 min max will only be used to resolve ties) Entry in more than 1 class allowed however only 1 (best) score to count for AFFS Champion. Note that the vintage cut-off date is 1956. Vintage classes get bonus points (2 per year pre-1956) as per MAAA rules 2009.
- 11) Open Power & Open Rubber, first flight will be "High Time" & must be launched before 0830 (6 min max first round only, NB time above 3 min max will only be used to resolve ties)
- 12) COMBINED % is 3 flights no rounds. FAI models are excluded from entry in combined %, Score is the percentage of the max for that class. HLG and CLG are allowed but are only allowed 3 flights (i.e., no discards) Two attempts are permitted for each flight (a 20 second attempt rule applies).
- 13) HLG/DLG are combined into one event. Only 1 set of scores allowed per competitor, all flights from the box marked by 4 cones.
- 14) Radio Dethermalization (RDT) is allowed in all events.
- 15) All Competitors must be in possession of a current MAAA/FAI Licence.
- 16) PLACEGETTERS models, lines, motors etc may be processed. There will be spot checks and check timekeeping on the field.

### 2024-25 COMMITTEE MEMBERS AFFS INC

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# 47<sup>th</sup> Annual Australian Free Flight Society Championships

## Incl. World Cup – Open International for F1A, F1B, F1C

### Narrandera & West Wyalong from 27<sup>th</sup> April to 4<sup>th</sup> May 2025



### ENTRY FORM

NAME: ..... AUS No..... FAI ID.....

ADDRESS: ..... AGE (If junior) .....

PHONE ..... EMAIL.....

	EVENT	F1A	F1B	F1C
1	Widgiewa Cup 2025 (FAI World Cup Event) Narrandera	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	AFFS Championships 2025 (FAI World Cup Event) Narrandera	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Southern Cross Cup 2025 (FAI World Cup Event) Narrandera	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	P30			
5	E36			
6	COMBINED %			
7	COMBINED F1G, F1H, F1J			
8	COMBINED Vintage			
9	COMBINED Outdoor HLG & DLG			
10	Outdoor CLG			
11	Open Power			
12	Open Rubber			
13	Scramble			

#### FEE CALCULATOR (There are no fees for Juniors)

WIDGIEWA CUP (FAI WORLD CUP EVENT) Narrandera	\$30	
AFFS CHAMPIONSHIPS (FAI WORLD CUP EVENT) Narrandera	\$30	
SOUTHERN CROSS CUP (FAI WORLD CUP EVENT) Narrandera	\$30	
AFFS EVENTS ONLY, (Non-FAI events, Any number) West Wyalong	\$35	
CONTEST DIRECTOR LEVY, (Payable by FAI contestants Narrandera only)	\$25	
PRESENTATION DINNER, (West Wyalong farmhouse Sunday 4 <sup>th</sup> May)	\$25	
<b>TOTAL FEE</b>	<b>\$</b>	

#### PLEASE SUBMIT ENTRIES BY 15 MARCH 2025

Completed entry forms with payment (Cheques payable to Australian Free Flight Society) should be posted to:

Gary Goodwin  
7 Hilltop Rd  
Wamberal NSW 2260

Or by bank transfer with completed entry forms emailed to: [newlook3@gmail.com](mailto:newlook3@gmail.com)

Bank transfer details: Name: Australian Free Flight Society  
BSB: 033 174  
A/C 331732

Payment reference required giving **Name** and **Amount Paid**.

Overseas entrants may pay on arrival but please email entry form by 15<sup>th</sup> March 2025 to confirm entry.



## EXPRESSION OF INTEREST

The AFFS is seeking expressions of interest for suitable candidates to work in the role of Contest Director at the AFFS championships to be held at Narrandera late April/early May 2025.

The suitable candidate should:

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

In exchange for your time the AFFS is willing to subsidise travel and accommodation via a daily allowance allocation.

Please register your expression of interest for consideration with the AFFS Secretary Shannon Tolmie, by email. [smtolmie@hotmail.com](mailto:smtolmie@hotmail.com)

### **Roy Summersby has been building a Westland Widgeon 111a.**

This is the finished model. Roy sent these photos as a stocking filler for the Christmas FFDU. If you want to read the construction article, and see it without any clothes on, turn to page 13.



# Team Trial Scores for 2024

Appearing below are the detailed results of the trials for the Australian F1A, B & C team selection for the next World Championships. Congratulations to all who participated and to the top three in each category.

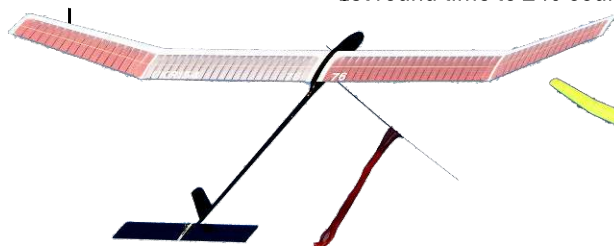
Letters of invitation will be going out shortly to the proposed team members and if you receive such a letter, please make sure you accept or decline the offered position within the time frame set-out in the letter. This prompt response will allow the selection committee time to issue invitations to other entrants if necessary.

To confirm: The 2025 World Championships are to be held in Romania in the period July 18 to 28, 2025.

Mike Pettigrew  
0419 509 013

	Kiwi Cup N. American Max Men	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic St Ch	QLD St Chs	Mongolia Cup	Sierra Cup	Total of best three
	February 2024	21/4/2024	22/4/2024	24/4/2024	1- 3/6/2024	1- 3/6/2024	25 & 26/05/2024	26/07/2024	8- 14/10/2024	
<b>F1A</b>										
Albert Fathers	893	907	834	741	861	811	390			2661
Matt Hannaford		841	791	900	808	860				2601
Ian Haigh		727	600	900						2227
Malcolm Campbell		732	904	535			127			2171
John Lewis							309			309
Ben Lewis							133			133
<b>F1B</b>										
Vin Morgan	960	960	949	889	900	900				2869
Bruce Hao	960	960	934	900	860	900		x960	x952	2854
Richard Blackam		960	890	847	540	900				2750
Gary Goodwin		921	942	824	861	850				2724
Terry Bond		917	842		180	801				2560
Craig Hemsworth	960		954							1914
John Lewis							841			841
Ben Lewis							829			829
Chris Behr		51	456	60						567
<b>F1C</b>										
Roy Summersby	960	960	960	857	760	885				2880
Andrew Linwood		960	960	900	900	900				2820
Murray Wilson		665	939	900	900	720				2739
Warren Leadbeatter		841	920	329	900	900				2720
Gary Pope		910								910

x Under the trials rules only one overseas event can be counted.  
An x before the score indicates an overseas score not used.  
1st round time to 240 counted





# Wings over West Wyalong

19<sup>th</sup> & 20<sup>th</sup> October

Report by Roy Summersby

Photos by Natalie Beckett



They all flew on the day

As one expected, this turned out to be a Dixielander weekend. With a bit of promotion and talking Ray Harvey into producing 20 plus very well made and part-built kits, we had 20 starters for the weekend. Modelers came from Qld, SA, Vic as well as NSW, a big thank you to all those who made the trip.

For those who don't know, we had a Dixielander celebration 15 years ago, it was the 50<sup>th</sup> anniversary of the Dixielander then, this one was the 65<sup>th</sup>. If you are interested in numbers, we had 20 entries just one more than in 2009. Total attendance for the weekend was 38. All who came sat down to what is becoming a traditional lamb roast dinner put on by the Bush family.

The weather these last few months in the eastern states hasn't been kind for flying and this weekend was no different. Thursday was perfect but no flying Friday or Saturday. A great improvement on Sunday, blue sky and little wind. With Saturday out, it meant 10 flights had to be made on Sunday. A two-minute max was set after your first flight, and you had eight hours to get them in. It is, and

was, a fun day, models going skyward nearly all the time. Some modeler's who were at the 50<sup>th</sup> still had their orange tee shirts. Some even had the same models that they flew 15 years ago. Naturally there were plenty of new models built from the Ray Harvey kits, one of these was Murray Wilson's. Murray powered his with a Para 15 Glow, as the day progressed Murray had it sorted and it's now a potent open power model. Ray's new orange and black Thunder Tiger 15 was another model going up on rails. Other models had a big variety of engines from 1.5 PB diesels (which will no doubt be used in OZ Diesel) up to the Para.

All entries received a bottle of George Fuller's Merry Merlot with a special Dixie label. Overall, it was a great weekend. I feel sure it will happen again so get started on a new model and be ready. I have heard a rumor that there might be a Dixie event at the next Free Flight Nationals in October 2025.

Once again, we thank you George for giving us the Dixielander.



Ray Harvey launches



Bob Marshall's or Rob Walker's Dixielander



Warren Leadbeater

# Wazza's perspective on WW

Report by Warren Leadbeater

What a shame, almost beaten by the weather again. Thursday was a beautiful day for those of us who travelled down early. Should have had a fly Thursday afternoon we all said later. The wind came up on Thursday night and so did the rain. Friday was windy and so was Saturday. Unflyable. Saturday night the wind dropped and it was quite pleasant. Sunday we were finally able to fly but later in the afternoon the wind came back.

I took two Dixielanders to West Wyalong, my first model, my new one with the Cox TD 15 cut my little finger on the knuckle badly on the first start, blood was gushing out due to my blood thinners, so I had to go back to the house to issue myself first aid, then when I came back and flew it. First flight, it got a 3 min max but then landed in the dam, in the water! (see photo) The timer got wet and stopped working so I took it out to dry and I changed models. Second model, my older Dixie with mechanical timer and OS 15 FP, a bit heavier, first flight 2 mins 30 sec then lost it's trim and did some excellent aerobatics (which won me the best aerobatics prize) before finally crashing out on the 7<sup>th</sup> flight. Later inspection revealed a warp in the fin to the left. The model wasn't badly damaged so all good for next time.

Andrew and I missed the group photo because we were looking for his model which was lost at the time. He lost his model because he was using a BMK tracker which we were still learning how to use. Turns out it wasn't connected to his phone when he launched it so he had to rely on a bearing to find it. Only problem was the time keeper pointed in a direction that was 90 degrees to the right of where the model actually went. We went off in the

direction we were told (North East) and didn't find anything. So we then drove up onto the dam wall wondering if it went in the dam. Andrew got on the roof and held the receiver as high as he could. It pinged! We got a new bearing back towards the West. We didn't believe it at the time but we followed it and there was the model 190 metres away from where we were.

The Big Models were there and we started them but we weren't game to fly them in the wind so we put them away for another day.

It was still a good weekend with a house full of people. At various times there were different groups of people in each room of the house. Some on the front porch, some in the lounge room reading, others in the library researching, people in the kitchen drinking tea and out the back room looking at things. It was great to see the house full of people enjoying themselves.

Sally and Andrew set up camp in Matt's "love shack" and decked it out nice with a glamping tent and some flowers and made it look real homely. It was quite pleasant to sit in there in front of the fire and have a cuppa and a chat. There were a few others camped about the place as well. Michael & Natalie, Murray & Mark, Albert and Geoff H and his wife.

On Saturday night we had a great dinner catered by the Bush's and we watched the comet C/20023 A3 which I had been trying to see for weeks. It was the best view of any comet most of us had ever seen and you could see it quite well with the naked eye.



Too windy for The Big Boys: Warren SuperPearl 732 Andrew Satellite 788 Roy Satellite 788 Michael Satellite 820

# Natalie's perspective on WW

Report and photos by Natalie Beckett

What a wonderful weekend we all had away at West Wyalong. To celebrate 65 years of the Dixielander, we joined the event with a Dixielander Festival atmosphere. We saw around 20 Dixielander with some variations.

Saturday was high winds and cloudy, which made flying tricky. Which meant a non flying day. But it was still a lovely day of chatting and catching up with folks.

The weather settled and Saturday night dinner was a hit like always. Around 35 people attended the dinner to enjoy a lamb cook up with Bushy. We were able to just sit back and relax. We even enjoyed an open fire.

Sunday morning we woke up to a fantastic day, with light winds and the sun shining. So the Dixielanders came out in force and it was lovely to see so many Dixielanders in the sky at once. Due to the non flying day on Saturday, it was decided to put 10 flights in on Sunday. Some flyers encountered engine trouble and others were still trimming - perhaps they'll be ready for next time? Only 12 flyers recorded scores.

## RESULTS

Murray Wilson .....	1242
Andrew Linwood .....	1230
Roy Summersby .....	1055
Vin Morgan .....	960
Ray Harvey.....	960
Warren Leadbeatter .....	621
Peter Scott .....	530
Michael Towell .....	376
Graham Maynard .....	188
Bob Marshall .....	103
Dave Shackeford .....	93
Albert Fathers .....	34

## There were some fun awards too.

Biggest Crash .....	Lindsay Muffett
Longest Over Run .....	Michael Towell
Best Aerobatics .....	Warren Leadbeatter
Model of the Meet .....	Ray Harvey
Emu Award .....	Gary Goodwin
Oldest Model .....	Vin Morgan



Roy Summersby's Dixielander



Murray, Roy and Dave get ready



Mickey landed on the edge, Wazza got wet



Graham Maynard with Roy Summersby



Leady's Comet: 10 secs, Night Mode, iPhone 15 Pro



Sally and Wazza watch the Thermal Buster

## Construction Corner

# Taming the Fokker



I'm talking about the Fokker DV111, which I built some time back. It is now tamed, but it has taken some time and some repairs.

First flight out at Richmond it wasn't looking too bad until it turned right and came straight back to find a table. The result was a badly damaged undercarriage and a broken crankshaft. Not a good start for the brand new, SAMS 75. Some more attempts at West Wyalong it wasn't much better, turning very tight to the left before finding the ground in a very undignified manner. A few more repairs and some right rudder, it was now going straight, this was not good as it started to power stall and didn't stop till it found the ground once again. I wasn't going to be beaten on what is really just a parasol fancy sport model. Back to the repair shop and some serious thought.

I will add here that repairs to the bottom of the fuselage is not a simple matter. Having a lozenge pattern involving five colors, and all of different shapes is a little time consuming and this has now been done three times, one from new and two from repairs. Other repairs have been on the undercarriage and the wing between the wheels.

The wing was made flat on the top, the only dihedral is where the underside tapers from the root to the tips. I decided to give it some dihedral, this meant bending the wing. This was done by force and was achieved by placing the wing on the ground with the tips packed up and weights placed in the center. Left in the sun and on the hot concrete for some days and the wing succumbed to the pressure and gave in, it now has 40 mm on each tip.

Next flights at West Wyalong, still going hard left but the beast was taming, nowhere near as savage as it was. Back at the house some more right thrust and a bit more right on the trim tab, maybe this will work. Back out in the late evening and success. Still turning to tight with the left wing down too much for my liking, but at least I had it flying. Four flights with a full tank, it was a joy to watch after so much frustration.

Back home and some more thinking, can I make it better? My answer came to me at some ungodly hour in the night. Why not upgrade the engine to the SAM 100. This would let me use a 9 X 4 prop which would be better on the huge frontal area of the Fokker. Flying was improving now with each outing but the model was still flying with the left wing down. To correct this, I did the old chuck glider trick of adding weight to the other wing, 8 grams of lead let into the tip. Result much better, I was getting there. I also added a throttle, controlled by a KSB timer fitted on the bottom of the fuselage. The 100 has a separate tank, as it doesn't come with one. This was made from the bottom of a 20 mil syringe and fitted to the firewall.

Next outing the model is flying beautifully, timer lets the throttle go to idle and the model goes on and on and on. It was a perfect day and I just slowly walked after it for 6 or 7 minutes. Three more flights of 6 or 7 minutes and it was time not to press my luck. The plan is for it to land under power not keep flying at 30 feet. Back home a smaller tank was fitted and I hope I have the throttle just a bit more closed. So next time perhaps it will land under power and it will be there.

*Roy Summersby*



# Westland Widgeon 111a

My build at present is the Westland Widgeon, a British light plane built in the 1920s. I have had this planned for some years after acquiring a West Wings 24" rubber kit. My thoughts were to build as near as possible, the Widgeon that went looking for Kingsford Smith and which was lost in the Tanami Desert. Since then, I obtained a very nice, and fairly large-scale drawing of the aircraft. I also have Peter Rakes plan for an electric powered RC version. This is the 111a version, I have modified it to suit I.C free flight, and intend to use a SAMs .75, hope there is enough power to pull the 1200mm model skywards. When looking at the plan one sees a Tiger Moth without the bottom wing, there are many similarities. Did DeHavilland get some ideas from it, we will never know. If it fly's as good as a Tiger Moth I will be happy.

My big mistake has been that most of my drawings and photos I have, are of the Widgeon 111 and not the 111a. A casual glance they look the same, as they both have the same air frame. Differences being, a different engine and undercarriage. Naturally, by now, I have all the timber work done, and undercarriage fixed. Without a major change, I am stuck with the 111a. Yes, a nice scale drawing for the judges to look at, but no color photos to support my

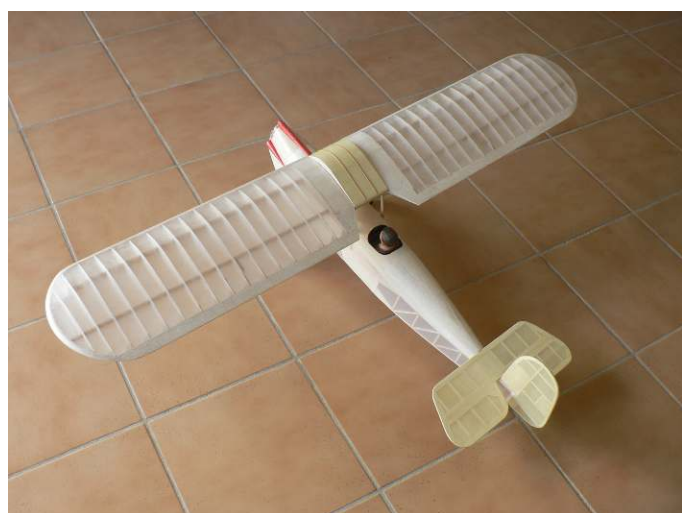
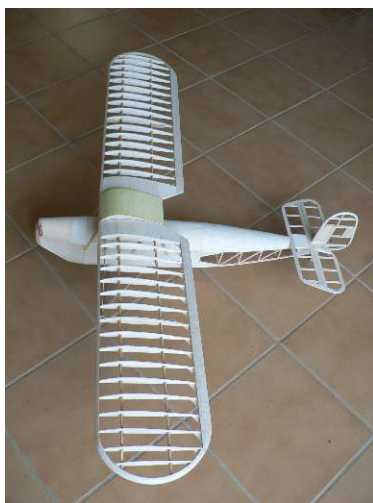
unpainted model as yet. There were only seven 111a built, did any come to Australia? Can anyone out there help me?

The model has come along very nicely and is about ready for paint. The flying surfaces, wings, stab, fin have been covered in laminating film and have had silk doped over the film. I used this system on the ABC Robin and I was very pleased with it. This method gives a more natural cloth look. I was impressed when I saw Tahn's DC3 last July, where he had used Deluxe Eze-Kote on the sheeted wing, so I gave it a try on the fuselage. One coat on the balsa, a light sand, lay 1/2oz glass on and brush another coat through. When dry another light sand and another coat and it's finished. I must admit I am sold on it for sheeted surfaces, so easy to use. Being water based I think it could be used for applying tissue over laminating film also.

Phil Warren sent me some photos of the Widgeon which was at Bankstown, I was able to reproduce the dashboards as per original, thanks Phil. There is still some fiddly work to be done like exhaust pipes but in a few weeks or months and it should be taking to the skies.

The test pilot has been painted and is "Winstone" from West Wyalong - he will fly the Westland Widgeon.

*Roy Summersby*



# SMALL FIELD FLYING

Report by Vin Morgan

It is an unfortunate fact that the large fields needed for free flight are all located a long way from where most of us live. There are smaller fields in, or just out of, suburbia but flying on them has always been a bit fraught because the outfield is full of trees, roads, houses and impassable fences. But recently, lightweight, inexpensive, Radio Dethermalizers (RDT) give a degree of control that has changed the situation making small fields usable on calm days.

Name	Contact	Type	Availability
tox	Harry Sokol info@4dfx.com.au	Stand alone or host timer	Limited availability. Contact Harry
Airtek	Ben Bauer airtekf1a@gmail.com 01669 205 2808 <a href="https://airtekee.wordpress.com/rdt/">https://airtekee.wordpress.com/rdt/</a>	Stand alone or host timer. Special receiver for stand alone	Available
Bodnar	Leo Bodnar Peter Brown	Stand alone or host timer	No longer in production. Limited numbers available from Peter Brown fifiuk@hotmail.com
Aeris	Massimo Ursicino info@ffelectronics.com		Available
BM	Melih Arakelle <a href="https://bmks.co.uk/">https://bmks.co.uk/</a> also <a href="https://www.facebook.com/groups/bmkfreeflight">https://www.facebook.com/groups/bmkfreeflight</a>	Various. Stand alone or with timers	Available

These systems don't actually provide dethermalization; they just provide an electrical signal that then has to be used to actuate the, now universal, tip-up tail DT.

There are various methods:

- A servo. This is the simplest solution, and now there are inexpensive servos listed on internet shops that weigh less than 2g.
- A band-burner. Band burners are the lightest solution. Not all the RDT systems will operate a band burner. Their main problem is the high current (several amps) for the heater is very demanding of the battery. It isn't that the battery is discharged because the time is short, but the battery must be capable of supplying the current.
- A muscle wire actuator. A neat, light solution that uses low current. But you have to make your own.
- A pager motor. The very small, low current motors used for vibrating alerts in phones and pagers can be used to release a DT line.
- A solenoid. The original Koster electronic glider timer used a solenoid. Could still be a viable method.



## Time's Up – A Winter's Rant by CHE

There is an increasing amount of commentary about automated timing (AT) of FF models, particularly in FAI events with the perception that all the ducks are in a row, the technology exists and we should darn well just get on and implement it; so there! But is that really the case? Let's have a look.

Post the 2013 World Champs the idea of altimeter timing of models got traction with the result that the AllTee unit got produced, certified by CAIM (via the EDIC) and the rules changed to allow a) altimeter flyoffs at World Cup events and b) the ability to present altimeter data as alternative timing information at World/European Champs and World Cup flyoffs. Later the altimeter part of the Flying Neuron (FN) unit also got certified, so now we have two units that are the only ones currently allowed for a) and b) above.

The 'About Time' initiative has attempted to extend the capability of these two units to, let's call it demonstrate, some level of AT. Simply an algorithm is used to interrogate the altimeter v's time data and calculate the time of the flight and with the FN to upload this information to a webpage; it does this by sending data back to a ground unit which is linked to t'Internet. The algorithm used by AllTee and FN is, I understand, basically the same in that a user-defined trigger altitude is used to 'start' the flight timing (with some back calculation to the exact start point) and a period of no change in altitude for 1 minute is used to 'stop' the flight timing (again with a back calculation, to the initial stop point). I'm told that B, C, P and Q models typically use a trigger altitude of 10m and A models typically use 60m. So as long as you meet the trigger altitude then the timing will start and as long as it's stationary for at least 1 minute then timing will stop – what if a legitimate flight doesn't meet these two criteria? Well simply the wrong time (and it could be 0s) gets recorded but that never likely to happen, is it?

### Flights we need to time

Now I remember reading with disbelief the statement that many unusual circumstances that can occur when flying our models (who knew!) were 'so insignificant that they can be ignored'. Excuse me! If you're now going to be timed automatically then EVERY flight is equally important or are we saying that only a 'clean' flight is allowed to be timed this way – I hope not. Let's look at some test cases :-

#### 1) Gorsky, Mongolia, 2015 World Champs, F1A final flyoff.

For those that weren't there, the towline was released but never came off for the hook for about 1 minute. The model bunted perfectly at some ludicrous height well above any nominal trigger altitude and glided, albeit with a high sink rate until the line fell off. The

timekeepers saw all this (they were excellent) and the score returned was that from when the line fell off to landing.

An automated time would have returned the wrong score having defined the start time as line release – the same would have been true for a line break as well. How could any automated system based on altimeter, GPS and/or accelerometer have measured this time correctly? Well it couldn't.

#### 2) Campbell, Hungary, 2017 World Champs, F1A final flyoff.

Malcolm's almost moment of glory (we were all rooting for him!) when the battery quit as he launched and the model looped and stalled down (at this point the Ed takes a large swig of 'Groggins Dead Sentence' to dull the pain). Did the model launch to 60m? Well I suspect it didn't and therefore no time would have been recorded by an AT system.

Certainly these sort of flights are not unusual with trigger heights simply not being able to cover all situations. So should we do away with any need to ensure the line has been released? Well in that case if you accidentally release the line and trigger a start then you could get a false score, or if the line broke and the timer didn't start you'd get a false score – are the glider fliers happy with that? I'm not.

#### 3) Gobbo, Hungary, 1990, Euro Champs, final flyoff

Max had broken his best model and had to fly a spare in the flyoffs. The model was fitted with bunt but it wasn't working properly so he had to tow it up and release from 50m only. He came 2nd with timekeepers who saw the whole flight without incident. Could this flight have been automatically timed; no it couldn't.

What about a model being released below the trigger height in general? What about attempts when the flier can (usually) legitimately RCDDT down? Of course a timekeeper will spot all these anomalous flights and ensure the correct time is recorded, an AT system couldn't.

#### 3) Danier, Sweden, 2014 World Cup, rounds flight.

Jama won the World Cup this year as a result of winning the contest in Sweden but only after a 2<sup>nd</sup> attempt when a hatch fell off his model on an otherwise sub-max flight. An AT system couldn't detect such an anomaly as a 3g hatch falling off so would have rewarded him with a sub-max and the consequences that would have had for the World Cup that year. Would that be fair?

4) O'Grady, USA, 1979 World Champs, final fly off

Dan caught the prop as he launched and the model didn't max BUT it was still within the weight limit so he flew again under the attempt rule hoping for a max. Any AT system would have only allowed the first flight.

Any item falling off a model (except part of the DT system) is allowed a re-flight. I had one once in Hungary when a mid-air knocked my tailplane off ! The re-flight maxed of course. Should we bin this rule simply as an automated system can't determine if one of these 'insignificant events' has occurred ?

5) Guluganov, Hungary, 1990, Euro Champs, rounds flight.

One of the most remarkable flights I ever witnessed. Juri launched his B but the prop didn't start, however the model glided around just off the ground for maybe 10s and ONLY then did the prop start with the model climbing normally to max; I kid you not ! What time would an AT system have given ? Clearly the start point would have been wrong.

And many, many, many, many, more. What about an F1E that stays the same height after launch for more than a minute – not unusual for that class. I've had and have seen A flights sit just above a runway for minutes, and even a model sitting in to wind not sinking at my first Euro Champs. Guess these flights aren't good enough to time anymore ?

**Data Transmission**

The link from the model to the receiver, let's assume in the hands of the flier, is not perfect. It is FM based so can have issues with range, interference, and ground proximity. Those that use GPS trackers will have had the issue with the model not being where the last signal received said it was, but in fact some meters away; this is the Fresnel Effect due to ground proximity that attenuates a FM transmission at low level and hence any AT system based on needing a data stream for landing plus 1 minute will underestimate the flight time significantly.

Other issues I've experienced include spurious data being received which is sometimes down to the transmitted packet of data having a duff 1 or zero; a recent example with an encoded system put a model at 11,000m (Good launch Chris !: Ed) and another at -450m; so maybe it's not perfect after all. I suspect that some systems suppress this spurious data, ie they change the raw information; hmmm. My take on all of this is to NOT rely on any time/position data that is transmitted, but instead keep the data within the model for downloading later, but I'm getting ahead of myself.

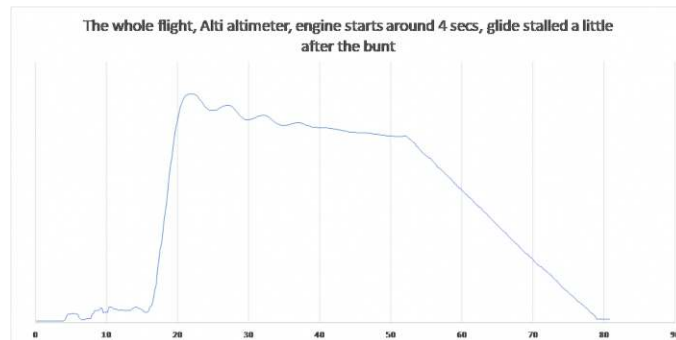
**Engine Runs**

Now I still haven't talked about engine runs which MUST be timed as part of an AT system for C, P and Q; yep, you

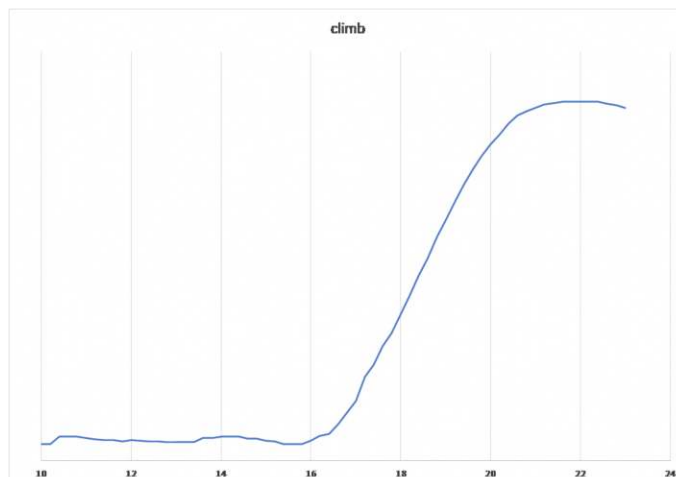
need to check that the Q run isn't over 30s don't you. I have done enough electric flying and have written papers with C fliers who have used altimeters for years and altimeters simply can't detect directly the launch and stop times. It has been suggested that accelerometers could be used, or a calculation of acceleration, so lets have a look at that. Indeed you can get a 3-axis accelerometer chip for, er chips which can measure at nominal high resolution and accuracy, and add this to the altimeter unit. Assuming for a moment (more later) that there is a definitive change in acceleration that represents the motor stopping then now you'll have to certify that – I talk about that aspect later as well.

Let's say you CAN determine a trigger value of some parameter, let's say acceleration, for a normal flight, how do you deal with the 'excursions' ? Cs and Ps, do odd things like have lines break, structures fail, the launches are poor, etc and you end up with a motor running on to often give an overrun and the ability to RCDT down safely and take a 2<sup>nd</sup> attempt. These situations would never give the same trigger as a normal flight so are we saying (like line breaks for As, etc) that the flier had to just suck it up and take the recorded time with an AT system? I hope not.

Let's look at some real data. Here's the plot from a certified altimeter of a world class folder, recorded earlier this month; care to guess when it was launched and when the engine cut ?



We can zoom in if it helps and just consider the climb and cruise :-





Tricky eh ! I suggest that it's impossible to be accurate to say 0.1s, which is the sort of resolution required to be able to time an engine run of ~4s (2s from 2026, only kidding !), all the time with prop wash effects throwing a spanner in the works. Not all fliers launch the same way so would an acceleration launch trigger that suited say a hard throw from Taron be suitable for a softer release from Simon ? Almost certainly not. And how about a P or a Q ? For the latter any acceleration trigger or height or speed trigger will be smaller but the need to ensure the motor run is 30s or less (10s from 2026..... – I jest !) is no less important to the contest result.

The fact is that any IC engine run + burble + poor shut-off can be very accurately timed both optically and/or aurally and it has been demonstrated, but then we're back to cameras with microphones and that's just balmy talk, because, er,.....

### Certification

We have two systems certified for altimeter flyoffs – no problem with that – but why do you need to certify any altimeter for alternative timing ? You don't, a relative altitude is more than good enough as it's only being used for start and finish triggers and yet, and YET ! The rule allowing good kit like the FlyDream altimeter that used to be used (ie it's not certified) has been ditched – bonkers logic ! It was suggested to me by a source extremely close to the certification action that I should submit (via my Aero Club) a proposal to, er, allow non certified altimeters for timing. You mean like we had ? Bonkers logic ! It's perhaps not surprising that we don't have other manufacturers stumping up the dosh to get their altimeters certified.

As for the idea of using accelerometers even if they could determine the stop time of an engine run (which I propose they can't), I remember well 3-axis shaker tests in my days at a satellite manufacturer – I suspect it will cost more than the cost of a car to run one of those tests to certify a model accelerometer rig for, say 0.1s resolution at, say better than 1% accuracy. Does anyone think this is practical for a cottage supplier of modelling kit ? Thought not.

### Is there another way ?

In the 2019 BMFA 'Free Flight Forum' I presented a paper entitled 'About Time' (I know, but my lawyers say I should have copyrighted it) which discussed the start of the 'altimeter appeal era'. Many of the points I've made up-stream are still applicable (You mean this is just a re-hash ? : Ed) and have not been addressed in the meantime.

I even wrote a short specification that is still relevant :-

**Object:** To accurately time a FF model aircraft from launch/release to end of flight.

**Accuracy:** Total time to be accurate to less than 0.5s.

**Start Time:** From hand-launch of applicable models or line-release of towline models (indicated by pennant falling away from model).

**End Time:** The model stops flying.

**Applicability:** FAI classes A, B, C, E, P, and future classes flown to World or European Championship level, senior or junior. (Note, now include Q).

**Recording:** The entire flight from start to finish shall be permanently recorded on a media that can be made available to the Contest Director(CD)/Jury within 30 minutes of the end of the FO.

**Identification:** The recording method shall provide unequivocal proof that the flight time was made by the competitor.

**Engine Run:** Determine the length of engine run for classes C and P (Note, now include Q).

*Of course there are many ways to write this but the key thing is that you can accurately determine the flight time for all outdoor classes, current and future (perhaps F1Q), and quickly provide this to the CD/Jury with proof that it came from the model in question. Arguably the most difficult part is determine when the model has stopped flying and is simply not swinging from a tree or has disintegrated from say a mid-air collision and is falling to the ground.*

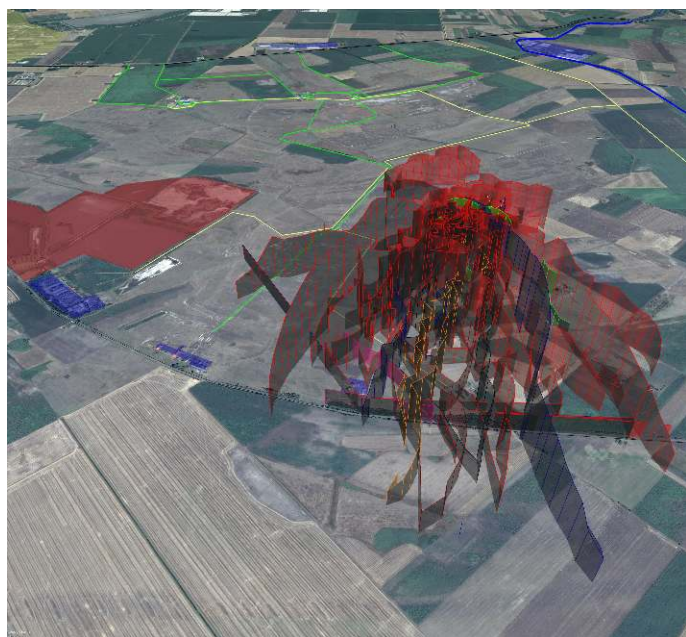
I discussed another option, that of video recording the flight using an on-board camera and still find my arguments persuading ! ALL of the issues discussed could be solved EXCEPT the concept of automated timing and that's because this is simply not practical using the technology currently being discussed. Since 2019 I suspect that the video technology has developed further but it's clear I'm flogging a dead horse so I'll leave the idea on a shelf and bring it out every so often (such as now) to show how it would benefit our timing problem. Don't forget that video recording would have ensured that Anton, Yuri, Jama, Dan, Max and Malcolm (amongst many others) would have got the correct score whereas the About Time project based on altimeters wouldn't. Nor will any other method that doesn't have a view of the model in flight – you know, like timekeepers do.

There is no reason why a whole contest's worth of information can't be kept in local memory then downloaded if required. By 'if required' I would suggest that you could only appeal a time if the recorded time was, say, within 20s of a max. Under that then the flight would be short and highly likely to be timed accurately as it wouldn't have gone far and we do need to be pragmatic about the overhead on the organisers and jury on the

number of appeals allowed. What sort of numbers are we talking about ? Well at the last World Champs in France there were 24 in F1A, 29 in F1B, and 19 in F1C with flights 20s or less under a max for the seven rounds, so still high numbers and some fliers with multiple dropped flights – maybe there should be a limit on the number of appeals per team ?

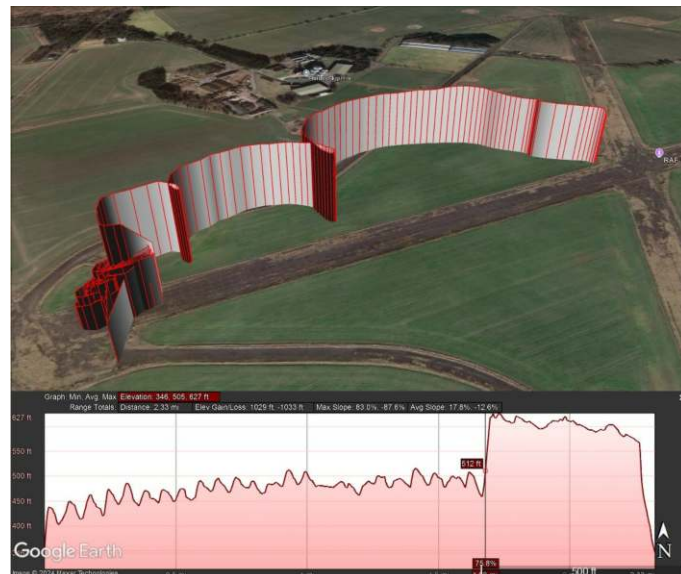
Let's be sensible here, an AT system for FF isn't on the cards at the moment. Certainly the About Time initiative has shown many of the technology aspects to make a workable system are there but we simply can't (or in the case of video, don't seem to want to) make it work with the data we're collecting. However I do think that we CAN get better data from the combined GPS+altimeter unit which is already available from more than one supplier as a stand-alone unit, and integrated with more than one timer system.

Perhaps we should look at what some GPS+altimeter systems can provide already. For me the use of a standard format file would be a good thing; easy to define and check – I'd plump for a .KML file; why ? Well not only can it provide a certified time via the GPS link (Icare2 does that) but it has a graphical output of the data that can be interrogated via standard software, ie GoogleEarth. The advantage of this is that any attempts to manipulate the flight will be obvious in the plot. You could also pull up and show, say, all the flights in a flyoff and see how they compare – is the nominal landing point versus time sensible and comparable with the other flights for example; I did this with the old iCare2 system at a World Champs once :-

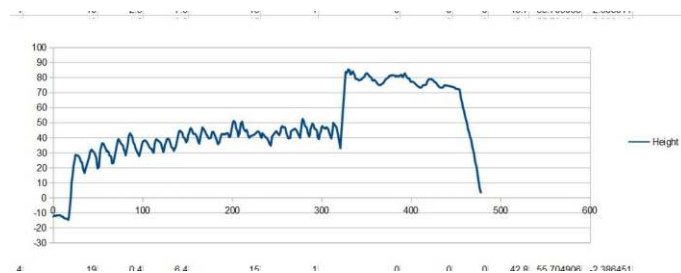


What's more if the data is 'raw' then for a glider flight you'd see the tow, circle and the point of launch even if it

were under 50m with the landing being the same. Here's an example of one I did earlier:-



Note how the altitude data, in this case from pressure transducer NOT GPS data, is also plotted and can be interrogated. Alternatively you can plot the height data directly using a spreadsheet :



There is no problem with saving all this data in local memory from the start of a flight.

Consider this. Why not use the GPS positional data to 'check' that the model has landed and not just flying around at a steady 1m in an inversion layer or riding a ridge at low level ? If we differentiate the positional data then you can calculate a speed and easily see if a model has stopped moving – some units do this already of course. This would be better, right ? You could now write out the GPS derived time (no need to certify), and GPS longitude and latitude (no need to certify) and altimeter data (relative only, no need to certify) and put it in the .KML format.

Now here's the thing, I've already shown that transmitted data can be corrupted and more importantly lost at low level due to the Fresnel Effect so let's continue to use the transmit function for retrieval etc but keep a rolling memory in the unit that records to the true landing point. I spoke to one supplier who felt that a 2x2mm memory chip

would give the ability to record ~150mins of the data I've suggested; sounds positive to me. The more interesting point is getting the data off via Bluetooth or similar when you might have 200 models trying to connect to the organiser's network, but this would only be necessary in cases of appeal – maybe similar to the 72 cases I see from the 2023 Champs. Assuming this can be sorted then the raw .KML files can be stored and then interrogated via the organiser's or jury with a standard app. that can do any other calculations of speed etc. Everything thing in the same standard format with no need for processing data as that would be done by an official unit.

There is no need to certify anything as such, you just submit a few production units and get CIAM to drive around a scenic route including changes of altitude and compared with a known standard; should be easy to do at minimal cost and thus encourage many suppliers (and individuals) to build units. BUT you still will need a timekeeper on the pole to time the model, look for falling parts, time any burbles at the end of a motor run, check for mid-airs, line breaks, Haggis attacks on the airfield (just checking you're still awake) and all the other stuff they do to ensure the time is correct and within the rules – applause for timekeepers please !

Of course none of this helps the case for engine runs so let's not kid ourselves it can. Best to drop any attempts to automate engine run measurement and do it on the ground like we do for small electric models (ie E36 and E20). Here the run is timed on the ground by the timekeeper and we trust the competitor not to change anything during the day. Why not do it for C and P ? I foresee the situation where during the course of a contest each competitor will have an engine run checked at least once by the timekeeper prior to their flight. In Champs you can simply 'process' the engine run the same way as a model weight, or line length, and if the run is over then it's a disqualification, pure and simple. Of course there is an overhead but unless you video the run on model, blah-de-

blah..... And a ground run will give you a few more tenths you can add to your normal run which gives more height and more duration – that's good yes ? You will still need a timekeeper to catch those instances where there is a long run down/burble/non shut-off that is clearly an over-run with some pragmatic tolerance on how that operates – well, like we do now in fact.

### And finally

Automated timing will not happen – period – unless we stop using technology that gives us incomplete data for flights that don't fit a simple set of flight parameters. Even if we did have something I've shown, for example, that things falling off would not be recorded unless we use optical recording so we'd still need timekeepers on the line for, er, keeping time.

Perhaps we have this wrong the and issue is that we have a good process and rules but don't have good enough timekeepers. After all it's a tough gig having done it myself in the USA and Mongolia; out on a line all day with limited shade, flying ants, etc. In fact the Mongolian timekeepers were exemplary in my opinion but were so because they were paid, have been trained for some years and 'let go' if they didn't come up to standard. I recall being proud to be chosen to time what turned out to Randy Archer's 1993 World Champs F1C flyoff and that of the three of us, one guy was way off with his engine run (about 7s !) and glide time (about 40s short); turns out this was his first contest timing FF models.....

Oh and as for the drone regulations and 'timing' beyond visual line of sight, best I don't mention that and let someone else explain that flying beyond unaided visual line of sight is ILLEGAL in many countries and any organisation's process that implicitly encourages it could lead to a country-wide ban. So I won't.

CHE – November 2024



### Pyxis GPS tracker \$650

Includes handheld receiver with soft case, two Pyxis beacons, two batteries, charger and a safe removal tool. This tracker is new and unused and has never been fitted to a model.

Postage or delivery cost may be included if excessive.

Contact: Terry Bond, Mob: 0417 027 579. Or [terrybondf1c@gmail.com](mailto:terrybondf1c@gmail.com)

# A BACKWARD GLANCE

## Narrandera 2022

All classes were well represented in 2022 but there was only one overseas entrant. Preceding rain delayed the start and made it difficult for the organisers but they did a sterling job to run all events. Roy was the Ch of Chs.



Gary Pope placed 1<sup>st</sup> in AFFS F1C



It's always good to be back on the Big Field



Albert Fathers and Ian Haigh walk back in F1A



Sole OS flyer Jerry Fitch had a stellar performance, 2 x 1<sup>st</sup> and a 3<sup>rd</sup>



Roy Summersby and Shayne McDonald prepare to make some noise



Mike prepares to do 1¾ outside loops in F1C!



Does Vin know something that the birds don't?



Here was a big roll-up for the dinner and Adrian's Ceremony



We say Goodbye to Adrian Bryant AUS 11



Roy Summersby went well with his Swiss Miss (as always)



Joanne and Gayle Bryant



Joyful Lachlan Booth



Albert Bojec launches mini Playboy



Ian Haigh did well in Combined Vintage

## **BASIL HEALY AND THE “NORTHERN INVASION” OF THE 1957 TASMANIAN**

(Curated by Mike Pettigrew)

### **PREAMBLE**

Basil Healy contacted me recently about an error I'd made in my note about him attending fifty Australian National Championships. The “fifty” was right, but I had Campbelltown NSW listed as the location of the 1957 Nationals when it should have been Campbell Town in Tasmania. I subsequently corrected that in a note in the next FFDU.

Out of that communication came a story from Basil about what he called the “The Year of The Great Pot Hunt” which was a story he wrote about 25 years ago telling how in 1957 he and Arthur Cooper (*Coop to us old people*) together with Coop's wife Barbara, travelled 7,000 miles (*Yes, that's before Metric was adopted in Australia*) in pursuit of as many free flight trophies as they could win in the one year. This, of course, required them to compete in as many free flight contests as they could find and they weren't all local!

It took Basil just over 40 years to get around to writing the story, and another 25 years for it to end up in our hands so, this story is therefore, a bit like vintage wine that improves with age and it has Basil's unique writing style about it.....

I remind our readers that Basil is now 90+ years old and is still very actively flying, but only in R.C Old Timer events these days, and he still wins his share! Basil is a man with a long and very successful history in the pursuit of an obsession – model flying.

The full story covers a number of events around Australia but I have reproduced here only the part that deals with the Campbell Town Nationals. I may slowly drop more of Basil's stories into later editions of FFDU if you enjoy this one.

I didn't know Basil at that time as I didn't meet him until early 1963 which is also around the time my wife and I first met Coop and Barbara. We became good friends and while, sadly, Coop is no longer with us, we still maintain contact with Barbara and in fact spoke to her again, only a couple of months ago. Basil, of course, continues on like a steam train so a few of the people involved are still here!

Basil's article brings back many memories of my early days in aeromodelling when somehow we all seemed closer to one another and enjoyed our hobby as it was then, as true enthusiasts where the aim was to have fun while in pursuit of our aeromodelling passion. Basil and Coop and others of their ilk were just that bit ahead of me in time and modelling experience back then and I still look to them as the pioneers of aeromodelling in this country and of course, as it was back then, free flight in particular.

### **Basil's story follows below:**

“Early in the year, we had made plans to attend the Tasmanian Nationals and we even tried to book a car on the limited amount of space available on the ‘Taroona’ which was the ferry running between Melbourne and Launceston, but without success. At least we had been able to book cabins, so for the first time that year we were going to be without the trusty Standard 8 at the flying field. The Previous year I had been impressed with the Bristol Bullfinch which Ken de Bomford had flown at Traralgon and had decided I could do just as well in free flight scale. I chose an unusual subject, the Heinkel 162 ‘Volksjaeger’ powered by a Jetex 350. Despite my best efforts at keeping the weight down I came out at about 16 ounces with the 3 pellets in the motor, all of which had to be supported by about 150 square inches of wing! The model was built in one piece and lovingly nursed on Barbara's lap all the way from Sydney to Melbourne.

I picked up Coop and Barbara two days before Christmas and took them to my place so we could pack the car and the model box. It soon became evident that no matter how we tried the tail assembly of my eight foot glider that it wasn't going to fit in the model box. “Cut the fin off” said Coop, so after drilling a couple of dowel holes to make sure it went back in the same place, that's exactly what we did! Success, everything now fitted so the box was hoisted onto the Standard 8 ready for an early start on Christmas Eve.



I won't elaborate on the trip to Melbourne other than to say; sixteen hours in a Standard 8 can lead to a bad case of ‘numbus bumbus’ tremendous. We spent a quiet Christmas Day with one of my aunts in Melbourne and rang Jim Fullarton for a chat in the afternoon. The following afternoon we arranged with one of my aunt's neighbours to accompany us to the docks where we unloaded the box and our baggage, then left the Standard 8 in his care until we returned.

The ship departed at about 4:00 pm and reached Port Phillip heads right on dinner time. Whilst we weren't troubled by the rough water, there were a number of hasty departures from the dinner table. After dinner we sat up on deck until well after dark marvelling at an albatross soaring on the updraft in front of the wheelhouse. Next morning we entered a near empty dining saloon for breakfast and were accorded first class service. On arrival at Bell Bay near Launceston we disembarked, collected our baggage, but the model box was nowhere to be seen. At that point our bus arrived so Coop approached a burly looking character who seemed to be supervising unloading, waved a ten shilling note under his nose and described the model box. Said burly character moved smartly to the ship's hold, shouted some instructions and out came the model box in the next load. We all breathed a sigh of relief, collected our baggage, and headed for the bus. Two hours later we stepped out of the bus in a small country town in the middle of Tasmania.

There was only one hotel in town and it was taken over by the modellers. There were only 57 competitors at the Tassy Nationals and I believe it took the state association a number of years to pay off the debt they were left with after the Nationals.

The Victorian contingent arrived in style having hired a DC-4 and arranged for half of the seats to be removed to accommodate the model boxes and models. Unfortunately, there was no aerodrome near Campbell Town big enough to take a DC-4 so they arrived by bus, car and even a truck.

The programme was to be six days of flying alternately free flight and control line. The control line field was just down the street from the hotel, but the free flight field was a couple of miles out of town. Getting to the free flight field was accomplished by a shuttle service run by about six of the local flyers using their cars. Garth Wilmot and Ken de Bomford made sure we were always in the first load to go to the field. On our first day of flying there was an unusual announcement over the P.A. system, 'Has anybody seen Bond Baker's insertion stick?' The speaker was of course talking about the long stick used to push the rubber motor into the Wakefield fuselage and hold it in position while the rear motor retaining dowel was fitted. Many of the fliers were later seen asking Bond how he had removed part of his anatomy.

This year was the first occasion that FAI Power (Later known as F1C) was flown at an Australian Nationals, and I was well prepared with a new model which had been trimmed out fully at home. Its dead air time was better than any of the opposition until Jim Fullarton hooked a thermal on his second flight, but I slowly whittled away at his lead so that we were almost even with one round to go. It was late in the day, thermals were non-existent, so my model finished up winning. On the next day Coop had entered class B open power with a model powered by a Dooling 29 but was plagued by inconsistent motor settings. At this point he decided to enter class C power instead and

promptly borrowed a K&B 35 from Victorian team race man Bob Hyde. With this lovely smooth running motor, he soon established a healthy lead, but still had to fly the last round to be sure of a place. You guessed it; not only did the dethermalizer fail, but the model went out of sight before it reached its max and Coop came third. To make things worse, Coop had to buy Bob another motor at the auction that night!

Our next day on the field was a busy one with me flying the Heinkel 162 in scale. It did not quite qualify with what could only be described as a powered glide. I also flew the



big glider (with fin re-attached) and was doing reasonably well until it flew into a fence while travelling downwind. The combined flying speed and wind speed was sufficient to ensure almost complete destruction. Bart Carney sent his boys off to pick up the pieces while I helped Coop fly in A/2 glider which he eventually won. That night we had the first night scramble staged in Australia. I had built a 'sort of scale' Auster Agricola fitted with a full set of navigation lights. I launched it on its first flight and was watching the white tail light steadily rising when suddenly in quick succession the lights changed to red, green, white, red..... descending rapidly. The model had travelled straight upwind about 200 yards and collided with power lines along the roadside. Scratch one Agricola! To add insult to injury, I became tangled in an old, barbed wire fence while retrieving the wreckage.

At the presentation dinner the following evening I had a photograph taken of 'The Northern Contingent' being, Bond Baker, Cedric Reinhart from Queensland, Coop & Barbara, Russ Hammond and myself from N.S.W all proudly displaying the trophies we'd won. All of these were carefully crafted by Ken de Bomford and a full set of 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> was much sought after.

*(ED: This photo appears on the next page)*

Following the Nationals I went to stay with Ken de Bomford for a few days while Coop & Barbara stayed with Keith Leonard not far away. We met up every couple of days for a bit of touring around the north of Tasmania and were even persuaded to stay on a bit longer whereupon we cashed-in our tickets for the 'Taroon' and bought some airline tickets for the latest day we could leave and still get home before our holidays ran out. We crossed Bass Strait in a DC-3 minus all our broken models, but with



our trophies and lots of King William Pine strip wood that Ken de Bomford had sawn up. On arrival in Melbourne, we spent the night with my aunt and then set off early the next morning for home in the trusty Standard 8. We had to make the trip in a day because we only had enough money for petrol and we were due back at work the next day.

We made it home by 9:00 pm and were glad to sleep in our own beds for the first time in almost three weeks.

And so ended the year of the great pot hunt."

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## MORE ABOUT THE JETEX STORY: COPYCAT LOOK-ALIKES

Back in 2019, I wrote an article about Jetex Motors and a brief history of Wilmott Mansour, the makers of these motors. I mentioned a couple of "Look alike motors" that appeared around the same time, being the Jet-X and the Rapier. There were more that I didn't mention, of course, so I thought I'd expand on that subject a bit out of general interest to include a few more Jetex copycat motors for the 1950's.

Some were well thought out and manufactured to a high quality while others could reasonable be described as rubbish by today's standards and, dare I say it; dangerous!

I mentioned the decade of 1950's as being the era of the Jetex motor and it's surprising to realise how rapidly interest in these motors declined after the initial burst of enthusiasm to the stage where by 1964, the MAAA considered interest in Jetex models to be sufficiently low for them to decide to no longer have a perpetual trophy for the Jetex event, so they gave the Wilmott Mansour perpetual trophy away to the winner of the event at the next MAAA Nationals. There were some other perpetual trophies in the same circumstances, but mainly in their case, the problem lay in getting them back again to present to the new winner the following year, and no doubt this contributed to this forced general reduction in the number of perpetual trophies awarded at the MAAA Nationals.

Jetex first came on sale in mid-1948 and it their peak around 1955. The 1957 Australian Nationals, for example, had 27 entrants in the Jetex event compared to around 4 or 5 when I won it and took home the perpetual trophy in 1964/65. Such was the decline in interest.

Anyhow, let's look at some of the "look-alikes:"

1. **VELOJET 50 & 100:** These motors were produced in New Zealand and came onto the market in 1953 with the 100 unit selling for 22 shillings and sixpence in New Zealand, and the 50 size unit costing 13 shillings.

The motors were machined from solid by Betta Model Aeroplane Supply Company and were high quality products. Both versions certainly bore a very strong resemblance to some the early Jetex motors with the spring safety release at the front of the motor.





The motor came with 5 fuel pellets, wick and gauze and one presumes they also sold the fuel and wicks etc., separately as well, otherwise it could become very expensive indeed!

The downside to the motors was the fact that the end cap screwed onto the body and with frequent use the resulting corrosion made the cap difficult to unscrew leading the modeller to resort to pliers to remove it. The inevitable cap damage shortened the useful life of these motors.

**2. TIGER ROCKETY TYPE A:**



This was a Japanese clone of the Jetex 50, and yes, the name has been spelled correctly.....

These motors came in a box identifying it as a Jet-X motor but we understand this is not the same motor as the one of the same name mentioned in our previous article. They were distributed in Australia by Aero-Flyte Products, a name familiar to many, but we don't have details of pricing or when it first became available.

The build quality was also excellent and comprised an Aluminium body, electroplated Brass end cap and a copper cupped disc that covered the front end of the motor body presumably to prevent damage to the aluminium body caused by the pressure relief spring closure.

There was also, we believe, a 100 size version as well and both of them used Jetex (the original Wilmott Mansour) red spot fuel and wicks, gauze etc.

They apparently performed quite well.

**3. TIGER ROCKETY TYPE A (SECOND VERSION):**

There seems to be little difference between this motor and the one depicted above, however it isn't sold as the Jet-X, it is sold as the Tiger Rockety type A and comes complete with their manufactured fuel. Apparently they decided to make their own rather than leaving purchasers of the motor to buy Jetex fuel and accessories. You will notice that the fuel pellets have a hole in the centre which was intended to promote more rapid ignition.

Unique to this jet motor manufacturer is the tubular heat shield that comes with the motor to protect the model from heat damage. The motor itself appears to be very similar to the one above although we cannot see the copper end cap as was used on the earlier version.

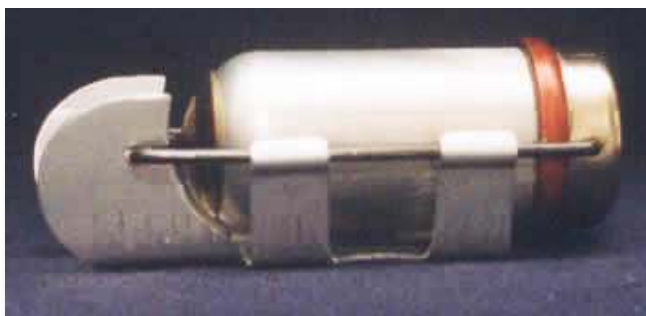
Again, we can find no reports of problems with these motors and I would be curious to find out how many were sold and used in Australia.



#### 4. TIGER ROCKETY TYPE B:



This has often been described as a Jetex 100 clone and it was supplied with the same sort of tubular heat shield as the 50 size motor mentioned above. It also used the same type of fuel with the hole in the centre, but larger of course, being a 100 motor.



As you will see, the mounting bracket differed from the other motors reviewed and I recall that some of the genuine Jetex models had this style of mount which was very convenient and allowed easy adjustment of the thrust line as well as providing good access to the motor itself for reloading.

#### 5. NOVA-JET:

The Nova Jet motor came as an optional accessory for a delta wing design model that you could launch by catapult. It is understood to be of German origin and the airplane was made of dense moulded polystyrene and measured just over 8" wingspan.

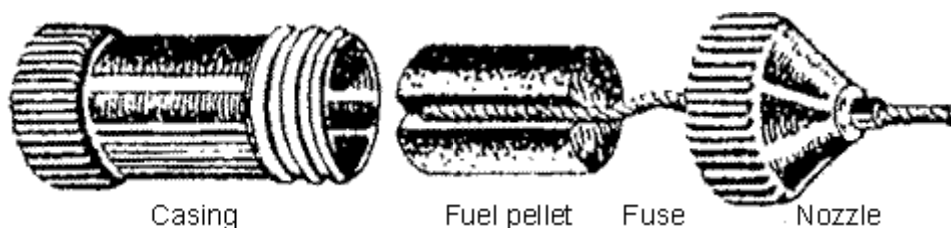
The motor was fairly rudimentary in design and somewhat heavy compared to the Jetex equivalent. You could buy the fuel they provided, but apparently they also ran well on Jetex fuel, but we have no information on how well the little model flew, but one could guess that it travelled fast and would have been somewhat unstable. The fuel they provide appears to have been manufactured in the USA.....

The nozzle cap is crewed onto the body of the motor using an Acme thread, which, by its thread form was presumably less prone to distortion and gumming-up caused by running the motor. The bottom of the body, being the front of the motor had a safety relief valve in the form of a spring-loaded plate covering a small hole – simple but effective one would guess.



**MOTOX 12:**

Last, but not least is the Motox 12 made in Germany shown in the illustration below.



It was a small motor with black waxy fuel pellets of only 11mm diameter – the wick was similar to the standard Jetex wick except that it appeared to be dipped thread rather than the extruded Jetex wick with the fine cooper wire core.

Beyond this, we have little knowledge of the motor other than to comment that it resembles the Nova-Jet described above.

I guess this rather limited information offers little real understanding of the Jetex Look-alikes other than to say there were a few, but none of them came close to the level of popularity achieved by the original Jetex product.

Mike Pettigrew  
June, 2024.



**From the NSWFFS  
Major free flight events  
at West Wyalong in 2025**

**30<sup>th</sup> May - 1<sup>st</sup> June** State Champs in F1A, B and C  
NSW and Victorian State Champs

**25<sup>th</sup> - 27<sup>th</sup> July** **Mini Maxout** This will include  
the three George Fuller  
models - the Stomper, Zoot  
Suit and Dixielander. Most  
likely a 7 sec engine run and a  
2 minute max.



**17<sup>th</sup> - 24<sup>th</sup> October** **2025 Free Flight Nationals.**  
There will be a Dixielander  
event in the program.



**Wine For Sale**



Get your  
Dixielander wine  
before it all goes.

Only six left!

This collectors'  
wine is available  
for only \$10 per  
bottle.

**Contact Roy on 0413 588 720**

## Engines For Sale

Brand new in original box, never run, **Oliver Tiger Mk3**

No T31424, which I think indicates made in 1954, Needle still in factory wrapping, a very unique piece of British modelling history. ....\$600

**Eta 15 Mk 11** very good .....\$250

**Mills VA .25** looks new & unrun .....\$140

**Mills .75** very Good.....\$140

**Cox 09** like new.....\$135

**CS Oliver Twin** new in box.....\$600

**Redfin Blue Streak .60** NIB .....\$270

Will supply photos to those interested. **Roy Summersby** Mob: 0413 588 720 [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au)

## WANTED - F1As

I live in New Zealand and am returning to Aeromodelling after a long layoff (think 30 years). In between, there has been work stuff and marriage and family etc etc. I wish to return to my roots. It is one thing to fly a Tomboy or a HLG or a Lively Lady but I really want to reconnect with F1A and F1B (and G). I am somewhat time poor and also 'rusty'. I am looking for any secondhand models that might be advertised in your magazine (or that you might know of). I would consider anything 10 years old or less. I figure it is

better to make some serious mistakes with an older F1A circle towing than some USD2500 Ukrainian machine. Can you think of me as and when any ads (or insider knowledge) come to light? And yes, there is a small shipping issue...

Thanks in advance

**Mark Elder, Christchurch, New Zealand.**

[Mark.Elder@cdhb.health.nz](mailto:Mark.Elder@cdhb.health.nz)



## Just in time for Christmas!



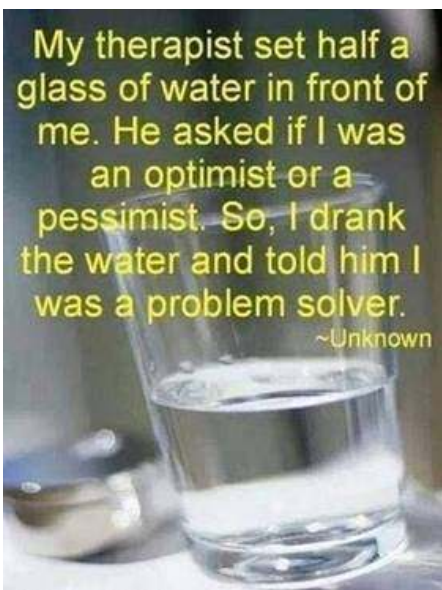
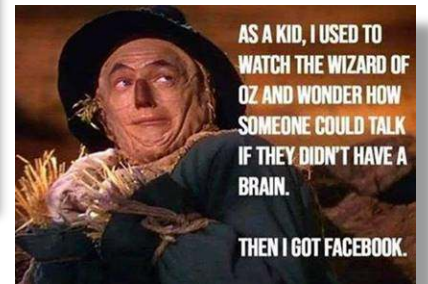
<p>Contact Details Alex.phillips@talktalk.net <a href="http://www.redfinengines.com">www.redfinengines.com</a> +44 7859 275942</p> <p><b>Retro Engines 0.35</b></p> <p><b>Redfin Micro B</b></p> <p><i>A Small Reproduction Diesel Engine</i></p>	<p>Contact Details Alex.phillips@talktalk.net <a href="http://www.redfinengines.com">www.redfinengines.com</a> +44 7859 275942</p> <p><b>Retro Engines 0.50</b></p> <p><b>Redfin Mini B</b></p> <p><i>A Small Reproduction Diesel Engine</i></p>
<p>Contact Details Alex.phillips@talktalk.net <a href="http://www.redfinengines.com">www.redfinengines.com</a> +44 7859 275942</p> <p><b>Retro Engines 0.60</b></p> <p><b>Super Racer</b></p> <p><i>A Special Reproduction Diesel Engine</i></p> <p><small>Limited Edition</small></p>	<p>Contact Details Alex.phillips@talktalk.net <a href="http://www.redfinengines.com">www.redfinengines.com</a> +44 7859 275942</p> <p><b>Retro Engines 0.60</b></p> <p><b>Blue Streak</b></p> <p><i>A Special Reproduction Diesel Engine</i></p> <p><small>Limited Edition Engine</small></p>

### New in Box engines for sale

NSWFFS have just 7 engines left. These are the Alex Finn mini engines which we have been importing some time. All have been made in Ukraine. When these few are gone there will be no more in the foreseeable future. There are 2 Super Racers .6, 1 Mini B.35, 1 Mini Bee.05 and 3 Blue Streaks .6 (styled on the Rivers 2.5) All are the same price \$260 each.

**Contact Roy on 0413 588 720**

# JOKES PAGE



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.

THERE IS NO SUCH THING AS A GROUCHY OLD PERSON. THE TRUTH IS, ONCE YOU GET OLD, YOU STOP BEING POLITE AND START BEING HONEST.

AMERICASBESTPICTS.COM

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



Never seen anyone jogging and smiling, so that's all I need to know about that.



# AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia



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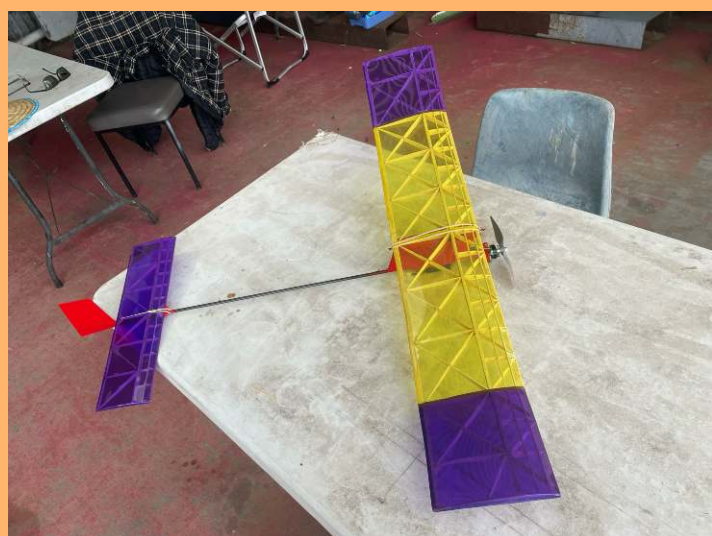


## SUGGESTED TOPICS FOR FUTURE EDITIONS OF FFDU:



**WE NEED YOU!**

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



**BE WARNED:** Murray Wilson has built an E36. Anyone that can tame a Dixielander propelled by a combat-ready Para T3 is one to be wary of!

## FREE FLIGHT DOWN UNDER

### 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**



# BRISBANE FREE FLIGHT SOCIETY

## 2025 Flying Calendar



Month	Date	Start	Events	Location
February	Sat 22 <sup>nd</sup>	12-4pm	Bar-B-Que lunch & General Meeting	John's
March	Sat 8 <sup>th</sup>	3-6pm	Indoor - Delta Dart	BSHS
	Sun 9 <sup>th</sup>	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 23 <sup>rd</sup>	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
April	Sat 12 <sup>th</sup>	3-6pm	Indoor - EZB	BSHS
	Sun 27 <sup>th</sup>	8-12pm	Trimming / Reserve Day	Coominya
	Sun 27 <sup>th</sup> to 4 <sup>th</sup> May		AFFS State Champs & Southern Cross Cup Narrandera and W.	Wyalong
May	Sun 4 <sup>th</sup>	8-12pm	Club Fun Day including P20 & ½ hour Scramble	Coominya
	Sat 10 <sup>th</sup>	3-6pm	Indoor HLG/.CLG	BSHS
	Sat 17 <sup>th</sup>	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 18 <sup>th</sup>	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 25 <sup>th</sup>	8-1pm	Trimming / Reserve Day	Coominya
	Sat 31 <sup>st</sup>	8-1pm	Reserve F1A	Dalby
June	Sat 1 <sup>st</sup>	8-1pm	Reserve F1B	Dalby
	Sat 8 <sup>th</sup>	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 15 <sup>th</sup>	8-1pm	F1G State Champs (5 flights)	Coominya
	Sat 28 <sup>th</sup>	12-4pm	Bar-B-Que & AGM	John's
July	Sat 5 <sup>th</sup>	3-6pm	Indoor - P18	BSHS
	Sun 13 <sup>th</sup>	8-1pm	Scale State Champs & club testing	Coominya
	Sun 27 <sup>th</sup>	8-1pm	Fun and testing day including E36	Coominya
August	Sun 9 <sup>th</sup>	3-6pm	Indoor – Peanut Scale	BSHS
	Sun 10 <sup>th</sup>	8-1pm	Mini Power & QDP (3 flights)	Coominya
	Sun 24 <sup>th</sup>	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 14 <sup>th</sup>	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 28 <sup>th</sup>	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 12 <sup>th</sup>	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 26 <sup>th</sup>	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 2 <sup>nd</sup>	8-1pm	Reserve day	Coominya
	Sun 9 <sup>th</sup>	8-1pm	Col's Vintage Rally	Coominya
	Sun 16 <sup>th</sup>	8-1pm	Club fun and testing day	Coominya
December	Sat 6 <sup>th</sup>	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"**

### 2025 FREE FLIGHT CALENDAR

Ver 1 as at 21 October 2024

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



## NSW FREE FLIGHT CONTEST CALENDAR 2025

Date	Event	Venue	Time	CD
12 <sup>th</sup> Jan	½ hr Scramble and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
17 <sup>th</sup> Jan	General Meeting	Dundas Sport	7:30pm	
2 <sup>nd</sup> Feb	Unorthodox Day and E36 BBQ – BYO food	Richmond	7:00am – 12:00pm	Michael Towell
16 <sup>th</sup> Feb	P30 State champs and Combined Vintage	Richmond	8:00am -12:00pm	Peter Scott
1 <sup>st</sup> – 2 <sup>nd</sup> March	Hunter Valley State champs	Muswellbrook	See program	See program
9 <sup>th</sup> March	1 hr Scramble State champs and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
14 <sup>th</sup> March	General Meeting	Dundas Sport	7:30pm	
23 <sup>rd</sup> March	E36 State Champs and P30	Richmond	7:00am – 12:00pm	Terry Bond
6 <sup>th</sup> April	Ebenezer Day and Combined % BBQ – BYO Food	Richmond	7:00am – 12:00pm	Michael Towell
27 <sup>th</sup> - 30 <sup>th</sup> April	AFFS Champs Southern Cross Cup for F1A, B and C	Narrandera	See program	See program
1 <sup>st</sup> – 4 <sup>th</sup> May	AFFS continued at WW Evening Presentation Dinner	West Wyalong	See program	See program
16 <sup>th</sup> – 18 <sup>th</sup> May	Veterans Weekend	Muswellbrook	See program	See program
23 <sup>rd</sup> May	General Meeting	Dundas Sport	7:30pm	
30 <sup>th</sup> – 1 <sup>st</sup> June	F1A, B and C State champs (NSW and Vic) Open Rubber/Power State champs	West Wyalong	See program	See program
15 <sup>th</sup> June	F1G, H and J State champs and E36, P30	Richmond	7:00am – 12:00pm	Gary Pope
4 <sup>th</sup> – 6 <sup>th</sup> July	Scale Trans Tasman ½ hr Scramble and Fun Fly BBQ – BYO food	Richmond	7:00am -12:00pm	Warren Michael
18 <sup>th</sup> July	General Meeting	Dundas Sports	7:30pm	
25 <sup>th</sup> – 27 <sup>th</sup> July	Winter Mini Max Plus George Fuller Event 2min max models	West Wyalong	See program	Shayne McDonald
10 <sup>th</sup> Aug	HLG/CLG State champs and Combined %	Richmond	7:00am – 12:00pm	Gary Goodwin
22 <sup>nd</sup> – 24 <sup>th</sup> Aug	Oily Hands	Cowra	See program	See program
14 <sup>th</sup> Sept	½ hr Scramble and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
19 <sup>th</sup> Sept	Annual General Meeting	Dundas Sport	7:30pm	
17 <sup>th</sup> – 24 <sup>th</sup> Oct	Free Flight Nationals	West Wyalong	See program	See program
9 <sup>th</sup> Nov	Combined Vintage State champs and E36, P30	Richmond	7:00am – 12:00pm	Nat Beckett
21 <sup>st</sup> Nov	General Meeting	Dundas Sport	7:30pm	
28 <sup>th</sup> Nov	Friday Xmas Party	Richmond	7:00am-1:00pm	Terry Lyn
7 <sup>th</sup> Dec	½ hr Scramble and Combined %/Vintage Christmas BBQ – BYO Food	Richmond	7:00am-1:00pm	Michael Towell

\*\*\* NOTE: ALL SCRAMBLES START AT 8:00AM \*\*\*