FREE FLIGHT DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 58 NUMBER 3
SPRING 2026

NSW and Victorian State Championships



TRANS TASMAN SCALE RALLY

THE 1951 NATIONALS

REPAIRING AN F1A WING

TEAM SELECTION TRIALS STATUS

AUSTRALIAN FREE FLIGHT SOCIETY Inc.

FRONT PAGE:

Phil Mitchell launching his dear old DH 82 Tiger Moth at the Trans Tasman Scale competetion at Richmond in July 2026.

FREE FLIGHT DOWN UNDER

September 2026

Volume 58, Number 3

o

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

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

© 1999 Australian Free Flight Society. Material may be reprinted without permission provided acknowledgement is made of Free Flight Down Under as the source and no other specific copyrights are indicated in the material.







CONTENTS

President's Report	.....	3
From the Editor	.....	4
NSW & Vic State Champs	.....	5
Trans Tasman Scale Rally	.....	12
Construction Corner	.....	16
Repairing an F1A wing	.....	17
The 1951 Nationals	.....	19
For Sale	.....	25
Team Selection Trials	.....	26
Spare a thought	.....	26
75th Nationals program	.....	27
75th Nationals entry form	.....	28
Jokes Page	.....	29
2026 Flying Calendars	.....	30







CONTRIBUTORS

Vin Morgan

Warren Leadbeatter

Mike Pettigrew

Ian Haigh

Roy Summersby

Natalie Beckett

Angela Mahoney

Your name could be here too!



PRESIDENT'S REPORT

Well, winter has certainly made its presence felt across Australia this year. It has been one of the wetter winters we've experienced for some time, and for free flight that inevitably means watching forecasts, looking at wet paddocks and occasionally accepting that Mother Nature has no interest whatsoever in our carefully prepared competition calendars.

Several events have consequently had to be postponed or rescheduled, including the NSW & Victorian State Championships Team Trial events. These were eventually successfully held in late July in conjunction with the Mid Winter Mini-Maxout weekend at Adrian Bryant Field, West Wyalong.

Conditions were far from perfect, with the wind and drift once again taking models in the general direction of the neighbouring solar farm. Fortunately, despite a few anxious moments, we managed to complete the events without losing any models into it.

I can't claim to have escaped completely unscathed, however. I managed to damage two of my F1C models by entirely different methods, proving that you don't actually need a solar farm to wreck an aeroplane. The good news—at least for me—is that Andrew Linwood will now be kept gainfully employed for a while building me some new wings and repairing the damage. I'm sure he'll thank me eventually.

One of the standout performances of the State Championships came from Gary Pope, who absolutely smashed it out of the park in F1C. Gary's performance has moved him from fourth to second qualifier in the Team Trial standings, putting him in a very strong position for selection in the Australian team for next year's Free Flight World Championships in Mongolia.

In fact, the Team Trial picture for Mongolia is now becoming fairly clear, with only a couple of remaining events available to add to competitors' scores.

Speaking of Mongolia, congratulations must go to Richard Blackam, who recently produced an outstanding international performance there, scoring a first and a second place against a very strong field made up predominantly of Chinese and Mongolian flyers. Taking two podium places in that company is a tremendous achievement and Richard certainly did Australia proud. Well done, Richard!

Preparations are now well underway for the **49th Annual AFFS Australian Free Flight Championships**, which will commence at Narrandera from **18–22 April 2027**.

The Narrandera program will once again feature our international F1A, F1B and F1C competition, with the **AFFS Annual General Meeting** to be held at **7:00 pm on Tuesday, 20 April at the Narrandera Services Club**.

Following the fly-offs on 22 April, we will pack up and make the move to our own **Adrian Bryant Field at West Wyalong**, where the remainder of the Championship events will be conducted from **23–25 April**, wrapping up another big week of Australian free flight.

The new CASA/MAAA area approval request has already been submitted, and we expect to have the necessary approval in place well before the Championships.

There is also some good news on the accommodation front. More people are planning to stay at **Morundah** next year, particularly now that camping and caravanning have become available alongside our usual accommodation arrangements. This should make Morundah an even better base for competitors and will provide some welcome support for the town.

It is also great to hear that the local pub is going well again under its new owners. Those who have attended previous AFFS Championships will know that the social side of the week is almost as important as the flying—although perhaps we shouldn't admit that too loudly.

The End of an Era for Free Flight News - There is some significant news from the UK free flight community. Ian Kaynes, who has produced *Free Flight News* for an extraordinary **57** years, has announced that he will be calling it a day, with the December 2026 issue to be the final edition.

Fifty-seven years producing a specialist magazine is an enormous contribution to our sport. *Free Flight News* has

provided competition reports, technical information, results, ideas and discussion to generations of free flighters around the world, including many here in Australia.

On behalf of the Australian Free Flight Society, I would like to congratulate Ian and thank him for his remarkable contribution to international free flight. I'm sure there will be many Australian flyers who will be very sorry to see *Free Flight News* come to an end.

We now turn our attention to the **75th MAAA Free Flight Nationals**, along with the remaining competitions on the 2026 calendar. Hopefully the weather gods have finally used up their allocation of rain and we can get back to doing what we are supposed to be doing—flying model aeroplanes rather than studying BOM radar screens and measuring the depth of mud in paddocks.

Despite the interruptions this winter, it has been encouraging to see competitors continue to support events when they have been rescheduled. That willingness to adapt and turn up is what keeps Australian free flight going.

There is plenty happening over the next few months and an even bigger 2027 ahead of us, culminating in our 49th AFFS Championships and the Australian team heading to Mongolia for the World Championships.

Until next time, keep building, keep flying—and, in my case, try to keep the F1Cs in one piece.

Warren Leadbeatter
President



FROM THE EDITOR

In this edition of Free Flight Down Under you have some interesting reading. Thanks to Warren Leadbeatter and Vin Morgan, we have two reports on the NSW and Victorian Championships. And the NSWFFS supplied the story, results and photos of the Trans Tasman Scale Rally, held under perfect conditions. The quality of the scale models is exceptional. Roy Summersby is now busy finishing off another scale model, because he says you can never have enough!

Vin has brought the Team Selection Trails scores up to date so the final postions for the World Champs in Mongolia in 2027 will be known once the Nationals in October are run. Trial scores are on page 26 and Nationals forms are on page 27.

And to make this edition collectable, Mike Pettigrew, our historian, has put together a fascinating story of the 1951 National Model Aeroplane Championships held at Glenelg SA.

We are all familiar with Homing Pigeons





Well, my F1A glider has now been named a **Homing Duck,** for good reason. Five years ago in 2021, this particular dam claimed my glider (duck), after a lengthy flight. And this same bird couldn't forget how enticing this dam was then. So this time at the Victorian and New South Wales State Championships in 2026, a mis-calculated gliding approach by 3 meters avoided a dunking and getting this bird's feathers totally wet again. "Phew".



Ian Haigh

NSW & Victorian State Championships
West Wyalong 25 - 27 July 2026

Report by Warren Leadbeatter

We arrived at Adrian Bryant Field on Friday to find a couple of keen flyers already out on the field practising. The wind was gusty, so I made the sensible decision to set up my room in the farmhouse and check that everything was ready for Saturday's NSW State Championships for F1A, F1B and F1C.

A few more competitors arrived during the afternoon, and we settled into the traditional pre-contest routine on the front verandah: talking about models, weather and all the things we should have fixed before leaving home. Meanwhile, Andrew was busy chopping firewood for his quarters, now affectionately known as the "Love Shack."

We enjoyed an early barbecue dinner before retiring unusually early, ready for an 8.00 am start on Saturday. Apparently, free-flight flyers can go to bed early when there are trophies (and wine) at stake.

Saturday — NSW State Championships

Saturday morning brought the dreaded south-easterly drift, meaning the models would be heading directly towards the solar farm. An upwind launch position was selected, giving us approximately 1.7 kilometres to the boundary fence. With a 180-second max set by the Contest Director, the models were travelling about a kilometre downwind—some a little farther and others considerably less, depending on whether the air gods were smiling.

Flying began on schedule at 8.00 am, and the rounds progressed smoothly. After Round 2, at about 10.00 am, we stopped for coffee and cakes. This was enthusiastically supported by everyone and may have been the best-attended round of the entire weekend.

NSW F1A

Ian Haigh began strongly with three consecutive maxes before finding the wrong piece of air in Round 4 and recording just 39 seconds. That costly result dropped him to second place. Albert Fathers narrowly missed maxes in the opening two rounds but then found his rhythm, maxing Rounds 3, 4 and 5 to take a well-deserved victory.

Dave Shackleford recorded three scattered maxes but suffered lower scores in his other two flights, leaving him in third place.



Albert Fathers discusses the weather on the line with Vin Morgan

NSW F1B

Vin Morgan produced the performance everyone dreams about, recording five maxes from five rounds to take first place.

Behind him, the other competitors produced a mixture of maxes, near misses and the occasional flight best described as “character building.” Richard Blackam dropped Round 4 with 165 seconds but still secured second place, while Bruce Hao’s 154 seconds in Round 5 left him third.

Gary Goodwin recorded three maxes, Terry Bond managed two, and newcomer Phill Warren achieved one while continuing to sort out his model. Anyone who has entered F1B knows that “sorting out the model” can be a lifelong project.

NSW F1C

The F1C competitors were travelling extremely well, with everyone recording a full house except Andrew Linwood, who encountered a kitchen sink in Round 3 and dropped with 165 seconds.

A fly-off was therefore required between Roy Summersby, Warren Leadbeatter and Gary Pope, scheduled for 7.30 am on Sunday.

Warren and Roy both launched cleanly, although Warren’s model had its nose too high when the wings opened. It stalled around and lost considerable height before settling into a normal majestic glide. Gary did not get airborne, leading to some friendly conjecture that perhaps he had never really intended to.



F1B Vin Morgan



F1B Gary Goodwin



F1B Phil Warren



F1C Roy Summersby



F1C Warren Leadbeatter



F1C Gary Pope

Roy took the win, Warren finished second and Gary Pope was third.

Dinner at the Royal

At the end of Saturday's flying, several of us headed into town for dinner at the Royal Hotel. Our host, Vin Morgan, surprised everyone by paying for the meal as a "pay it forward" gesture after many of us had helped extract his car from the mud near the dam while he was retrieving his model.

It was a warm and very enjoyable fireside dinner—and, for some unexplained reason, it tasted even better because it was free!

Sunday — Victorian State Championships

Following the NSW F1C fly-off, Sunday morning delivered lighter winds. Flying commenced on schedule at 8.00 am for the Victorian F1A, F1B and F1C State Championships, with Contest Director Michael Towell setting a 240-second max for the opening round.

Victorian F1A

Nobody managed the opening 240-second max. Ian recorded 224 seconds, Dave 186 and Albert 159.

Dave Shackleford then made a remarkable recovery, maxing the remaining four rounds to claim his first F1A victory and the Viscount Wakefield Trophy. Ian finished second with two maxes, while Albert recorded three maxes but was held back by two lower scores.

Victorian F1B

Vin Morgan, Richard Blackam and Phill Warren all completed the five rounds with perfect scores and progressed to a fly-off. Gary Goodwin dropped one round, Terry Bond dropped two, and Bruce Hao dropped three.

The fly-off was originally scheduled for 4.00 pm on Sunday but was postponed until Monday morning because the drift was still heading towards the solar farm. The solar farm may generate plenty of electricity, but nobody wanted to donate an F1B model to it.

Victorian F1C

The first two rounds went smoothly, with everyone maxing the 240- and 180-second targets. Andrew Linwood then suffered premature dethermaliser problems in Rounds 3 and 4.

Warren had been travelling extremely well until a catastrophic launch failure destroyed his primary model. He then brought out his reserve model, only for it to crash in different—but worryingly similar—circumstances. At that point, the safest place for Warren's remaining models was probably back in the box.

Roy Summersby and Gary Pope progressed to the fly-off, with Warren finishing third.

..... continues next page



F1B Richard Blackam



F1B Vin Morgan



Richard Blackam watches the air



F1C Gary Pope



F1C Warren Leadbeatter



Open Power Sally Linwood-K

Pie Night and Presentations

Sunday evening was Pie Night, accompanied by the NSW State Championships presentations. Terry Bond was presented with his MAAA Hall of Fame trophy amid much fanfare, and Mike Pettigrew received an MAAA Merit Award recognising his outstanding service to aeromodelling and the AFFS.

There was music, a warm fire and excellent company. Natalie Beckett also celebrated her birthday, giving us yet another good reason to enjoy the evening.

Monday Morning Fly-offs

F1C was first away on Monday morning. Gary Pope's model was absolutely on song and comfortably defeated Roy Summersby in the three-minute DT fly-off, recording 200 seconds against Roy's 186.

Gary's model had climbed noticeably higher, and the altimeter later confirmed a maximum launch height of more than 147 metres. It was an impressive performance and left the rest of us wondering whether his model had found an express elevator.

The F1B fly-off followed, with all three competitors launching cleanly in their three-minute DT contest. Richard Blackam took the win with 182 seconds, just ahead of Vin Morgan on 177 and Phill Warren on 175. With only seven seconds separating first from third, it was certainly close enough to keep the timekeepers awake.

Open Events and Mini-Maxout

Following the F1A, F1B and F1C presentations, we continued with the three-flight Open Power, Open Rubber and Combined Mini-Maxout events.

Most competitors began with the Mini-Maxout. With a two-minute max, the theory was that we could get the small models out of the way quickly before playing with the bigger toys. As usual, free flight had other ideas.

There were 12 entries in total. Warren, Michael, Natalie and Roy all recorded three maxes and progressed to the fly-off. Every other competitor achieved at least one max. Sally Linwood recorded two maxes with her Super Pearl "Sunflower" e36 before a spectacular crash in Round 3 brought her campaign to a sudden and rather emphatic conclusion.

Open Power

There were five entries in Open Power, all flying Dixielanders. Sally Linwood was the only competitor to max out, completing her flights only minutes before the 3.00 pm cut-off due to her second flight travelling 2km away.

Roy finished second and Andrew third, despite neither recording a max. Warren and Michael were the "also-rans," although both appeared to have far too much fun to be particularly worried about it.

..... more on the next page

Open Rubber

Open Rubber also attracted five entries. Albert Fathers was the only competitor to record three maxes, making him the clear winner. Terry Bond finished second and Gary Goodwin third, while Phill Warren and Michael Towell withdrew earlier.

All in all, it was another excellent meeting at Adrian Bryant Field, West Wyalong.



Terry Bond Hall of Fame





Mike Pettigrew's Merit award

NSW and Victorian State Championships

A Victorian's Perspective, by Vin Morgan

Postponing the Combined State Championships from May 30, 31 and June 1 to July 25 to 27 turned out to be a really good move. The weather for the earlier dates was truly awful with strong wind and intermittent rain. The weather for the revised dates was very flyable on Saturday (2.3 m/s at 08:00, 3.4 m/s at 10:00 and about 4 m/s at 12:00). Sunday was even better (we flew 4-minute first rounds) 1.6 m/s at 08;00, 2.4 m/s at 10:00 and reaching 3 m/s at noon but then dropping to less than 2 m/s at the end of the FAI classes competition. Monday was as good or better. Leigh had a DT failure flyaway that did 13:55 and landed in the field.

There were thirteen flyers in the FAI classes, eight from NSW, four from Victoria and just Albert Fathers making the long drive from Caboolture. Enough to make good competition in all the classes though. I should comment that out of the 130 rounds flights there were 97 maxes and 8 maxouts. No models landed in trees. One car (mine) was bogged where there is leakage from the dam. It took some time to be extracted and nothing worked until it had been towed back to the flight line where it eventually came good. The pies and peas and ice creams were good on Sunday evening and a number of us went to the Royal Hotel for dinner on Saturday.

We should have held the flyoffs for the Victorian event on Sunday afternoon – conditions were practically perfect for a fairly long – say 4-minute DT flyoff - but for some reason we waited and when we reconvened at 15:30 the wind had come up. So the flyoff was put off until the next morning for which the forecast promised minimal wind. There was minimal wind at 08:00 but there was also fog so the flyoff was actually held after 09:00 by which time some breeze had come up so we flew 3-minute DT flyoffs. The flyoffs were interesting. Gary Pope is often shy about flyoffs but was persuaded to play this time. He made a nice flight and beat Roy. In F1B, Richard broke a motor in the model putting on hand turns and had to fly his reserve. He got away just in time and a little after Phil and Vin who flew together. The air for everyone was terrible. The 6-minute models only just managed 3, Richard getting the best time on a very softly wound motor.

NSW State Championships 2026

							Total	FO
F1A								
1	Albert Fathers	154	177	180	180	180	871	
2	Ian Haigh	180	180	180	39	157	736	
3	David Shackleford	99	180	180	82	180	721	
F1B								
1	Vin Morgan	180	180	180	180	180	900	
2	Richard Blackam	180	180	180	165	180	885	
3	Bruce Hao	180	180	180	180	154	874	
4	Gary Goodwin	180	85	180	180	148	773	
5	Terry Bond	180	83	180	144	168	755	
6	Phil Warren	132	0	180	178	127	617	
F1C								
1	Roy Summersby	180	180	180	180	180	900	195
2	Warren Leadbeatter	180	180	180	180	180	900	149
3	Gary Pope	180	180	180	180	180	900	0
4	Andrew Linwood	180	180	163	180	180	883	



NSW F1A winners



NSW F1B winners



NSW F1C winners

Victorian State Championships 2026

							Total	
F1A								
1	David Shackleford	186	180	180	180	180	906	
2	Ian Haigh	223	171	180	180	141	895	
3	Albert Fathers	159	150	180	180	180	849	
F1B								
1	Richard Blackam	240	180	180	180	180	960	182
2	Vin Morgan	240	180	180	180	180	960	177
3	Phil Warren	240	180	180	180	180	960	175
4	Gary Goodwin	240	180	180	180	175	955	
5	Bruce Hao	218	164	165	180	180	907	
6	Terry Bond	240	180	180	120	11	731	
F1C								
1	Gary Pope	240	180	180	180	180	960	200
2	Roy Summersby	240	180	180	180	180	960	186
3	Warren Leadbeatter	240	180	180	180	15	795	
4	Andrew Linwood	240	180	40	42	180	682	



Vic F1A winners



Vic F1B winners



Vic F1C winners

NSW Open Power

					Total
1	Sally Linwood-Knight	180	180	180	540
2	Roy Summersby	166	102	140	408
3	Andrew Linwood	122	144	141	407
4	Michael Towell	94	120	116	330
5	Warren Leadbeatter	102	118	55	275

NSW Open Rubber

1	Albert Fathers	180	180	180	540
2	Terry Bond	162	180	180	522
3	Gary Goodwin	100	90	154	344
4	Michael Towell	180	110		290
5	Phil Warren	107			107



Open Power winners

..... 2 Minute class results are on the next page

A comp for the Minis was added to replace the Mini-Maxout that had been blown out earlier

NSW	2-Minute				Total	FO
1	Michael Towell	120	120	120	360	572
2	Warren Leadbeatter	120	120	120	360	468
3	Nat Beckett	120	120	120	360	275
4	Roy Summersby	120	120	120	360	
5	Gary Goodwin	120	114	120	354	
6	Terry Bond	110	120	117	347	
7	Ian Haigh	117	98	107	322	
8	Sally Linwood-Knight	120	120		240	
9	Andrew Linwood	120	120		240	
10	Vin Morgan	120	97		217	
11	Leigh Morgan	120			120	
12	Phil Warren	83			83	



I saw this on the way to the 2010 Nationals at Springhurst. Well. I thought it was funny!

CLOUD TRAMP event: I had to break this up to fit so I hope it's readable. If not, contact me and I'll send the original document

ANNOUNCING

The 31st Charles Hampson Grant Memorial International Mass Launch Of Cloud Tramps

Or

GRANT MIMLOCT 2026

We are promoting this event to celebrate the contributions made by Charles Grant to the development of our hobby. We hope that as many people as possible will make a Cloud Tramp and join in the world wide launch on the traditional first Saturday in August. This year it is Saturday, August 1, 2026.

The goal is to remember Charlie Grant's contributions to aeromodelling and to enjoy flying his most popular design, a design that was intended to introduce modelers to the joy of simple aeromodelling. You can see from the pictures that this is a simple sheet balsa model that anyone can build.

GRANT MIMLOCT 2026 is not a competition and there are no prizes. We hope participants will enjoy the fun of building and flying the Cloud Tramp, as well as taking part in this unique event, which attracted 141 participants from all over the World in 2016, 131 in 2017, 196 in 2018, 128 in 2019, 67 in 2020, 74 in 2021, 81 in 2022, 47 in 2023, 103 in 2024 and 39 in 2025.

Please let us know if you take part in GM 2025 so that your name can be included in the official report and you can be counted in the tally. Use the Comment feature below. Let me know if you have pictures and I can arrange to post them.

MAKE A CLOUD TRAMP

The Cloud Tramp was the last manifestation of Charlie Grant's basic stick rubber model for beginners and appeared in *Model Airplane News*, August, 1954. These models were intended to illustrate scientific principles of design, trimming and stability. The Cloud Tramp can be built very quickly and flies well.

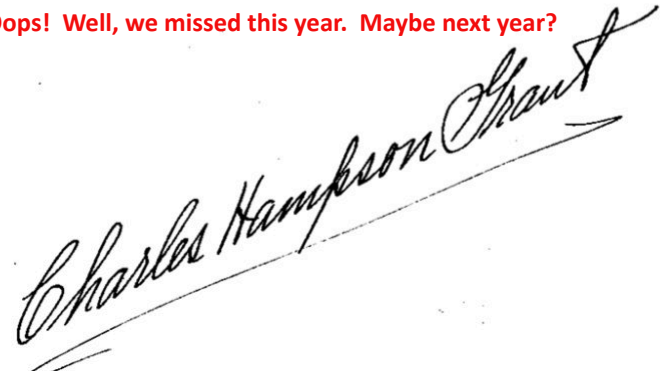
We have published a detailed, illustrated, step-by-step tutorial on building a Better Cloud Tramp. Improvements include a two-hole prop shaft bearing, wheel collars, a simpler, cleaner, stronger wing attachment, wet formed wings with full span camber without ribs and an adjustable rudder.

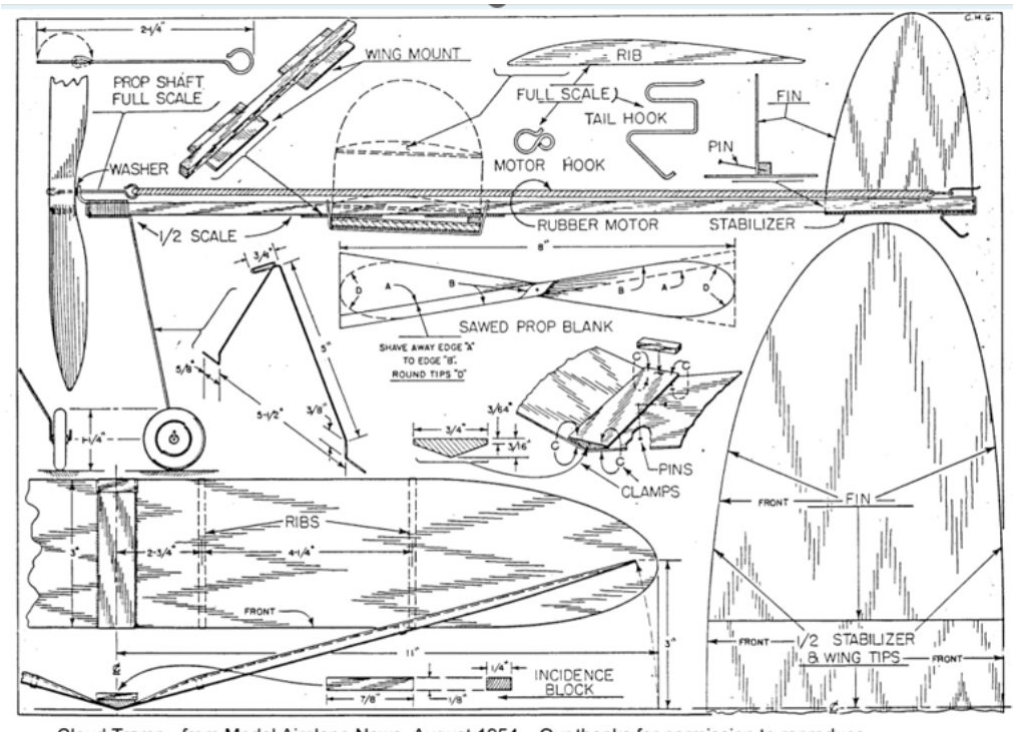
Two articles about Charles Grant and the Cloud Tramp have appeared in the magazine *Free Flight Quarterly*, Issue No. 2, January 2002, page 18 and Issue No. 3, April 2002, page 19. Back issues are available on CDs.

Lastly, why not decorate your CT with an authentic Charlie Grant autograph,

World-wide launch Saturday 1 Auust 2026

Oops! Well, we missed this year. Maybe next year?





Trans Tasman Scale Rally

3rd - 5th July 2026

Well, our annual Trans Tasman Free Flight Scale Rally weekend is over for another year, and what a weekend we had. Friday dawned with the forecast not looking ideal, and nowhere near ideal it was. By mid morning the wind came up, and late morning it was even too windy for static judging. With only 15 models already judged, at least we had a good head start on the rest of the field.

Saturday morning started out with a blanket of frost and fog, the two biggest signs of a great day ahead. And WOW, were we treated with a GREAT day. With static judging still moving forward and flight judging underway when the fog lifted, we saw over 40 models again this judged and flown between the free flight and control line scale areas. With the quality and detail on the models presented and flown, this event continues to amaze all and sundry to those that attend.

A huge thank you must go to our judges, officials, the MAAA, our New Zealand visitors, our local competitors, supporters and whoever else was there over the weekend. These are the people that make events like this possible, and a highlight for the Free Flight Scale community.

F4A SCALE

Pos.	Name	Model	Static	Flying	Total
1st	Roy Summersby	Focker D V111	893.1	542	1435.1
2nd	Stan Mauger	Auster T7c Antartic	898	516	1414
	Roy Summersby	ABC Robin	854.2	537.5	1391.7
3rd	Phil Mitchell	Sopwith 1x1/2 Strutter	854.2	520.5	1374.7
	Roy Summersby	Westland Widgeon	838.1	492	1330.1
	Michael Towell	Anec 11	812.2	513.2	1325.4
	Phil Mitchell	DH 82 Tiger Moth	798.5	518.5	1317
	Michael Towell	Dart Kitten	818.5	488.5	1307
	Peter Scott	Supermarine Sparrow	790.5	417	1207.5
	Stephen Bojec	BE 2E	800.1	0	800.1
	Ricky Bould	Max Holste Broussard	794.6	0	794.6



F4A 1st Roy Summersby 2nd Stan Mauger 3rd Phil Mitchell

RUBBER SCALE

Pos.	Name	Model	Static	Flying	Total
1st	Phil Warren	Gypsy Comper Swift	885.2	589	1474.2
	Phil Warren	Peyret Taupin	839.4	589	1428.4
	Phil Warren	Lignel 44 Cross Country	904.4	490.3	1394.7
2nd	Paul Squires	Corben Super ace	881.6	495.7	1377.3
	Paul Squires	Nesmith Cougar	853.9	494	1347.9
3rd	Phil Mitchell	DH 75 Hawk Moth	814.1	491	1305.1
	Natalie Beckett	Citaabria	760.5	476	1236.5
	Terry Bond	Bestetti Nardi BN1	718.9	483.9	1202.8
	Keith Murray	Taylor Craft 0-57	744.3	445	1189.3
	Roy Summersby	FW 152H	848	0	848
	Ricky Bould	Aeronca Chief	806.4	0	806.4
	Phil Warren	Lawrence Lewis Flying Boat	773.7	0	773.7



Rubber Scale 1st Phil Warren 2nd Paul Squires 32d Phil Mitchell

KIT SCALE

Pos.	Name	Model	Static	Flying	Total
1st	Roy Summersby	Stinson Voyager	88	462	550
2nd	Terry Bond	DHC 2 Beaver	69	455	524
	Roy Summersby	Lavochkin LA 15	62	389	451
3rd	Phil Mitchell	Mr Mulligan	75	372	447
	Natalie Beckett	Piper J3 Cub	65	374	439
	Phil Warren	Albatross DIII	74	300	374
	Phil Warren	Farman Mosquito	90	0	90
	Warren Leadbeatter	P40 Warhawk	61	0	61
	Roy Summersby	SE5A	58	0	58
	Warren Leadbeatter	PC6 Porter	54	0	54



Kit Scale 1st Roy Summersby 2nd Terry Bond 3rd Phil Mitchell

F4B Control Line State Champs

We had some great flying from the Control Line guys in now our 3rd year of running F4B, with added support from CLAS NSW with trophies and some funding to help with the prize table. People's choice award went to Peter Scott's M1C. Results below.

Pos.	Name	Model	Static	Flying	Total
1st	Bruce Hoffman	Cap 231	445	656	1101
2nd	Peter Scott	Bristol M1C	436	614	1050
3rd	Don Keysseker	FW190	200	784	984
	Tahn Stowe	DC3	419	DNF	419



Control Line Scale 1st Bruce Hoffman 2nd Peter Scott 3rd Don Keyssecker

The Mitchell Squadron



Sopwith $1^1/_2$ Strutter



DH 82 Tiger Moth



DH 75 Hawk Moth



Mr Mulligan

The Summersby Squadron



FW 152H



Stinson Voyager



Focker D VIII



SE 5a



Lavochkin LA 15



Albatross D III PHIL MITCHELL



Lignel 44 Cross Country PHIL WARREN



Auster T7c Antarctic STAN MAUGER



Roy hurls the Lavochkin



Michael Towell launches his Dart Kitten



Paul Squires launches his Corben Super Ace



Michael Towell's Anec II



Matthew Spencer's c/line Supermarine S6B



Peter Scott with his c/line Bristol M1C



Bruce Hoffman's c/line Cap 231



Albert Bojec in Scramble

Construction Corner

Stinson L5-A Sentinel Part 3

Roy's beautiful Stinson is finished but is behind schedule for its first test flight.













Eliminator number two

Roy Summersby

A couple of months ago I came across an Elfin 1.49 in a very sad state, It had obviously had a nasty crash as the venturi was bent way back. Being an Elfin lover, I took it apart and cleaned it up. I cut the damaged venturi off with the Dremel, put it back together and was surprised on how good it felt. Into the test stand and I was pleasantly surprised on how easily it started and ran. What to do with this engine, well naturally build an Eliminator for it. This as you can see has been done. It still needs a bit more sorting out but it will be a good OZ diesel or vintage model.



The big one will be back

Roy Summersby

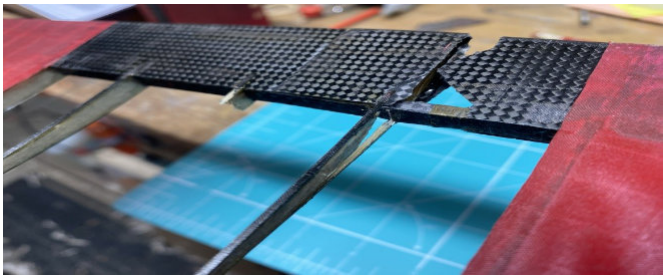
First it was Dianna, very nice and beautiful, but Seelig timers were just not good enough for the Nelson power - vibration problems, they just fell to bits. Sadly, Dianna crashed big time and when rebuilt, became Sarah (Dianna's sister). She also suffered a bit as the fibre glass boom fuse was falling apart and she hit the ground a little too hard. The wing was still OK, not worth scrapping so the model has been rebuilt once again. Somewhat different, balsa fuselage with rear fin, Sidus timer, and a smaller stab as it was generating to much lift towards the end of the power run. Now we have to have a name change. It will probably be troublesome to me so I am thinking of giving it a sex change and calling it Harry, or Andrew.

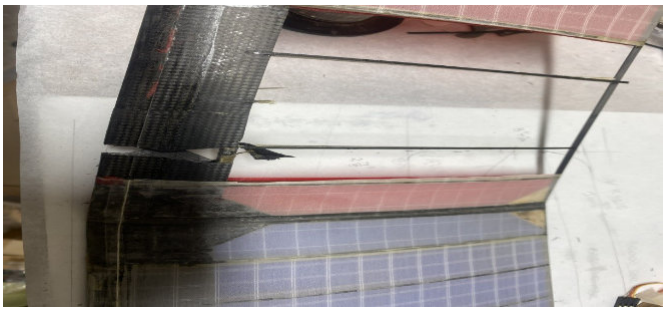
My repair scheme to a folded 90s vintage F1A wing

by Ian Haigh

The wing in question has traditional carbon LE shells, the spar has vertical end grain balsa core with longitudinal carbon on sides and carbon top capped, with dihedral brace wrapped with Kevlar thread, balsa ribs are carbon capped followed by a full span carbon trailing edge strip. This construction concept with the correct carbon and balsa orientation produces a very light and strong wing or stabilizer for model aircraft.

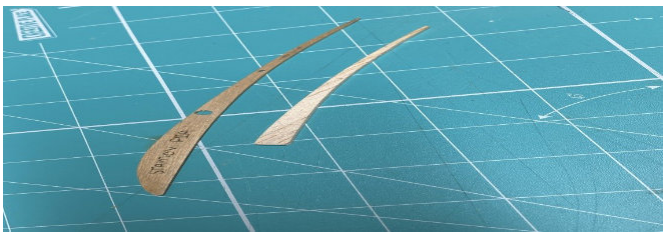
\The view underside and top of the wing shows failure at the outboard end of the spar dihedral brace, LE shell and some rib damage whilst under load on tow.





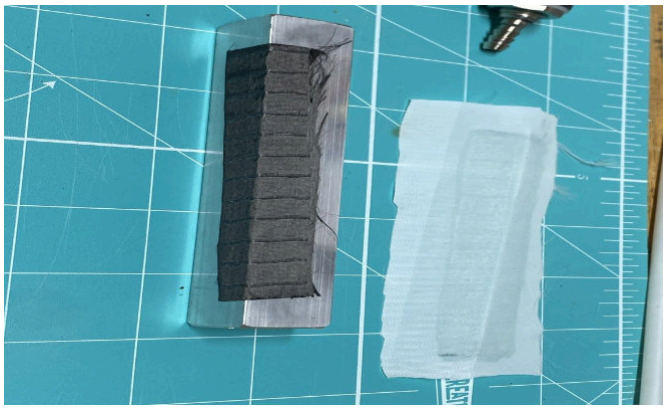
Work started by removing Icarex covering taking notes of the repair needed, removing damaged parts, ribs, carbon fragments and delaminated epoxy glue, slight sanding and chemical cleaning in areas where epoxy re-gluing will take place.

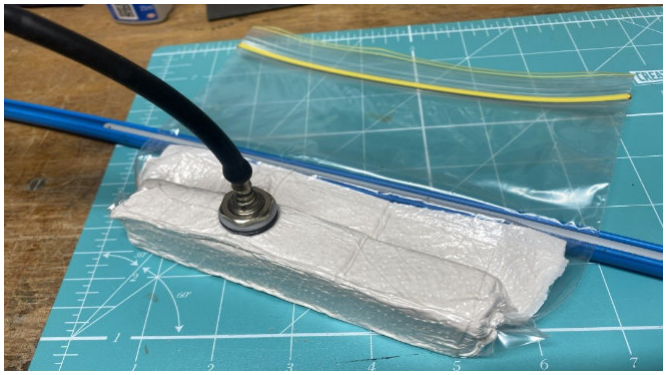
A copy of the original rib shape was required to make 4 new ribs; a template was manufactured from 1mm ply to help duplicate additional ribs.



Due to the spar breakage a complete new spar was not cost or time effective and a new replacement wing was not available due to the age of the glider. A partial repair over the existing damaged area would be the alternate outcome which would add some small weight penalty due to the over lapping of additional carbon however this can be offset.

An F1A wing can have enormous bending loads exerted on it prior to line release if you wish to achieve extra height; this repair will require the manufacture of 2 of 90-degree angle plates placed on either side of the spar forming a box around the breakage and under the LE top and bottom shell.









A vacuum bag lay up of epoxy impregnated 45 degree weave and unidirectional carbon was laid over a highly polished and waxed metal form under 22 inches of vacuum for 6 hours to allow epoxy to dry. Removing shrink film, breather cloth and peel ply allowed the form to be next heated for another
6 hours to reach hardness.

After slight sand paper roughening and chemical cleaning of areas where epoxy is to be laid, spar forms are trimmed and fitted under LE shell and against exiting spar with clamps. Wing is placed into a sealed

cardboard box at elevated temperature for 6 hours to allow epoxy to harden.

NB: You must check that dihedral angle is the same as opposite wing half including wash out prior to glue drying.

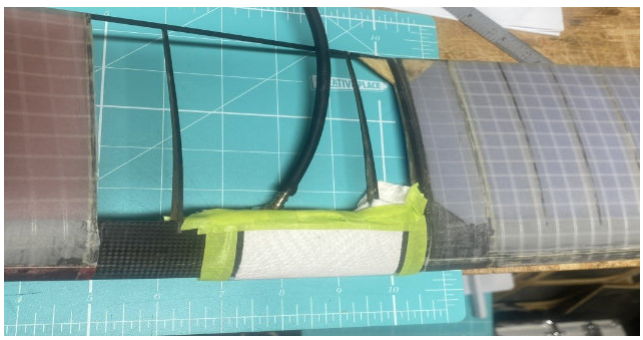


Once the spar forms are completed repair work on the LE shells starts by adding partial new carbon capped ribs by overlapping carbon cap onto non damaged TE and existing LE shell with epoxy. Caps can be made from 56 gram carbon unidirectional tows from woven cloth by tensioning and then vacuum bagging down onto glass plate (some small edge clean-up will be required at the completion).

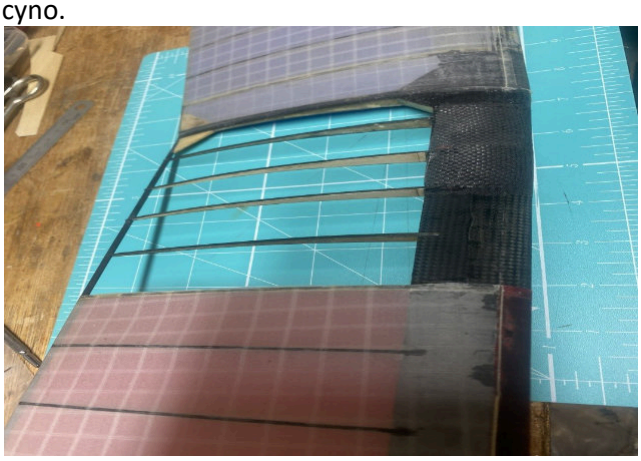
Establishing the LE radius, a carbon hollow tube extending either side of the damaged area is to be laid inside the LE with epoxy. (Half ribs between main ribs will need to be drilled to accept this rod). Balsa 1/32 thick is used as a backing plate by attaching with cyano inside the LE shell as a support in the layup of cloth from sagging into the shell.

60 gram mat carbon is wrapped around D section into the open gap with slight overlay on all edges followed by epoxy impregnated 170 gram carbon woven cloth oriented 45 degrees.

Peel ply, breather cloth and shrink film is added and sealed over repair to provide 12 inches of vacuum to be applied. Again heating is required to post harden epoxy.

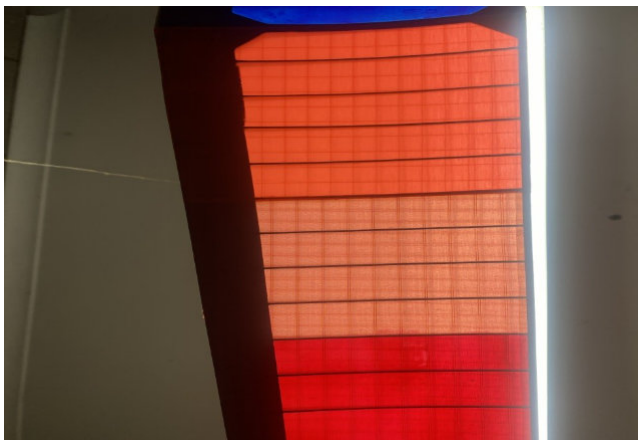


Additional ribs are added followed by finesse edge sanding to achieve a smooth aerofoil section, any small carbon fibre filaments can be re-attached with cyno.



Now to the good part, the attachment of the covering. As this wing was originaly covered with Icarex, finding the same colour was dificult due to fading of the original. However I like red and that's what went back on. First cut your cloth accurately with slight overlaping of existing cloth. I use a contact adhesive that can be thined with universal thinner to a "just dripping off the stick" consistancy. 2 light coats on the framework and when dry lay cloth as required followed by heat gun to adhere and shrink.

Looking closely through the fabric from blue to orange you will see between ribs 1,2 and 3 the repair has taken place due to the extra layup on the spar.



I hope this information is of some help to you if you have to repair a damaged aircraft of a similar construction concept.

Keep looking upwards whilst your feet are firmly attached to the ground.

Ian Haigh

THE 1951 COMMONWEALTH JUBILEE NATIONAL MODEL AEROPLANE CHAMPIONSHIPS

That's quite a mouthful for the title of an event, but this event was special, and perhaps it deserved to be, as these model aeroplane championships were conducted to celebrate the fifty years that had passed since six colonies in Australia federated on the first day of January 1901, to become the Commonwealth of Australia.



Federation was a big deal in the history of this country, and its golden jubilee was widely recognised throughout Australia. These model aeroplane championships were just one of many celebratory events conducted in 1951 as Australia celebrated its birth as a nation.

The Model Aeroplane Championships we're discussing were held in Adelaide, South Australia, over the period December 29, 1950, to January 2, 1951, and I suggest that now is an appropriate time to look back at that event as it was held 75 years ago, give or take a couple of months.

Adjacent is a photograph of the front cover of the commemorative program which cost sixpence in 'Australian old money' terms, and while it's a bit yellowed with age, it's still in reasonable condition after all these years. We'll discuss the program in detail a bit later.

The timing of the championship, being conducted over the Christmas holiday period, might seem a little strange to readers from north of the equator, but this timing is, of course, during summer in the southern hemisphere, when we have nice long warm days. These were ideal conditions for us to fly in back then when we were all a lot younger, as the nice, dry Australian heat of typically, 35 to 38 degrees C, (95 to 100 F) was enjoyable to us.

It's not so enjoyable these days; we're less tolerant to that sort of heat as we get older, so nowadays when it gets that hot, we tend to sit in the shade with a beer in hand and talk of times past and all things to do with model aircraft.

The 1951 championships were the fourth model aeroplane championships conducted in Australia. The first, held in Sydney in1938, is often described for some reason as the "Unofficial" national championships; maybe that was because there was no national model aircraft organisation back then to conduct a "national" championship. The event was organised locally in NSW and was intended to coincide with Australia's 150th anniversary. (For non-Australians; that's a different anniversary. In 1788

Captain James Cook anchored in Botany Bay, one bay south of what became Sydney Harbour, and it is said that this was the beginnings of the colony that ultimately became Australia).

The next national championships event occurred 10 years later in 1948, and these championships were also held in Sydney. After that, the 1950 national Championships were held in Melbourne, followed by the one we're discussing, held as the 1951 National Championships, in South Australia. We should note that these dates for the Championships can be confusing as the year given, is the year in which the event ended; it usually started a few days earlier in the preceding year. Thus, the 1950 championships started in late December 1949 and finished in early January 1950 and, as the program shows, the 1951 championships started in 1950.

This method of dating the events caused much confusion over time and later descriptions of the national Championship included both years, such as 1950-1951 etc.

It may seem strange to some that Australia only seriously began conducting national championship events for model aircraft after World War 2, whereas such events were being conducted in other countries well before World War 2. This, I believe, is more a result of there being little to no effective official administration of our sport on a federal level in Australia prior to 1947.

Model aircraft flying started in Australia soon after the invention of the aeroplane, just like everywhere else, but activity and organisation was localised with a strong focus on the state of New South Wales (NSW) and it wasn't until two rival model flying clubs based in NSW eventually merged in 1947 to become the Model Aeronautical Association of Australia, that we had a federal body, that is, the MAAA as we all know it now.

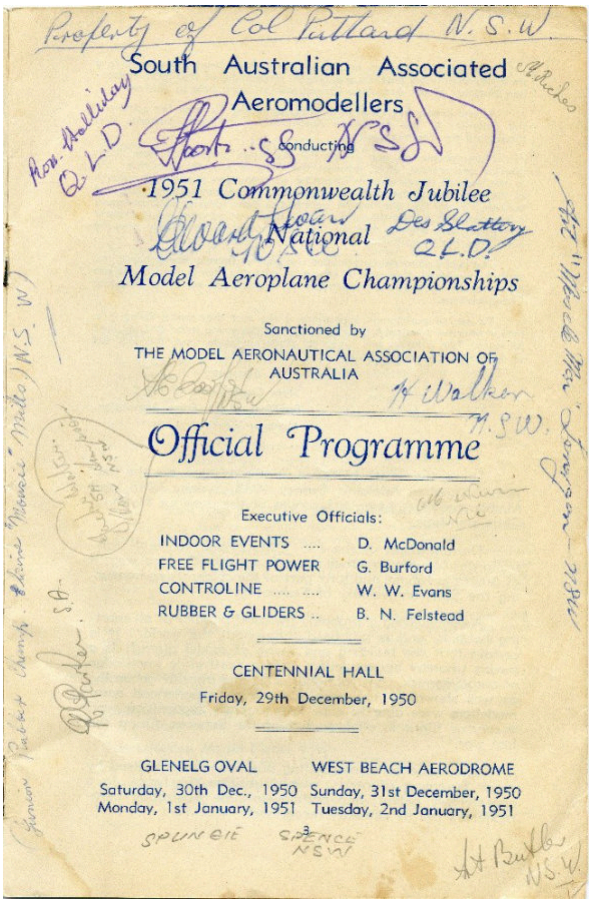
The gap in activity between 1938 and 1947-1948 is easily explained by the total ban on model flying during World War 2. Model aircraft flying was banned, and/or almost ceased to exist, in Australia, England and Europe during World War 2, but when it recommenced, it really took-off, if you will pardon the pun!

There are many of us older members of this fraternity who believe that the immediate post-war period right through until the mid-1960's, and perhaps a bit beyond, was the golden era of the sport we all know and love.

This was the period when there was a massive leap forward in the design and production of model aircraft engines, the glo-plug was invented and entered production, two-wire control line model flying systems took their final form and caused a massive expansion of control line models as we all know them these days, kits for model aircraft were being produced in their millions, and there were major leaps forward in the development of reliable and lightweight radio Control systems for models of all types.

So, it was in this environment of new hope and rapid progress, that this 1951 Model Aeroplane Championships was held. The program was a nice touch, and I guess it demonstrated that unlike these

days, competitors could, back then, get their entries in on time to allow a program booklet to be printed and made available for sale.



The next photo shows the inside front cover of the program we had in our possession, and this article was written mainly because of all the signatures scribbled on it; a nice memento of this auspicious event.

Let's see who we know of the signatories, and, who's still around and active from that list of signatories.

The program appears to have been owned by Col Pittard from NSW. It's a name I know and have known for quite some time, but I can't put a face to the name, but suspect Col is no longer with us. Why else would the NSWFFS have some of his modelling memorabilia? (which is how I came by this Nationals program)

Looking at the rest of the signatures, there are some names I recognise: I see my dear friend Arthur Cooper signed in pencil just above the word "Official". Coop, as we knew him, has been gone for many years now, he didn't really recover from a debilitating stroke and spent his last few years in care. He is still missed….

One pair of signatures that catches the eye, as it is neatly encircled by a love heart, are the names Jackie Walter from South Australia and Don Simpson from N.S.W. I wonder at the symbolism of the love heart; did they meet at this Nationals? Nice and quaint though….

Also worthy of note is the signature of Elaine "Mousey" Miles from NSW who signed it as the "Junior rubber champ". Wow! A female junior: Sadly, such a rarity these days, in fact, the sight of any junior on the flying field these days is a thing of joy and a hope for the future of our sport! There were eight entries in the Junior Rubber event, and of them, our friend "Mousey" Miles was the only girl. Well done Mousey!

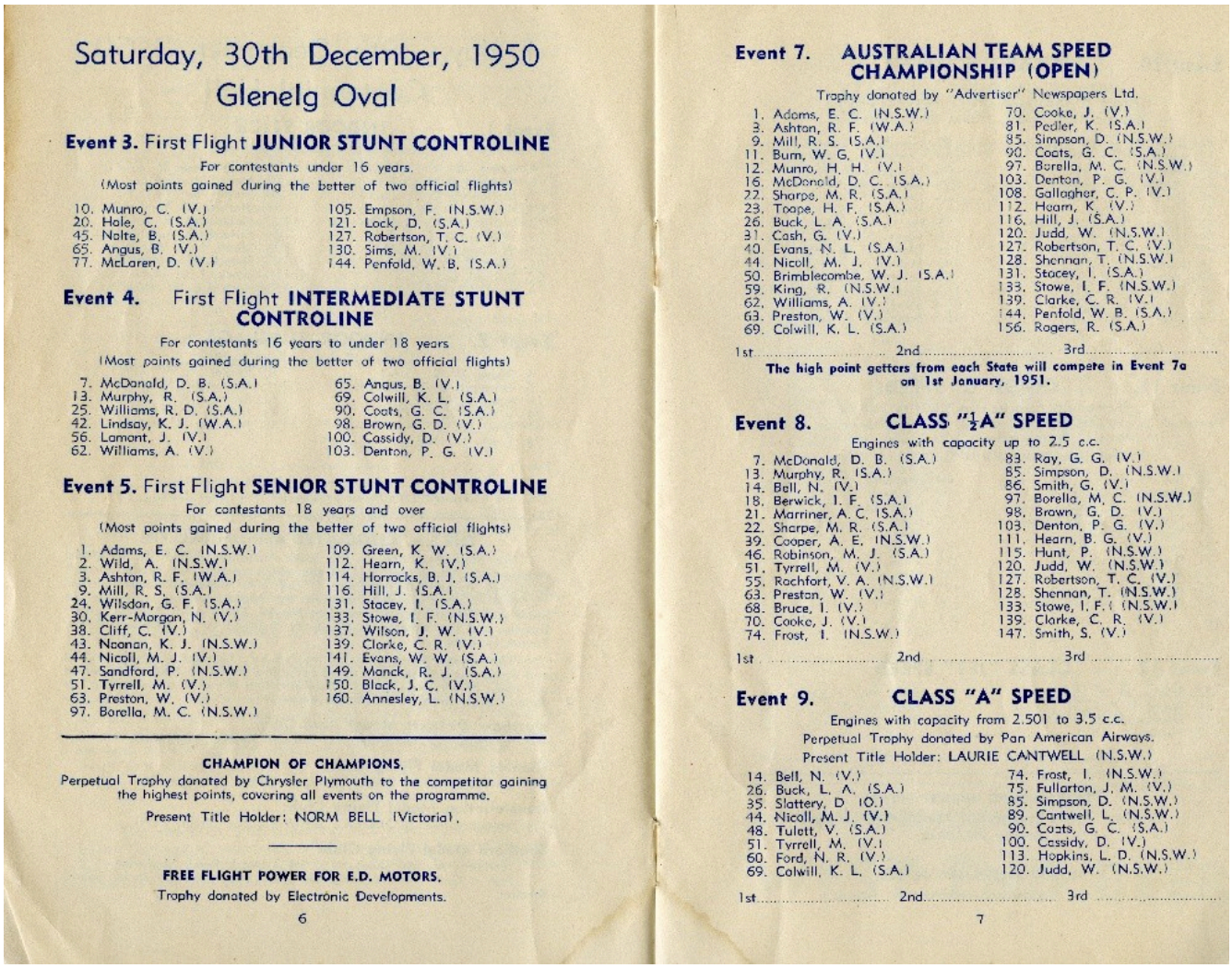
I see Des Slattery from QLD was there and he's still going strong: What a long modelling career!

Who was "Spungie Spence" one is inclined to ask, and how did they get that nickname? There is an entry by a D Spence in Junior Rubber, so I presume that was Spungie, but beyond that, I guess we'll never get an answer to the Spungie question….

Last one to mention is another old acquaintance long gone these days, Arthur Butler, a rubber man through and through! Arthur could never be accused of being the wild party type, he was a loner in the main and hard to get to know, but when you did, and you managed to get to have a conversation with him, he was a

really nice guy, shy as hell, but a gentleman and pretty cluey person when it came to open rubber and Wakefield.

The lists of competitors under the various events are a who's who of aeromodelling in the early 1950's in Australia, and I must admit that I'm old enough to recognise a good number of them!



Saturday, 30th December, 1950
Glenelg Oval

Event 3. First Flight **JUNIOR STUNT CONTROLINE**

For contestants under 16 years.
(Most points gained during the better of two official flights)

10. Munro, C. (V.)
20. Hole, C. (S.A.)
45. Nolte, B. (S.A.)
65. Angus, B. (V.)
77. McLaren, D. (V.)
105. Empson, F. (N.S.W.)
121. Lock, D. (S.A.)
127. Robertson, T. C. (V.)
130. Sims, M. (V.)
144. Penfold, W. B. (S.A.)

Event 4. First Flight **INTERMEDIATE STUNT CONTROLINE**

For contestants 16 years to under 18 years
(Most points gained during the better of two official flights)

7. McDonald, D. B. (S.A.)
13. Murphy, R. (S.A.)
25. Williams, R. D. (S.A.)
42. Lindsay, K. J. (W.A.)
56. Lamont, J. (V.)
62. Williams, A. (V.)
65. Angus, B. (V.)
69. Colwill, K. L. (S.A.)
90. Coats, G. C. (S.A.)
98. Brown, G. D. (V.)
100. Cassidy, D. (V.)
103. Denton, P. G. (V.)

Event 5. First Flight **SENIOR STUNT CONTROLINE**

For contestants 18 years and over
(Most points gained during the better of two official flights)

1. Adams, E. C. (N.S.W.)
2. Wild, A. (N.S.W.)
3. Ashton, R. F. (W.A.)
9. Mill, R. S. (S.A.)
24. Wilsdon, G. F. (S.A.)
30. Kerr-Morgan, N. (V.)
38. Cliff, C. (V.)
43. Noonan, K. J. (N.S.W.)
44. Nicoll, M. J. (V.)
47. Sandford, P. (N.S.W.)
51. Tyrrell, M. (V.)
63. Preston, W. (V.)
97. Borella, M. C. (N.S.W.)
109. Green, K. W. (S.A.)
112. Hearn, K. (V.)
114. Horrocks, B. J. (S.A.)
116. Hill, J. (S.A.)
131. Stacey, I. (S.A.)
133. Stowe, I. F. (N.S.W.)
137. Wilson, J. W. (V.)
139. Clarke, C. R. (V.)
141. Evans, W. W. (S.A.)
149. Manck, R. J. (S.A.)
150. Black, J. C. (V.)
160. Annesley, L. (N.S.W.)

CHAMPION OF CHAMPIONS.
Perpetual Trophy donated by Chrysler Plymouth to the competitor gaining the highest points, covering all events on the programme.
Present Title Holder: NORM BELL (Victoria).

FREE FLIGHT POWER FOR E.D. MOTORS.
Trophy donated by Electronic Developments.

6

Event 7. AUSTRALIAN TEAM SPEED CHAMPIONSHIP (OPEN)

Trophy donated by "Advertiser" Newspapers Ltd.

1. Adams, E. C. (N.S.W.)
3. Ashton, R. F. (W.A.)
9. Mill, R. S. (S.A.)
11. Burn, W. G. (V.)
12. Munro, H. H. (V.)
16. McDonald, D. C. (S.A.)
22. Sharpe, M. R. (S.A.)
23. Toope, H. F. (S.A.)
26. Buck, L. A. (S.A.)
31. Cash, G. (V.)
40. Evans, N. L. (S.A.)
44. Nicoll, M. J. (V.)
50. Brimblecombe, W. J. (S.A.)
59. King, R. (N.S.W.)
62. Williams, A. (V.)
63. Preston, W. (V.)
69. Colwill, K. L. (S.A.)
70. Cooke, J. (V.)
81. Pedler, K. (S.A.)
85. Simpson, D. (N.S.W.)
90. Coats, G. C. (S.A.)
97. Borella, M. C. (N.S.W.)
103. Denton, P. G. (V.)
108. Gallagher, C. P. (V.)
112. Hearn, K. (V.)
116. Hill, J. (S.A.)
120. Judd, W. (N.S.W.)
127. Robertson, T. C. (V.)
128. Shennan, T. (N.S.W.)
131. Stacey, I. (S.A.)
133. Stowe, I. F. (N.S.W.)
139. Clarke, C. R. (V.)
144. Penfold, W. B. (S.A.)
156. Rogers, R. (S.A.)

1st ..... 2nd ..... 3rd .....

The high point getters from each State will compete in Event 7a on 1st January, 1951.

Event 8. CLASS "½A" SPEED

Engines with capacity up to 2.5 c.c.

7. McDonald, D. B. (S.A.)
13. Murphy, R. (S.A.)
14. Bell, N. (V.)
18. Berwick, I. F. (S.A.)
21. Marriner, A. C. (S.A.)
22. Sharpe, M. R. (S.A.)
39. Cooper, A. E. (N.S.W.)
46. Robinson, M. J. (S.A.)
51. Tyrrell, M. (V.)
55. Rochfort, V. A. (N.S.W.)
63. Preston, W. (V.)
68. Bruce, I. (V.)
70. Cooke, J. (V.)
74. Frost, I. (N.S.W.)
83. Ray, G. G. (V.)
85. Simpson, D. (N.S.W.)
86. Smith, G. (V.)
97. Borella, M. C. (N.S.W.)
98. Brown, G. D. (V.)
103. Denton, P. G. (V.)
111. Hearn, B. G. (V.)
115. Hunt, P. (N.S.W.)
120. Judd, W. (N.S.W.)
127. Robertson, T. C. (V.)
128. Shennan, T. (N.S.W.)
133. Stowe, I. F. (N.S.W.)
139. Clarke, C. R. (V.)
147. Smith, S. (V.)

1st ..... 2nd ..... 3rd .....

Event 9. CLASS "A" SPEED

Engines with capacity from 2.501 to 3.5 c.c.
Perpetual Trophy donated by Pan American Airways.
Present Title Holder: LAURIE CANTWELL (N.S.W.)

14. Bell, N. (V.)
26. Buck, L. A. (S.A.)
35. Slattery, D. (O.)
44. Nicoll, M. J. (V.)
48. Tulett, V. (S.A.)
51. Tyrrell, M. (V.)
60. Ford, N. R. (V.)
69. Colwill, K. L. (S.A.)
74. Frost, I. (N.S.W.)
75. Fullarton, J. M. (V.)
85. Simpson, D. (N.S.W.)
89. Cantwell, L. (N.S.W.)
90. Coats, G. C. (S.A.)
100. Cassidy, D. (V.)
113. Hopkins, L. D. (N.S.W.)
120. Judd, W. (N.S.W.)

1st ..... 2nd ..... 3rd .....

7

Of interest compared to modern times is firstly, the number of entrants in each event, but secondly, and very much a good example of a matter I discussed in an essay a few years ago; The tendency of modern day competitors to stick to only one category of model flying, often R/C, with no interest in other categories or model types. At this 1951 Nationals however, I can see at least one modeller who has entered Control Line Stunt, Team Race, Open Free Flight Power, Chuck Glider, Jetex Duration, Wakefield, Unorthodox Models, A/2 Sailplane, FAI Sailplane (not sure of the difference back then between A/2 and FAI…), 1/2A Power, Combined Class A &B F/F Power, and to top it all off; he also entered two indoor events!

Find me someone, in this modern age that is that versatile! It also drives home my point that multi-discipline, or multiple class flying was once common practise and, in my view, modelling was better for it.

Some names I recognise: Let's look at the event called Indoor Stick as I'm sure many as well as me will remember these names; Boyd Felstead, Alan King (world Wakefield champ to be), Mal Sharpe, Gordon Burford (already busily making model engines by the hundreds), Jim Fullarton, Max Starick (of Hangar Rat Kit fame), Bert Halmshaw, Col Pittard (the owner of the program we're discussing), Ivor Stowe (AKA Ivor F). And that's just one indoor event!

In later events in the program, I see names such as Barry Angus flying Junior stunt. Barry went on to become one of the owners of the R/C organisation known as Kraft Systems Australia and he was a big name in that field of modelling.

Also, there was Derry Brown flying stunt, whom I got to know well years later, Don McLaren, another well-known stunt flyer of that era, along with Mony Tyrrell, whom I also got to know well in later years when he was flying R/C Old Timer. Other names I know include Bill Evans, Brian Horrocks, Keith Hearn (Hearn's Hobbies) John Lamont, who passed away earlier this year and who, for many years prepared and circulated a R/C general news publication. I had several good chats with John a few years back about drawing plans and modelling in general. He was into R/C glider by then, and always seemed to drawing glider plans, in fact he had a plans service of sorts, and he used the same plotting bureau as I did for my work documents some years back.

I could go on almost endlessly, but there would be no point, so as I leave that train of thought, I'll throw out a few names more names and then talk about something else…

I also see; Len Buck who always wore cowboy hats and could make a speed model go very quickly indeed, Wally Judd, the cranky team race flyer, Laurie Cantwell who was a superb C/L speed flyer who later gravitated to R/C, Arthur Cooper whom I've mentioned already elsewhere, my old mate, the versatile Norm Bell; I wrote an article about him a few years ago, Bob Howie, Herb Henke (my article about the dusty cardboard box was about Herb), D Cassidy whom I'm sure could be the D Cassidy still belonging to the VFFS.

The other noticeable thing about this national's event was the number of entrants in some of the events. It is obvious from looking at contest reports over the years gone by that there is a hole in the bucket and we're slowly losing numbers. Even today, look at the diminishing numbers flying F1C compared to years gone by, look at Towline Glider entries and also; good old Chuck Glider!

At the 1951 nationals, we had 77 entries in Chuck Glider! The best we can do these days is half a dozen on a good day. Look also at the Towline Sailplane events; we had 47 flying FAI Sailplane in 1951, while today, we can only scrape together four or five for F1A! At this point I can see the readers from England and Europe, if they bother reading this missive, saying what? You think 47 is good? "Try 300 plus!!

My friends from the mother country, Albert Fathers and John Borrill both have stories to tell of flying sailplane events in England back in the day with more than 300 other competitors. I struggle to imagine how many line tangles there would have been and how difficult it would have been for the timekeepers to keep track of the model they were flying. I admit that the best mass group of models I've seen is about thirty models all circling in one big thermal. It was in New Zealand at one of the Trans-Tasman contests, and yes, luckily one of them was mine…

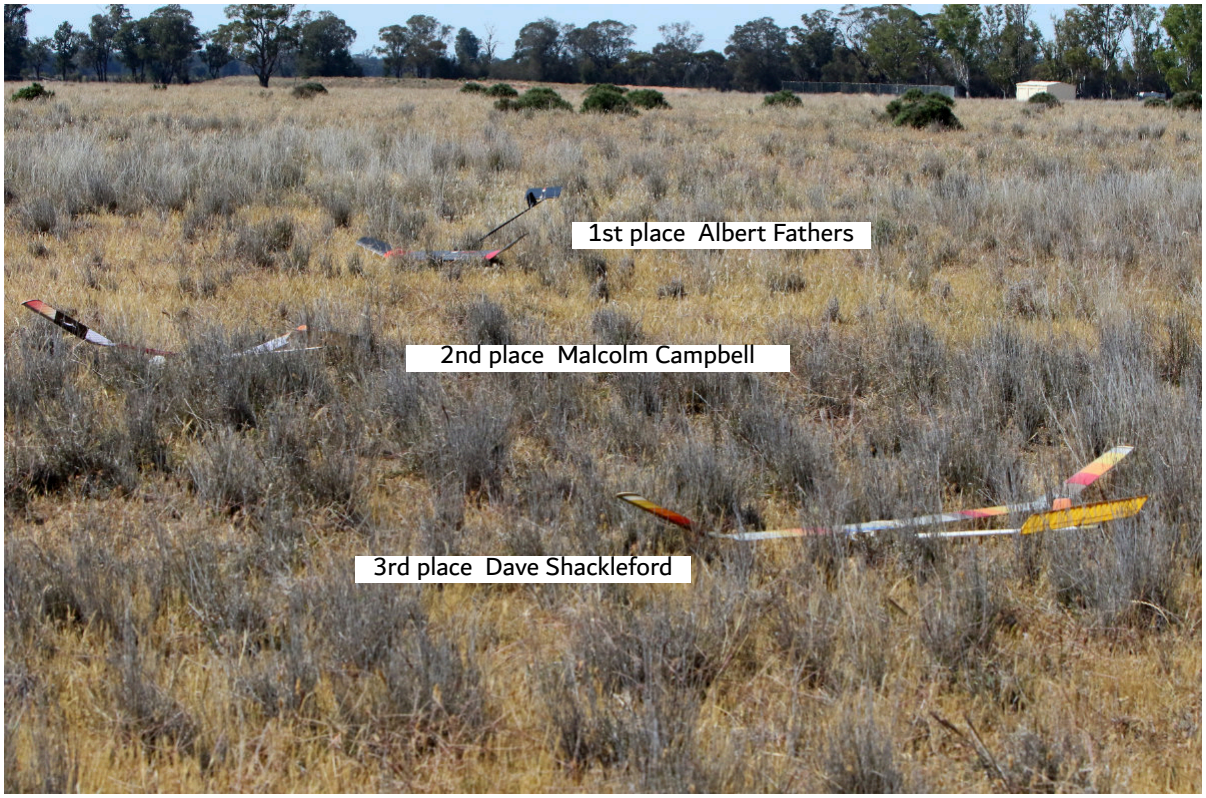


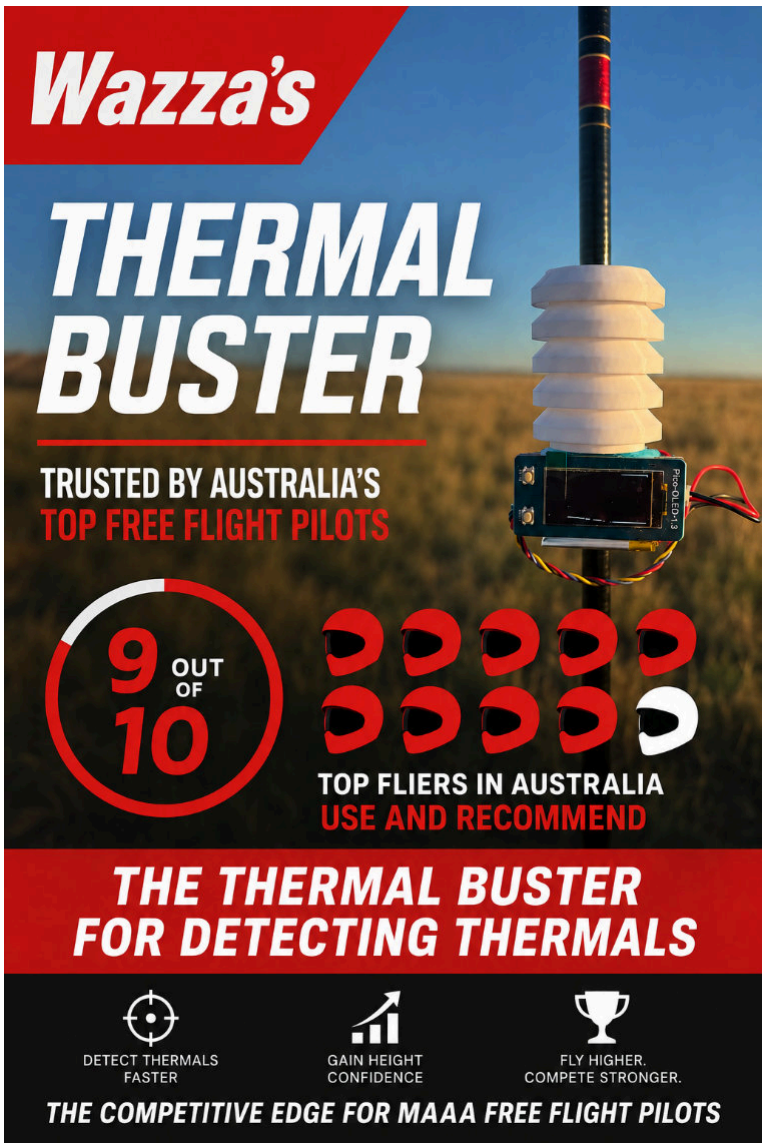
Well, by now you will be sick and tired of reading lists of names and hearing about the history of the Australian Nationals. It's surprising to think that a simple program from an event held seventy-five years ago can start a train of thought such as you've just endured!

I hope it rang bells for some other older modeller out there, and I'll finish with the advertisement on the back page of the program featuring Trans Australia Airlines. They are long gone, of course, having been swallowed up by QANTAS in the 1960's, but it's interesting to see a major airline recognising model flying and supporting it to some extent by paying for an advertisement!

Mike Pettigrew. August 2026.

There are three F1A gliders nestling in the grass here. They landed in exact finishing order for the event!







CUSTOM CUT BALSA WOOD

Super Special Prices for the MAAA Nat's at West Wyalong this October

008" thick up to 12mm thick,
3" and 4" wide sheets

4lb to 14lb Quarter grain or
Straight grain

Contact Len Surtees
Mobile 0409 891 008
email lensurtees@hotmail.com
for a quote on any special orders that I can hand deliver at the Nationals.



Large RC model of the famous SE5a
1250 mm span with OS 52 Surpass engine.

Could be converted to control line.

$350

For NSWFFS call Roy 0413 588 720



ASP 09A
New in box

Only unpacked for this photo. It's never tasted fuel and is unwanted as I am using bigger motors.

Complete with all the necessary components for control line and RC flying

2 CL venturis, Enya 10 NVA, exhaust system to bypass the standard muffler.
Original muffler and RC carby included.

The complete package cost me $190.

For Sale at $150

Malcolm Campbell **Phone 0417 774 826**

2026 TEAM SELECTION TRIALS

	Kiwi Cup N. American Max Men	Widgiewa Cup	AFFS Champs	Southern Cross Cup	NSW St Ch	Vic St Ch	Mongolia Cup	Australian Nationals	Sum of best three	Sum of best four
	February 2026	26/4/26	27/4/26	29/4/26	25/07/2026	26/07/2026	15/08/2026	23-29/10/26		
F1A										
Ian Haigh		685	563	960	736	895			2591	3276
David Shackleford		692		401	721	906			2319	2720
Albert Fathers	921				871	849			2641	2641
Phil Mitchell		840	780	960					2580	2580
Malcolm Campbell		823	683	683					2189	2189
F1B										
Richard Blackam		900	960	960	885	960	960		2880	3840
Vin Morgan	960	900	960	926	900	960			2880	3806
Bruce Hao	960	379	960	960	874	907			2880	3787
Gary Goodwin		849	843	960	773	955			2764	3607
Albert Fathers	960	771	941	697					2672	3369
Terry Bond					755	731			1486	1486
Phil Warren					617	175			792	792
F1C									0	0
Roy Summersby	960	689	951	960	900	960			2880	3831
Gary Pope		900	632	960	900	960			2820	3720
Andrew Linwood		900	960	960	883	682			2820	3703
Warren Leadbeater		883	839	960	900	795			2743	3582

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

Spare a thought

by Mke Pettigrew

Some people have it easier than others!



I was having an email conversation with a friend in Ukraine the other day, and in one of his emails he signed it off with this throwaway line: "*May you have peaceful skies overhead*".

I was struck by how poignant and sad that was!

He had been telling me how he hears the air raid sirens every day and that there are explosions now and then from random missile strikes in his hometown. Worse still, one of his daughters lives and works in Kyiv where that situation is even more troubling, and he worries about her constantly, yet life goes on around him amid the missiles and explosions, as if life were normal!

He, or any one of his family, could be in a building or a shopping centre or even their own home one minute, and suddenly be gone the next because of a missile or drone strike. It's just a lottery really, who knows when it's their time…

Those of us who are distant from all that, should be thankful we're not there too, but I suggest we should also spare a thought for the people who are in his situation; to wish them well, and hope that one day soon, they too may have peaceful skies overhead.

Many of you know this friend who wrote those words; his name is Viacheslav Aleksandrov, or Slava, to those who know him, the 2015 F1C World Champion. Despite these safety issues, he and many other Ukraine sportsmen and women who share our passion for things that fly, still pursue this sport despite all that goes on around them.

We should applaud how well they did at the recent European Championships, despite those odds!

So, as I said at the start: Why not spare a thought now and then for all our friends in Ukraine who continue to pursue the sport that is our collective passion, despite the danger forced upon them!

Why not **SPARE A THOUGHT** today?



75th MAAA Free Flight National Championships

West Wyalong - 23rd - 29th October 2026

Pilot Entry

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

	FREE FLIGHT - Outdoor
	F1A Gilder
	F1B Rubber
	F1C Power
	Combined Mini (F1J, F1G, F1H)
	Open Power
	Open Rubber
	E36
	Day Scramble
	Outdoor HLG/TLG
	Outdoor CLG
	P30 Rubber
	Combined Vintage (Power, Rubber, Glider)
	OZ Diesel
	F4A Scale
	Dixielander
	FREE FLIGHT - Indoor
	Peanut Scale
	Indoor HLG
	Indoor CLG
	Hangar Rat
	Hangar Rat Scramble

Place an 'X' in the events you wish to enter

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
Fun Fly only		$0	$0	$0
Sub Total		**A**		

Goodies & Dinners	Qty	$ Each	Total	
Metal Badges		$5		No Limit
Decals		$3		
Sausage Sizzle & Can		$5		
Celebration Dinner		$25		
Sub Total		**B**		

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

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

CAMPING AVAILABLE AT THE FIELD:

Including; Camp Kitchen with 240V Fridges, TV, Microwave, Kettle, Toaster, BBQ, Electricity, Mens & Womens Hot Showers & Toilets. Tank Water. Plenty of shade.

$10 per person per Night (Kids free)
Contact Roy Summersby for Bookings

PAYMENT OPTION

EFT DETAILS -

A/C Name - NSWFFS Inc

BSB - **062 293**

A/C # - 00901281

Ref - MAAA Number + 1st three letters of your surname

ENQUIRIES -

2026 Nats Registrar – Nat Beckett
Ph: 0402675037
Email: natbeckett82@icloud.com

2026 Nats Organiser - Michael Towell
Ph: 0433 175 295
Email: mtowell5@gmail.com

GET YOUR ENTRY IN EARLY!

Closing Date for Entries is
25th September 2026
we will accept a
Late Fee of $50
for any late entries

75th NATIONALS 2026 PROGRAM
WEST WYALONG
23rd – 29th Oct 2026

	Free Flight AB field	Social	CD
Friday 23rd Oct	Registration and practise		
Saturday 24th Oct	8am – 1pm Open Power and Rubber (3 flights, 180 sec max) Dixielander Event (3 flights, 180 sec max) 8am – 11am CLG/HLG (6 flights with top 3 counting, 60 sec max)	5:30pm Swap Meet 7pm Country Lamb Roast Dinner and Wine	
Sunday 25th Oct	7am – 9am F4A 8am – 1pm Oz Diesel (5 flights, 120 sec max) E36 (3 flights, 120 sec max)		
Monday 26th Oct	8am-1pm F1A, F1B and F1C (5 rounds, 180 sec max) (1st round 240 sec max)	2pm – 6pm Indoor Hanger Rat, Peanut, and HLG/CLG.	
Tuesday 27th Oct	8am-1pm Combined Mini (5 rounds, 120 sec max) (1st round 180 sec max)		
Wednesday 28th Oct	7am – 8am Day scramble 8am – 1pm Combined Vintage (3 flights, 180 sec max) P30 (3 flights, 120 sec max)	5:30pm Swap Meet 6:30pm Country BBQ (sausage sizzle) and Can	
Thursday 29th Oct	Layover Day		

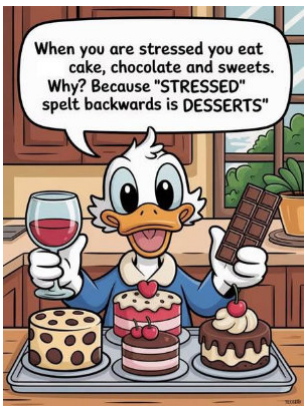
All presentations will be conducted at the house from 5pm

JOKES

I never thought I'd be the kind of person who'd wake up early in the morning to exercise ...

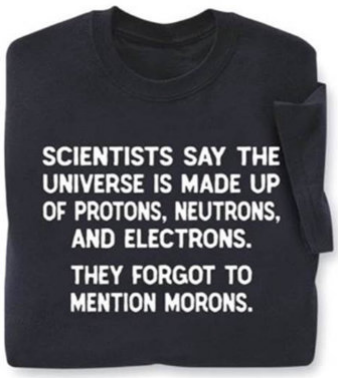
And I was right.





A truck loaded with Vicks vapor rub overturned on the highway.

Amazingly, there was no congestion for eight hours.



It's a good day. The bulb finally burned out on my check engine light.

I've just renamed my wifi network to "Police Surveillance Van #02". That should keep the neighbors on their toes for a while



I like to make lists.

I also like to leave them laying on the kitchen counter and then guess what's on the list while at the store.

Fun game.

Back in my day the only time we started panic buying was when the bartender yelled "last call" 😂

I NEVER CALLED YOU STUPID, BUT WHEN I ASKED YOU TO SPELL "ORANGE" AND YOU ASKED ME THE FRUIT OR COLOR IT KINDA CAUGHT ME OFF GUARD.



NSW FREE FLIGHT CONTEST CALENDAR 2026 V1

Date	Event	Venue	Time	CD
January 11	½ Scramble and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
January 16	General Meeting	Dundas Sports	7:30pm	
February 8	P30 State champs and Combined Vintage	Richmond	7:00am – 12:00pm	Peter Scott
February 22	Unorthodox Day, Abomination Mass Launch and Scale Rally BBQ – BYO food	Richmond	8:00am -12:00pm	Michael Towell
March 7 - 8	Hunter Valley Championships CL & FF	Muswellbrook	See program	See program
March 15	1 hr Scramble State Champs and Combined % BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
March 20	General Meeting	Dundas Sports	7:30pm	
April 12	E36 State Champs and Combined Vintage	Richmond	7:00am – 12:00pm	Michael Towell
April 26 - 30	AFFS Champs + Widgiewa Cup (World Cup Events) + Southern Cross Cup for F1A, B and C	Narrandera	See program	See program
May 1 - 3	AFFS continued at WW – 1st Combined Vintage, E36, P30 – 2nd F1 G, H, J, % & Scramble – 3rd Open Power, Open Rubber, HLG, TLG & CLG – See FFDU - Evening Presentation Dinner	West Wyalong	See program	See program
May 16 - 17	Muswellbrook Veterans Gathering	Muswellbrook	See program	See program
May 22	General Meeting	Dundas Sports	7:30pm	
May 30 – June 1	F1ABC State champs + Open Rubber/Power State Champs + Victorian State Champs for F1ABC	West Wyalong	See program	See program
June 14	Combined F1G, H and J State champs and Combined %	Richmond	7:00am – 12:00pm	Gary Pope
July 3 - 5	Trans Tasman Scale Rally + CL Scale (Fri to Sun) + 1 hr Scramble and Fun Fly BBQ – BYO food	Richmond	7:00am -12:00pm	Phil Warren Michael Towell
July 17	General Meeting	Dundas Sports	7:30pm	
July 25 - 26	Mid Winter Mini Maxout 2min max models (5 flights per day)	West Wyalong	See program	See Program
August 9	Combined Vintage State Champs & Combined %	Richmond	7:00am – 12:00pm	Gary Goodwin
August 29-30	Cowra Oily Hand Weekend	Cowra MAC	See program	See program
September 6	½ hr Scramble and Scale Rally BBQ – BYO food	Richmond	7:00am – 12:00pm	Roy Summersby
September 18	General Meeting & AGM	Dundas Sports	7:30pm	
September 27	HLG/CLG State champs and Combined Vintage	Richmond	7:00am – 12:00pm	Nat Beckett
October 11	Ebenezer Day and George Fuller Event BBQ – BYO Food	Richmond	7:00am – 12:00pm	Michael Towell
October 23 - 29	75th Free Flight Nationals	West Wyalong	See program	See program
November 8	Precision Power (sport models)	Richmond	7:00am – 12:00pm	Nat Beckett
November 20	General Meeting	Dundas Sports	7:30pm	
November 21	Presentation Dinner	See invite	5pm	
November 27	Friday Xmas Party	Richmond	7:00am-12:00pm	Michael - Lyn
December 6	½ hr Scramble + Christmas Party BBQ – BYO Food	Richmond	7:00am-12:00pm	Michael Towell

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

BRISBANE FREE FLIGHT SOCIETY

2026 Flying Calendar

Month	Date	Start	Events	Location
February	Sat 21st	12-4pm	Bar-B-Que lunch & General Meeting	John's place
March	Sat 7th	3-6 pm	**Indoor** – Delta Dart	BSHS
	~~Sun 8th~~	~~8-12pm~~	~~Club Day 2 min class models/trimming~~	POSTPONED
	Sun 22nd	8-2pm	~~F1H State Champs (5 flights) and E36 club event (3 flights)~~	POSTPONED
April	Sat 11th	3-6pm	**Indoor** - EZB	BSHS
	Sun 5th	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 12th	8-12pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	Sun 26th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 26th to	3rd May	AFFS State Champs & Southern Cross Cup Narrandera and W-	Wyalong
May	Sun 3rd	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 9th	3-6pm	**Indoor** - HLG/CLG	BSHS
	Sun 24th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 30th	8-1pm	Reserve F1A	Dalby
	Sun 31st	8-1pm	Reserve F1B	Dalby
June	Sun 7th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 13th	3-6pm	**Indoor** - Hangar Rat	BSHS
	Sun 14th	8-1pm	Club Fun Day including P20 and ½ hour Walking Scramble	Coominya
	Sat 27th	12-4pm	Bar-B-Que and AGM	John's place
July	Sat 4th	3-6pm	**Indoor** - P18	BSHS
	Sun 12th	8-1pm	Scale State Champs and testing	Coominya
	Sun 26th	8-1pm	Fun Fly and testing day including E36	Coominya
August	Sun 8th	3-6pm	**Indoor** – Peanut Scale	BSHS
	Sun 9th	8-1pm	Mini Power and QDP (each 3 flights)	Coominya
	Sun 23rd	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 6th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 13th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 27th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 11th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
	Sun 25th	8-1pm	Fun Fly and trimming day	Coominya
November	Sun 1st	8-1pm	Reserve day	Coominya
	Sun 15th	8-1pm	Col's Vintage and RC assist Sports model Rally	Coominya
December	Sat 5th	12-4pm	Christmas Party and prize presentation	Kathy's place

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

2026 FREE FLIGHT CALENDAR

Ver 5 as at 24 August 2026

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