The magazine for all those who love Free Flight

The BFFS DIGEST

September 2012



In this issue:

* *F1G, H and J State Champ reports*
* *Dalby Team Trials & Rubber weekend*
* *Indoor report*
* *100 gm Coupes*
* *Sneak Peak 2013 Calendar*

2012 - 2013 Management Committee

President	John Lewis
Vice-President	Des Slattery
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Administrator	Ted Burfein

Enquiries regarding the BFFS Inc should be directed to :-

The Secretary, B.F.F.S. Inc
1 Rex Street, Aspley QLD 4034

Editor and Newsletter Publisher
Malcolm Campbell
1 Rex Street ASPLEY QLD 4034
Phone:- 3263 9339 **Email** : - actrain@ozemail.com.au

Club web page
Currently we don't have one - any volunteers?

Ron Chernich's web page
http://modelenginenews.org/bffs/index.html

Contributed articles dealing with matters of interest are published from time to time in BFFS Digest.

The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

COVER PAGE:

Club secretary and BFFS Digest editor Malcolm Campbell launching everyone's favourite, a Vic Smeed Tomboy during Dale's Fun Fly Day in July.

PRESIDENT'S REPORT



It's been a busy year for many of our members chasing team selection points all over Australia and overseas. With one remaining trial it looks like we have two members that have qualified to represent Australia in France next year.

The recent trials at Dalby produced a mixed bag with excellent weather on the Thursday and strong wind and a storm on the Friday afternoon. The following two days began well in the morning but the Saturday afternoon was a bit windy for the running of Open Rubber and F1J. Sunday was near perfect but a little warm for the No frills Wakefield club event. In any case the visitors that attended from interstate seemed happy with the Dalby site with a couple convinced it was more than adequate as a Word Championship venue particularly with the close proximity of accommodation and facilities. The new owners recently paid a visit to the club house for morning tea and are very supportive of our activity. The council has categorized the Dalby Model Aero Club as a community activity giving us more credentials with the corporation that now own the site.

The club members informed us on Sunday the new owners have provided vehicle access diagonally across the field which enabled Ron Munden to find his flyaway model Sunday afternoon. This is not a road as such and is not suitable for vehicles if the black soil is wet, but take it slowly and it saves a lot of potential walking. One thing the new owners have requested is the wearing of Hi Vis shirts when we are walking across the field. This seems a very reasonable request and most of us already have our Hi Vis club shirts. Sunday morning a couple (Dion and Michelle) drove up from Brisbane to see our Free Flight activities. On a previous visit to Dalby MAC the club members told them about us. This is typical of the support Dalby MAC members have offered us from day one as they provide their facilities and help to find lost models and equipment. They are always quick to offer help and found George's tracker and my rubber bobbin we lost on the weekend. There is even the possibility they may be able to enlist the help of an ultra light pilot to help find lost models.

With the few remaining flying days this year the next major event on the calendar is the Xmas party which George has been able to secure for us. George does require help setting up so come early if you can on that day to help.

John Lewis

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Dales Fun Fly in July 4
F1G State Champs.....7
2 Min Class Comps.....9
F1H State Champs.....12
Retrieval with a bite.....13
Queensland Special Trial.....14
LSq/100 Comp.....16
F1J State Champs.....17
Open Rubber State Champs.....18
No Frills Wakefield Comp.....19
Indoor Report.....20
Scale Corner.....22
BFFS Spy.....24
100 gm Coupes (French Connection).....27
2013 BFFS Flying Calendar.....33
Best Size for Scale Models.....34
Champ of Champs progressive score.....35
2012 BFFS Calendar.....36

IMPORTANT NOTICE

Please remember: We only have access to the field on flying days unless by prior arrangement with the farmer Cedric Zischke. Also remember to be careful around the cattle and to keep an eye out for dog traps. If they are there, they are likely to be tied to the fence by a chain and covered with dirt. Be vigilant when on the Coominya flying field and always remember, we are Cedric's guests.

SECRETARY'S REPORT



The year is three quarters over. It's so hard to believe it is now September. Maybe the clocks run faster as I get older because I sure don't get as much done. We've had a few contests blown out recently, but we've also had some glorious days at Coominya. Our two recouperating flyers Graham and Des seem to be bouncing back well after their hip replacements. I hope it will be some long years before any other BFFS members tread this path. Of course it is a wake up call to all of us to enjoy our flying days, so why not try to attend all scheduled events in the future. The 2013 calendar is included in the Digest and it looks good, now featuring P-20 on the Fun Fly Days. Three of these great little birds were seen at the last Fun Fly and they perform magnificently. At least 5 more kits have been sold so this event will be hot in 2013.

Cheers, *Malcolm Campbell*

RULE CHANGES for the MAAA



I am trying to make sure that Free flighters who fly MAAA events only and are not members of AFFS know that this is MAAA's year for considering rule changes. There have been notices in FFDU but not all flyers get that.

We have only had one submission and that is on Vintage rules. I have asked Roy Sumersby to advise us if any changes are needed.

I intend to propose the introduction of RDT for MAAA events, reversion of OP and OR to five flight events and maybe a change to how we measure engine runs in Oz Diesel events. Diesel can have an uncontrollable burble.

We could adopt the American method of timing, ie time to the end of the power stroke or allow pressure with flood off and brake. The latter may be too complex for a simple class.

We need to get the message out so that some flyers who claimed that they did not know that changes were being made last time cannot make the same assertion this time.

Thanks all

Graham Maynard

WORDS FROM JIM BRADLEY ON RUBBER

Here are my findings about the latest batch, June '12, of Super Sport rubber for the next newsletter. You might want to pass this E-mail on to the F1B fliers quickly as I'm sure the word is getting around about how good this latest batch is, so it's going fast. Also you might want to remind everyone that John Clapp sold FAI Model Supply to Charlie Jones in June. Charlie can be contacted at: sales@faimodelsupply.com

I am finding the June '12 batch of Super Sport to have the best all around performance of any batch of Super Sport I have tested, and I have tested most every batch of Super Sport.

Looking at it for F1B use at 24 strands it shows to be very good in both burst and cruise. At 26 strands it far exceeds anything I have seen for burst and is still average for cruise. Flying with 26 strands in wind and turbulence would be very good to get the model off the ground quickly. Motor runs at 26 strands are 36 to 38 seconds and mid 40's for 24 strands. I made up some 25 strands motors, pain in the butt, the factory box I bought it repeated the overall quality of the 1 pound I had tested earlier. At 25 strands, 50 strands for the 1/16'

people, the motors were still Very Good in burst and at the top of my good scale in cruise. I will likely fly it at 24 stands for all conditions except windy weather when I would use the 26 strand motors.



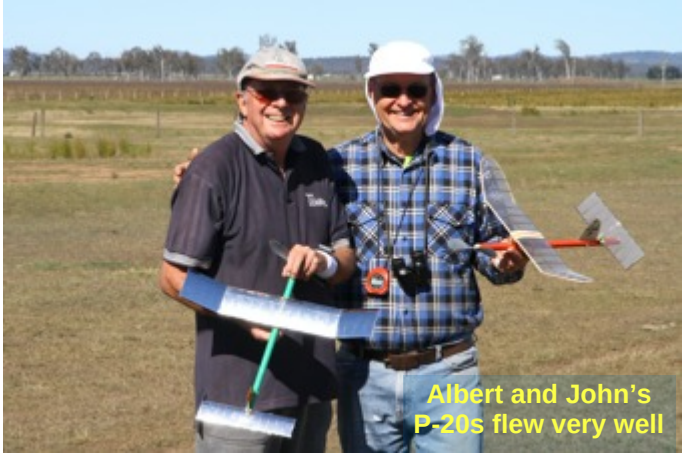
Dale's Fun Fly Day

COOMINYA 29 July 2012

It was an absolutely perfect day at Coominya with ultra light breezes and very few clouds. Towline gliders, balsa gliders, rubber models and power models graced the sky, as did a few electric RC sports models. Short retrieves for all, but towline flyers had to work a bit to get altitude at times. Des and Graham showed off their new hips and, while Graham ran up the engine of his new QDP model, Des flew his venerable Linnett and his Jim Fullarton Sportser, the latter with R/C. John Lewis put up some very high flights with his P-20, although Albert's had the faster climb. Both made a mockery of the proposed 60 sec max for 2013. Bill had his P-20 too, but he was dissatisfied with the trim. This promises to be an entertaining new class. And cheap too. One box of rubber will make up 100 motors!



John Lewis's own design P-20



Albert and John's P-20s flew very well



Tucker time - Dale's spread was very healthy

Dale stopped proceedings around 10 am for a healthy morning tea break of corn chips, cheese and biscuits, carrots, onion and gerkins. Very little was left after 20 minutes, and then all those who attended received an excellent little goody bag. Thanks for the hard work Dale – it was much appreciated.

Bill put in two very good flights with his 051 powered Pearl ½A and little 1934 Skymaster rubber powered sports model, and Dale flew a CLG later in the day. John Lewis also flew a CLG but it had a mischievous flight pattern. Larry Brownlow trimmed off his F1G after drowning it the



Albert 's P-20 flew "on rails"



Kathy found a few mates to play with



Larry Brownlow's F1G



Elly Fathers tries out the little P-20



Maisy Fathers wanted to take on the horses



Ron Munden's vintage Wake



Madison, Adrian's Canadian grand daughter enjoyed her visit flying P-20s and CLGs



In case you didn't see it, here it is again. P-20s are going to be VERY popular

dam on its last outing and he also flew his high wing RC model and soaring RC glider. Brian Taylor flew a small RC model that looked like it would be more at home indoors but the lovely weather took the indoor conditions outside. Adrian flew his Korda until the fully wound rubber slipped off the hook, so he spent the rest of the morning stripping the body back for repairs. Adrian's Canadian grand-daughter, Madison, did a number of retrieves and also got to fly a CLG and launch Albert's P-20. She thoroughly enjoyed herself.

Ron's 2.5 powered Dixielander flew well although he had some trouble with his vintage Yankie 4 Wakefield. Elly spent some time restraining Maisy who wanted to attack the local horses but got to fly the new P-20 and a little CLG. Albert also towed up his 2 electronic F1As, and he was pretty happy with their behaviour. Kathy flew a couple of ordinary CLGs Malcolm found in the back of his cupboard and also played with some basic open rubber models - she selected the better one to use at Dalby in September.

Malcolm trimmed off his Aiglet and, this time out, the wings stayed in one piece! It looks like it will be a good light air model. Kathy says it's hers. He also brought out his 12 year old un-flown Lil Hinney F1H to trim for Kathy. Whilst overweight it's strong and tows straight. Kathy says it's hers also. She towed it a number of times but took a heavy tumble just prior to what would have been a very good launch, and retired for the day. Malcolm also allowed his Tomboy to do a few slow tours of the paddock and it behaved like all Tomboys – it flew on rails.

All flights bare one stayed in the top paddock; John Lewis's P-20 strayed into the next paddock on one occassion, so it really was a great day for relaxed fun in the sun. Don't miss the next one!

16 attended

Ron and Sheila	Bill and Dale
Des and Noela	Malcolm and Kathy
Larry Brownlow	Brian Taylor
John Lewis	Graham Maynard
Albert and Elly	Adrian Bryant

Madison (12 yo Canadian g/daughter of Adrian)


The Ladies Circle - Sheila and Noela


Elly Fathers stretches out in CLG


Always a good crowd at the Fun Day


John and Kathy compare notes


Stay clear of Sheila when she's doing crsoswords


Adrian hand-winds his Korda


William's little cutie


Malcolm's Tomboy

F1G STATE CHAMPS

COOMINYA 26 August 2012



Good weather and a good roll up for a premier event

Report by LouiedaFly

The event had been postponed from 10 June so all that turned up then couldn't make the re-fly date and so missed a great day. However, 10 contestants made for a good close contest. The weather was magnificent for most of the contest until late in the last round.

The couple of contestants who flew near the end of round 5 had models landing close to the lake behind tall trees. Model design varied with more bought high tech models becoming the norm. Only Ron Munden failed to max round 1 giving an indication of both current model performance and the good flying conditions.

By the end of round 5 there were four who had qualified for the fly off with Mark Armour only missing out by 1 second. Darren Jones was also unlucky being clocked off when his model flew behind trees in round five having easily maxed the first 4 rounds.

The fly off was held at 7am on 10 August in cool light winds. Unfortunately George Baynes was unable to attend leaving the remaining 3 to fight out the unlimited fly off. John was away first but a poor launch (too vertical) rolled the model on its back contributing to a lack of height and a low score.

William benefiting from some mid week practice did everything right gaining great height and a good score.



Ron Munden winds under watchful eyes



Not a bad roll up

Brian launched while William was still in the air but was unable to match the performance of William's model but was well ahead of John for second place.

Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Fly off	Total
William Jones	120	120	120	120	120	249	849
Brian Taylor	120	120	120	120	120	170	770
John Lewis	120	120	120	120	120	114	714
George Baynes	120	120	120	120	120		600
Mark Armour	120	120	119	120	120		599
Dale Jones	120	120	108	108	120		576
Darren Jones	120	120	120	120	91		571
Larry Brownlow	120	58	108	107	75		468
Ron Munden	87	93	84	47	120		431
Albert Fathers	120	120	120	61	-		421


Larry Brownlow sets up


Brian Taylor - waiting for lift


Brian Taylor did extremely well with his old balsa model


Larry Brownlow goes early


Darren Jones looked very good until R5

2 minute class catch-up day

COOMINYA 26 August 2012

Report by Malcolm Campbell



William Jones launches his Dixie Gal in the QDP event

What a wonderful day – blue sky, light breeze and 23 degrees C. Good company and a cheerful outlook guaranteed a good day for the 8 flyers who attended the catch up day for QDP, ½ A Power, F1G and A1 Sailplane.

I was kept very busy flying 3 classes myself and assisting Kathy with the 2 classes she was flying, so my notes are scant but hopefully reasonably accurate. Days like these are ones that make aeromodelling such a joy.

As all events were 3 flights of 2 minutes with no end time stipulated, the contest was relaxed and simple. Fly when you like in any class – I finished my last flight at 3.30 pm!

F1G is a very popular at Coominya and we've often seen 15 competitors in State Champ events. Unfortunately the 4 events on the 26th were catch-ups of 2 days previously blown out so a number of regular flyers already had the day booked for other matters. Graham's refurbished model set the pace with an easy max and Albert followed soon after just falling short. He made up for it with two good maxes in his final flights taking the event from Graham who dropped round 2.

Dale did well with her no frills kit model and wasn't far behind the boys. Her model attracted about a dozen kite hawks that took and interest in her flight path, circling in unison with it and even escorting her back to the flight line. These birds stayed with us for the day, but no model suffered from their often close investigation. Later in the day, 4 carloads of bird watchers parked outside our field to watch their feathered friends intently through large monoculars on tripods. Malcolm and Kathy flew 40 year old designs and their balsa models were respectively 14 and 10 years old, and flew accordingly – time to build some fresh new planes to rejoin the race. William dutifully ensured Dale had a good time and, as he had entered all 4 classes, decided not to continue after he badly dropped R1.

F1G	Rnd 1	Rnd 2	Rnd 3	TOTAL	Place
Albert FATHERS	103	120	120	343	1
Graham MAYNARD	120	94	120	334	2
Dale JONES	97	120	101	318	3
Malcolm CAMPBELL	83	78	47	208	4
Kathy BURFORD	81	65	39	185	5
William JONES	65	-	-	65	6



Des Salttery was happy just to be flying in the power events



William Jones controlled the power events, seen here launching his ½A model



Des Slattery launches his ½A model

William was the surprise packet in **½A Power** with his lightweight Cox powered model performing extremely well. Once he mastered the intricacies of starting a small Cox engine, he signalled to all he would be a threat to be reckoned with in future ½ A events. I didn't see Des's flights but they weren't up to his usual standard.

½ A Power	Rnd 1	Rnd 2	Rnd 3	TOTAL	Place
William JONES	72	120	120	312	1
Des SLATTERY	65	62	54	181	2

In **A1 Sailplane**, Malcolm and Albert flew Aiglets, William had a model from the designer or the Rolling Stone A2 and Kathy flew a slightly overweight Little Hinney Mk 3. Aiglets require a gentle touch and Albert, after testing his F1A long model all morning forgot. Exit one Aiglet with a sheared wing. Malcolm finessed his model into a final round high max to win and William, a newcomer to towline gliders, did well to max one round and suffer from light winds in the other two flights. Kathy's model towed up superbly but suffered by being 2 ozs overweight and the dead air didn't help.

A1 Sailplane	Rnd 1	Rnd 2	Rnd 3	TOTAL	Place
Malcolm CAMPBELL	33	90	120	243	1
William JONES	24	120	75	219	2
Kathy BURFORD	55	39	35	129	3
Albert FATHERS	Attempt	-	-	-	4



Aiglets in light airs are fun. This one is Malcolm's. Alberts blew up on launch.



Kathy Burford's model looked pretty in the air, but was too heavy



Des Slattery launching William's A1 sailplane



Des Slattery launches his reserve in QDP, a Stomper

William's Cipola motor proved difficult to start in **Queensland Diesel Power (QDP)** and he just managed to get it started each time minutes before Dale lost the last of what little patience she had. Diesel motors can be so boring, ask Dale. Thankfully, the Dixie Gal



Ours weren't the only birds in the sky. There were dozens of hawks aloft most of the day



Coominya can be a minefield at times. Signs of well-fed cows

design flew well and William had three good scores on the board. Des started badly, launching his model with level wings and the resulting loop did not end well. Scratch one model. Reaching for his old faithful, an Elfin powered Stomper, Des managed 3 decent flights, one a particularly good one, climbing away steeply in great air. Malcolm started strongly with two big maxes, the first DTing left of the overfull dam, drifting across the water



Albert kept Des pretty busy later in the day

and then narrowly missing the wide drainage ditch to the right and landing metres from the water. Unsatisfied, his second flight DT'ed higher, landing precisely in the middle of the dam, retrieval made possible from the other side, courtesy of a gentle breeze that blew the model into the bank. After draining the wing and fuse, and running a tank of fuel through the motor, he launched at somewhat less than full power, blowing the chance of an easy win when the motor stopped after 6 seconds.

QDP

	Rnd 1	Rnd 2	Rnd 3	TOTAL	Place
William JONES	107	120	93	320	1
Malcolm CAMPBELL	120	120	38	278	2
Des SLATTERY	74	50	120	244	3

Out of curiosity I applied a 5-4-3-2-1 score for the top 5 places in each event, in which case William "won" the day with 14 points, from Malcolm on 11 and Des and Albert sharing third with 7 points. The last flyers left the field at 4 pm, just as the winds got up and clouds covered the sun, ending a most enjoyable 8 hours of flying.



Another great day at Coominya. Water and trees are upwind.

F1H STATE CHAMPS

COOMINYA 9 Sept 2012



Ben Lewis launches for his Dad, John

With a great weather report we arrived at the field a little after 7am to ideal conditions. However by 8am there were wind gusts of 6 m/sec and an average wind speed of 4m/sec. Ben was up first but uncharacteristically his model towed hard left and was towed in. On inspection the rudder line had become jammed but once freed the model towed OK on the second attempt. The launch was still a bit to the left but the model maxed comfortably. John launched next gaining reasonable height from the launch to also max. Of the six starters 4 maxed in conditions which showed signs of improvement as the morning wore on.

The second round was less forgiving with John circling and launching into reasonable air only to land 3 seconds short. Malcolm followed into the same air but stayed with the lift as his model glided away in a different direction. Only Malcolm maxed this round. By round 3 there were long periods of still hot conditions making towing difficult. Both William and Kathy retired hurt, William from a tumble on the day and Kathy from a niggly injury incurred on an earlier day. John circled and attempted to launch only to let the towline go with the model still latched. Hence the model and towline were last seen heading in the general direction of Atkinson dam. With his reserve model John was able to max while Ben made good height on his launch to also max. Malcolm flew tactically keeping his score card clean.

In round 4 Ben launched into a boomer thermal to reach the greatest height of the day. Oh for an RDT unit – Ben could have safely DTed after one minute. Due to the hit and miss conditions John decided to straight tow and off under a model that appeared to be in lift only to be back on the ground in little over a minute. Round 5 John went back to circling for lift to score the only max in that round. Malcolm spoilt his perfect score for the day but ended up in first place, John second and Ben third. After maxing the first round Brian's scores diminished throughout the day – some suspect deliberately to reduce the retrieval effort. Looking back the day was as predicted in terms of wind speed except for the first hour of the contest. Except for a lost model it was a great day's flying.

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Total
Malcolm Campbell	120	120	120	120	79	559
John Lewis	120	117	120	77	120	554
Ben Lewis	120	57	120	120	96	513
Brian Taylor	120	114	66	60	50	410
Kathy Burford	34	65	-	-	-	99
William Jones	38	27	-	-	-	65



Ben circles in an early round



2nd Ben Lewis, 1st Malcolm Campbell, 3rd John Lewis



Another good roll up at Coominya



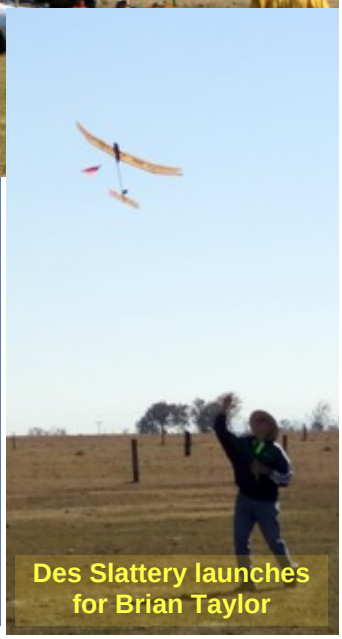
Father John



Son Ben



John's reserve model in later rounds



Des Slattery launches for Brian Taylor

Above photos from F1H State Champs

RETRIEVAL WITH A BITE

My model was lost from Springhurst in early March. In September a farmer called to say he had found it! Return to Brisbane arranged without hassle. Received the box from Springhurst this morning and opened it with great anticipation. Sadly all was not good, the wings had been cut off the wing joiners with an angle grinder and destroyed in the process! Tail boom was broken and no fin or stab accompanied the other bits. On the good side, the pod and bits inside looked ok.

So I removed the battery, cleaned the timer and switches, checked the timer, switch and servo conductivity. Plugged the battery in and tested it. All work well, DT at 183 sec, checked the program still the same.

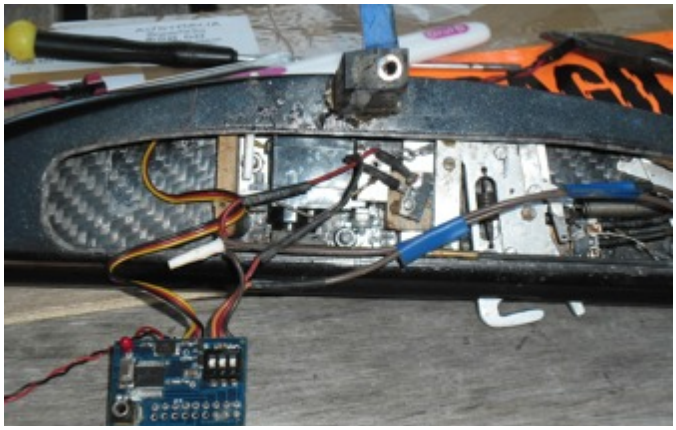
So why did it not DT?

Albert





One needs to be careful when picking up a model. Wing joiners corrode when out in the weather for 6 months! And farmers are quite creative when the going gets tough. Lucky it was even found. The name & address label was attached with <u>Sellotape!</u> Have you checked yours lately?



Queensland Special Trial for the team selection process for the World Champs in France 2013

F1A

Malcolm Campbell	126	88	180	180	180	180	180	1114
Albert Fathers	180	85	180	54	31	45	0	575

F1B

Richard Blackam	180	180	180	180	180	180	180	1260
Bryan Oliver	180	180	180	180	180	180	180	1260
Terry Bond	180	180	180	180	180	0	133	1033
Leigh Morgan	180	134	180	180				674
William Jones	180	158	180	93				611
Gary Pope	180	179	170					529
Albert Fathers	180	180	84					444

F1C

Roy Summersby	180	180	180	180	180	180	180	1260
Terry Bond	180	180	180	28	180	180	180	1108
Gary Pope	172	76	80	114	64	180	180	866
Peter Nash	180	180	180	180	104	0	0	824
Ron Munden					98	180		278



Malcolm Campbell in F1A



William Jones in F1B



Peter Nash in F1C

Thursday was for F1A and C, and the weather was excellent. Two surprises in F1A were Vin Morgan pulling a thigh muscle before the first round of **F1A** and that sidelined him, and the best prepared model for the day. Albert Fathers also had rotten luck when just about every glitch possible befell him and all bar two rounds. Malcolm Campbell was more fortunate, sorting a trim issue from a recent repair before maxing the last 5 rounds.

F1C was dominated by Roy Summersby who cleaned the event. Surprise packet was Peter Nash, coming out of retirement with old balsa models and then going on to max the first 4 rounds until stubble damage retired his best model. His reserve was not up to scratch and he withdrew in round 5, taking 4th place. Terry Bond had one inverted flight of 28 seconds after a bad launch but still claimed second place with six maxes. Gary Pope managed third even with a few hairy launches. Ron Munden deserves special mention. His first round flight bunted into the ground, breaking the wings. He went away to repair them and the model flew quite well in round 5. In round 6 he hooked a big thermal and, with the timer set on the wrong scroll, had an anxious 5 minutes wait before all was well. The

excitement of the day was too much for the model in the final round where it again crashed, giving Ron some work to do when he got home.

The 8 **F1B** flyers on Friday had a difficult day with winds gusting to 6 m/sec and more. The conditions tested most flyers and those who sub maxed withdrew from flying to save their models. Top flyers William Jones and Leigh Morgan both stepped aside in he first 4 rounds. It quickly came down to a fight between Richard Blackam, Bryan Oliver and Terry Bond. And it should have gone down to the wire. Terry had a DPR failure in R6, breaking the blades on his model and then suffering another DPR problem with his reserve model, zeroing the round. Gallantly he flew in R7 but sub maxed. This left Richard and Bryan to fight it out, in conditions they both revelled in. The fly off was left to the following day when a wild storm came through in the afternoon, blowing over metal chairs and rubbish bins, and scattering the score cards and results sheets across the field as flyers took shelter in their cars. Kathy and Malcolm retrieved critical sheets from 200 metres out, and also found Bryan Oliver's lucky flying hat. Bryan and Richard did the fly off at 6.30 am and Richard won the event. Not satisfied, the two unofficially flew again, where Bryan reversed the scores. These two are really ready for the World Champs!


Rnd 6: Last three standing. Richard, Terry and Bryan


Plenty of activity in the early rounds







Vintage flyers with vintage models - Ron Munden and Peter Nash launch in F1C, and Peter Nash returns briefly to F1A, proxy towing Vin Morgan's modern F1A. The changes to line tension surprised him!





Prize giving in F1A: Malcolm, Albert and Vin





Prize giving in F1C: Roy, Terry and Gary

LSq/100 annual invitational competition

by LouiedaFly



Des Slattery with Lim Joon

After the hi tech team selection trials of Thursday and Friday, Saturday morning saw the running of a blast from the past with 7 competitors contesting this year's event. The F1B fly off from the previous day was run just before the start of **Lsq/100** clearly defining the changes in design over the years. The contrast in weather was also evident with a perfect blue sky and minimal drift compared to the 42kph winds and storms from the previous day.

Lsq/100 has remained static with 3 or 4 entries for the last few years so it may be as we age so does the appeal of the older lower performing designs. I must admit there is some appeal for me to build one of these chunky models while I wait for the next hi tech piece of machinery to arrive from overseas. Des was away first but his model seemed a bit out of trim from his previous performances – perhaps it had a recent hip replacement as well. Adrian was next and took an early lead but it was Albert that showed how it was done with a convincing max and a short retrieve just past the grassed runway.

Ron, William, Malcolm and Graham all got away safely but were well behind the leading three. Albert as in past years was the one to beat and quickly established two maxes. Des was the only other competitor to score a max in the mainly lift-less early morning conditions. Although only 3 flights exceeded three minutes none were less than

one minute making for an easy but enjoyable event with minimal walking to retrieve models.

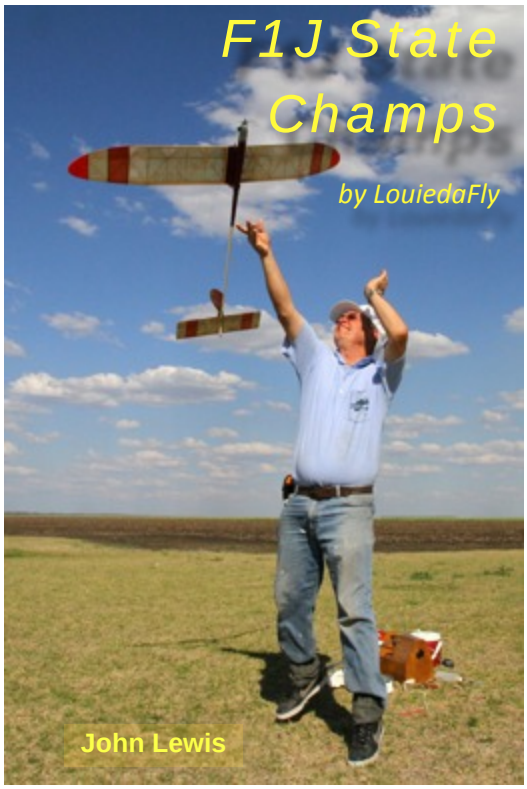
After the previous day of 7 long retrieves this was a welcome easy contest. Albert was first with his understudy Adrian second and Des third in Australia's biggest LSq/100 event.


Malcolm Campbell with Lim Joon


Albert Fathers with his winning own design model


Ron Munden gets away

Name	Fl. 1	Fl. 2	Fl. 3	Total
Albert Fathers	180	180	160	520
Adrian Bryant	134	161	170	465
Des Slattery	105	172	180	457
Ron Munden	74	99	178	351
William Jones	145	125	-	270
Malcolm Campbell	100	94	76	270
Graham Maynard	69	86	78	233



QUEENSLAND STATE F1J CHAMPIONSHIPS

F1J was postponed from March 21 as a result of insufficient entries with the bulk of our members attending the Victorian State champs in order to gain team selection points. Power events always struggle for numbers in Queensland so I have tried to ensure we don't clash with other events in next year's calendar. Due to the need to insert F1J back into the program we needed to overlap it with an existing event and therefore reduced the number of flights from 5 to 3 to enable people to fly both events.

With most flying open rubber in the morning only Peter Nash was able to make the most of the better conditions. John, William and Des elected to fly power after open rubber and lunch which was a little more challenging. Regardless of the wind however Peter was always going to be the one to beat. John hadn't repaired his more serious F1J from early in the year and was forced to fly an old 1/2A model that failed to perform as well as it has in the past. William also flying a basic older style 1/2A model was looking good after his second flight max but ran out of time with the 3pm finishing time.

Des I think was somewhat exhausted after searching for his lost rubber model and only made the one flight. I think Ron may have been worn out from the previous few days of flying and large meals at the local League's club and elected not to fly. Disappointingly we only had 4 starters however it was enough for a contest. It was good to see William flying in this event and hopefully he will be a regular starter in future.



Name	Fl. 1	Fl. 2	Fl. 3	Total
Peter Nash	120	86	120	326
John Lewis	78	76	55	209
William Jones	25	120	-	145
Des Slattery	67	-	-	67

I was disappointed not to be able to get a photo of F1J winner Peter Nash



The good conditions after the running of LSq/100 continued as the event got underway at 9am. In a relaxed and friendly environment many spent their time talking to our guests from interstate until later in the day, failing to make the most of the ideal conditions. By 11.30 am there was a steady breeze taking models around half a kilometer from the club house. John was looking good for the fly off until he dropped his last flight launching a little late behind a patch of lift. Both Albert and George had very long retrieves for their last flight with Albert going home the following day without locating his model lost somewhere downwind in crops.

George, after a lengthy search, located his model. Des also lost a model but this was due to not setting the timer. Kathy recorded two maxes to just miss out on a podium position. Her second flight took her in front of the trees near the clubhouse, with result in turbulence robbing her of a good flight. Ron had trimming problems and retired after two flights probably due to the wind speed while Malcolm and William elected not to fly, Malcolm with his camera and William with trimming issues.

The following morning Albert turned up after an early morning unsuccessful search for his open rubber model and was forced to use his LSq model for the fly off. George was away first soon followed by Albert with a neck and neck finish. George stayed in the air a few seconds after Albert landed to narrowly take the event. Albert's nose block had rotated in the front of the model causing the



prop to rest on top of the fuselage causing the model to turn tightly on the glide and perhaps costing him the event.

Open Rubber remains as a popular event regularly attracting close to double figures in Queensland allowing us to fly the older style less competitive Wakefields from yesteryear or the purpose built deigns. It was a bit like the old days when we all built our models with a few discussing their theories on design developments for open rubber after the event.

Name	Fl.1	Fl. 2	Fl. 3	F/ off	Total
George Baynes	180	180	180	160	700
Albert Fathers	180	180	180	135	675
John Lewis	180	180	156		516
Kathy Burford	180	89	180		449
Des Slattery	119	180	-		299
Ron Munden	149	60	-		209
William Jones	DNF	DNF	DNF		
Malcolm Campbell	DNF	DNF	DNF		

NO FRILLS WAKEFIELD CONTEST

by LouiedaFly

Dalby turned on a perfect day for flying with practically no breeze. With models still lost it was decided to fly 3 flights rather than the usual 5 to allow more time for those who wanted to look for their models. After the Open Rubber fly off John was away first with his Warrego design but failed to max in the lift-less cool early morning, probably more due to a tight left turn rather than lack of lift. After a slight rudder adjustment John's model both glided better and found helpful air to max and land back on the grassed run ways after three and a half minutes for the remaining flights. William had no problems achieving 3 effortless maxes. Des was flying a conventional Wakefield and achieving reasonable results until his last flight when he forgot to start the timer (again). Although in good air and looking every bit like another fly away the model eventually landed only a couple hundred meters away. Fortunately for Des, Dion and Michelle had come to Dalby to see some Free Flight and Dion offered to retrieve Dessy's model – a very welcome gesture. Hopefully we see more of them and thanks to Dalby MAC members who told them about our activities.

Ron had a No Frills model that was out of trim stalling down on each of the official flights. After the event with some lead on the nose and a hot motor from William his model blasted up to great height and refused to come down even when the DT activated and went out of sight. After the lunch the tracker went silent so William and Ron took a drive across the paddock in the last direction of the tracker signal. An hour later a grinning Ron was back with the model and William got his motor back (with a broken strand). George was less lucky landing in the trees next to the club house. Fortunately the model was in mylar pole reach but when dislodged it hit one of the seats on the way down breaking the wing and eliminating George from the event.

Hence William won, John was second and Des was third. It has happened a few times now that lost models from the day before have reduced our entries in No Frills but it remains a popular event for people to fly the less technical F1B's that would otherwise get little use. I don't know if it's a symptom of old age but we seem to be getting an increase in lost models with DT or operator failings – the fitting of RDT's that are switched on all day as with trackers may help.

Name	Fl.1	Fl.2	Fl.3	Total
William Jones	180	180	180	540
John Lewis	142	180	180	502
Des Slattery	126	155	180	461
Ron Munden	23	91	53	167
George Baynes	83	-	-	83

INDOOR FLYING REPORT July - September

7 JULY 2012 HLG State Champs

Unfortunately numbers were down again with only 4 BFFS members in attendance. It seems the non MAAA affiliated members that regularly attended have found somewhere else to fly. Until half an hour before the event it looked like only 3 would be there with Ben too sick to attend after a couple of days off work but his favorite Indoor event saw him arrive in time looking a bit worse for wear – is the boy getting old like the rest of us?

Most started below their best perhaps in the knowledge that each competitor is entitled to 9 flights allowing plenty of opportunities to improve. Last year all of Ben's flights were over 30 seconds but this year he began with a 29 to lead the field. John began conservatively with a 23 while both Brian and Ron were in the low single figures. Generally this set a trend of low expectations but nevertheless a relaxed competition. Ben improved with a series of 30 + scores until he started hitting the roof on a couple of occasions. John also increased his scores but was unable to top 27 this year.

Brian managed 3 respectable scores to slot him in just behind John with Ron generally improving throughout the day to come in forth. Brian suggested that we open up the event to include catapult gliders to compete with the standard hand launch models next year in the hope it may increase participation. Therefore in 2013 you can use artificial aids to get 'em up – hopefully, we will see you there.

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Fl.6	Fl.7	Fl.8	Fl.9	Total
Ben Lewis	29	36	**36**	**36**	34	4	8	33	**37**	109
John Lewis	23	**27**	25	**27**	**27**	27	26	25	26	81
Brian Taylor	4	**24**	**26**	4	5	**26**	3	22	3	76
Ron Munden	3	5	6	5	**10**	7	**18**	**8**	4	36

7 JULY 2012 6"HLG

Only 3 entries in the 6" class made it a quick event to run. Ben again was well ahead but down on previous performances. John's scores were in keeping with past results while Ron struggled to make flights in double figures. An enjoyable afternoon in a great facility but a disappointing attendance.

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Fl.6	Total
Ben Lewis	**25**	24	24	**25**	**26**	18	76
John Lewis	15	8	**15**	14	**17**	**17**	49
Ron Munden	2	**7**	**9**	**8**	2	2	24

4 AUGUST 2012 Frog Event



As with the previous month attendance was down. Only John and Ron turned up with Frog models while Brian spent the day trimming his new Peanut scale model and played with one of his RC helicopters late in the day. Ron's all balsa low wing Junior series model was outclassed in flying performance and was unable to ROG as could John's larger model. Hence there was little point in holding a contest as such so the day turned into general flying and a talk fest. As well as Frog models, Ron flew a semi scale model and John played with one of his RC helicopters. A relaxing way to spend a Saturday afternoon indoors but it would be better to share the facility with a few more.



1 SEPTEMBER 2012 Peanut Scale State Champs

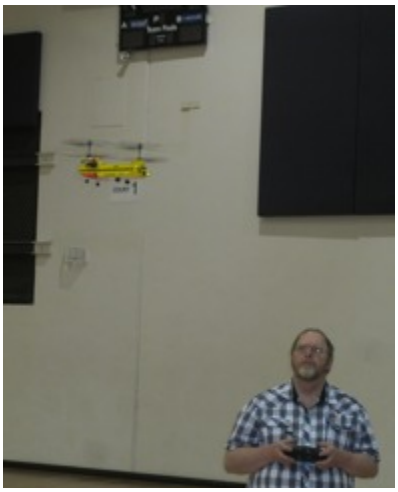


Only John and Brian contested the event while John Taylor and Ron Munden gave up their afternoon to assist with judging. Under the current rules we were unable to determine a winner with Brian winning the static section and John winning the flying. Brian had a Nieuport 11 beautifully finished with a shinny aluminum cowl and detailed machine gun mounted on the top wing. The model flew very well, was able to ROG and landed superbly but was not able to match John's ageing Fike in shear duration.

Those that know Brian will be aware of his fine craftsmanship and his interest in electronics. In typical Brian style he presented his Nieuport sitting on top of a flat cylinder for judging. The top of the cylinder was covered with green sandpaper to no doubt









represent grass but I was a little confused about what looked like a flag pole mounted on one side. Once the judges were in position Brian activated an infra red transmitter which began the playing of the Marseille from inside the cylinder. A small hatch opened up at the base of the flag pole and a small cable lifted the French flag out of the cylinder rising slowly to the top of the flag pole. It was worth a trip to the Indoor hall to see it.

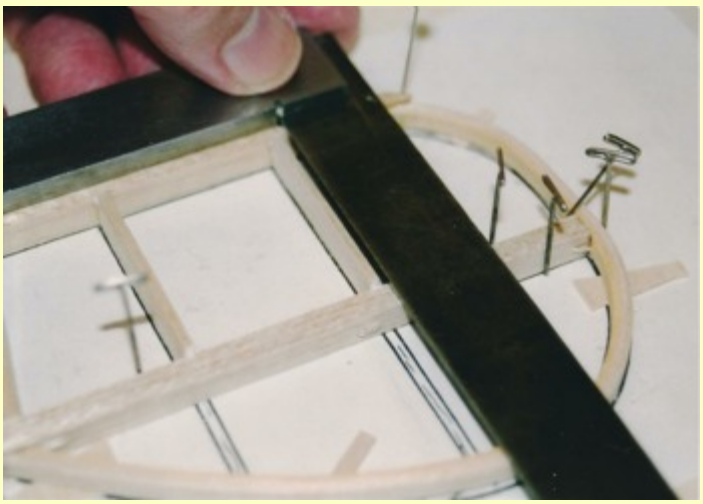
Come on guys – make the effort and come to the indoor. It's too good a venue to lose through lack of interest.



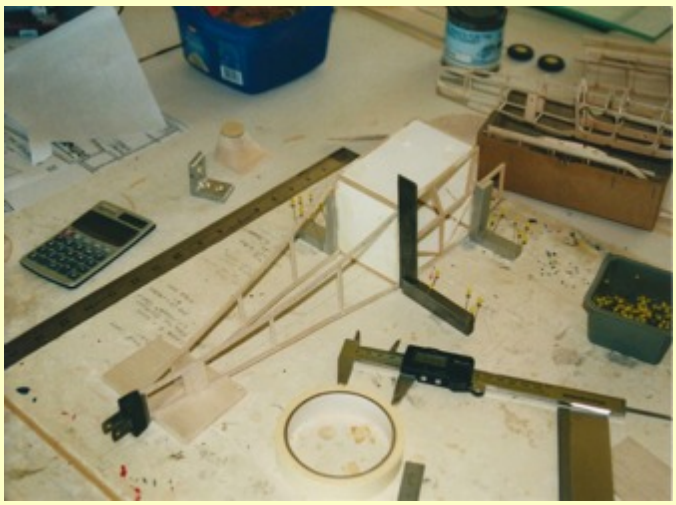
No room in this Digest for the final instalment of this little tale. You'll have to wait until the Christmas edition. Sorry guys!

The Model Aeroplane Club.

SCALE CORNER from John French



Wing Rib Alignment
Using too high ribs



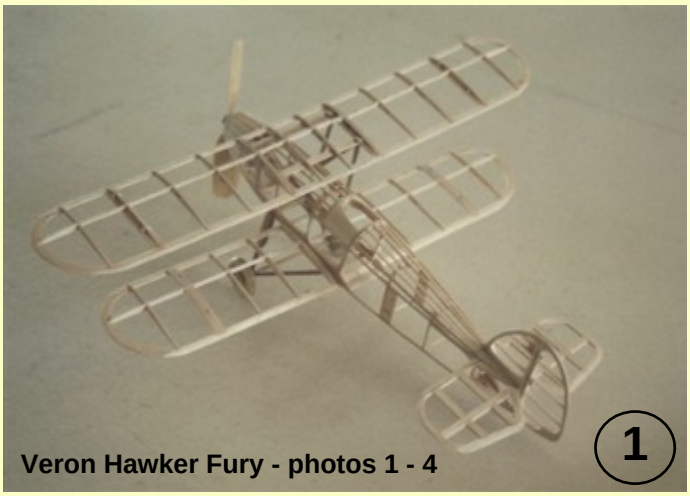
Simple Fuselage Alignment Dummy
formers & lots of squares

CONSTRUCTION TECHNIQUES

So many tail units, as well as some areas on wings, require truncated ribs, with full depth spars, such as in the photo, and I simply cut the part-ribs higher than they will end up being, and by using an engineer's set square, I set them in place with white glue, pushing them against the metal square, which in my case looks like it's covered in rusty porridge, but that's just a trick of the light on film you understand! Then the next piece is fitted and glued, up against the same square, thereby giving you rib pieces perfectly in line, just like a bought one.

The fuselage alignment procedure is simply to fabricate very accurate formers from any lightish material such as 1.5 mm styrene, or even good quality cardboard, for example from shirt stiffening packaging, making sure that they are, or will be, a snug fit in between either formers or uprights/cross pieces. You can use some sticky tape, like masking tape to keep them in place if they keep on dropping down. Once again, the rusty, sorry, trusty square keeps things perpendicular, accurate and nice-looking. The particular model is a rubber powered scale Aeronca (I think it's an Aeronca, it's still incarcerated in one of the dozen or so boxes of models from the move.)

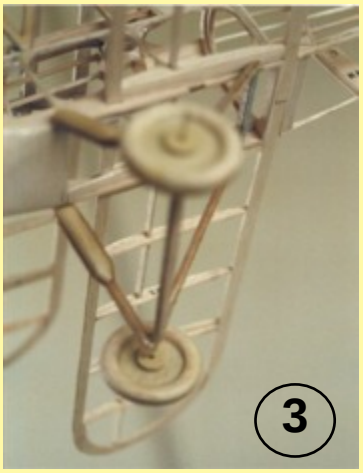
By the way, you should be able to see the tailplane tip on the rib picture; well, I try and always use bass wood for the inside lamination on all rounded tips or other parts which require laminating, and the very hard, but not heavy when it's only 1/64" thick (I sand each piece down quite a bit first from the 0.5 mm that it starts out as) bass strip prevents the rib from crushing into the tip when covering tightens. Another way to keep this type of joint from distorting is to add very small gussets made from very light balsa scraps (which I keep in dozens and dozens of boxes for this use)

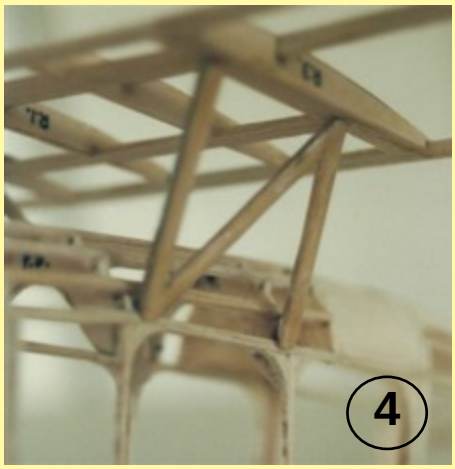


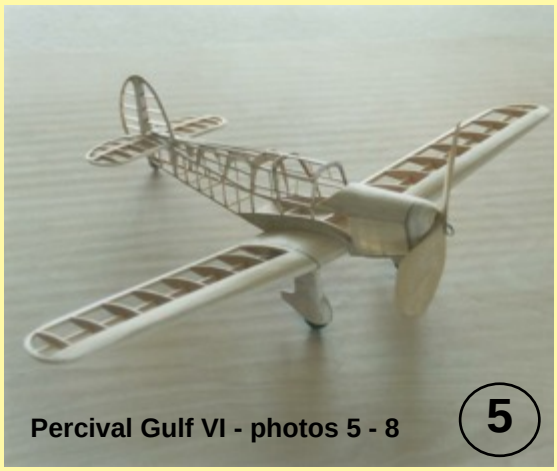
Veron Hawker Fury - photos 1 - 4

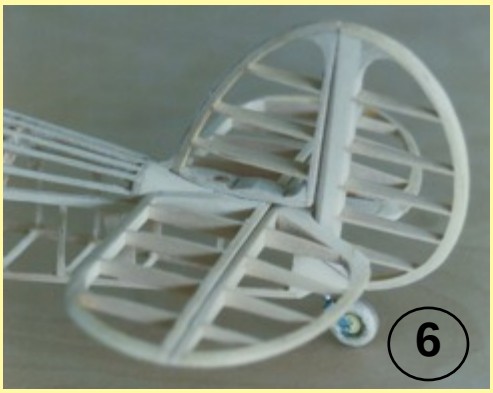


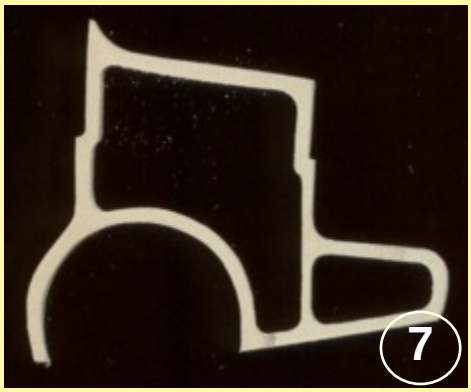
And don't forget to ALWAYS use the hypotenuse of each triangle to run along the grain. If you don't do this, then you will have to throw away those boxes of small pieces because they aren't a bit of use otherwise!

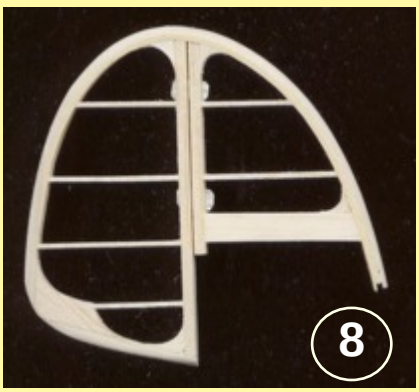












A few shots of a small (16" span I think) Hawker Fury biplane from the Veron range, and if you look closely you will see how I've added several 1/32'' ID aluminium tubes to take 1/32" piano wire struts, both wing and undercarriage. This makes things really easy when it comes to covering, nothing worse than trying to get the covering material around solidly fixed wires. Although these methods all sound tiresome, time is actually saved in the long run, and utilising the hints and tips makes the matter of modelling so much more pleasing and satisfying.



Keep your eyes open when driving home from Coominya. There are plenty of cute things to see.



Has to be one of Brian's gadgets!

BFFS Spy





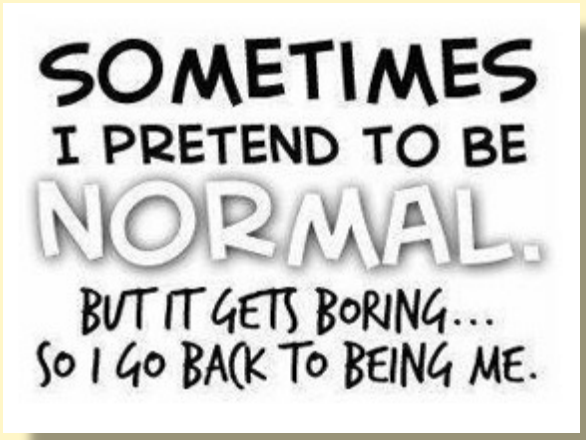
Dale appears to have a double. Fans of "*Once Upon A Time*" will know what I mean



If you're REALLY careful at Coominya, you <u>can</u> get a sun tan. Although the real estate has a few land mines to avoid.



William would go to any extent to beat Malcolm in A1 Sailplane. Des provided the mobile prison. It didn't work for A1, but it did for QDP.



Bought some 'rocket salad' yesterday but it went off before I could eat it!

An Asian fellow has moved in next door. He has travelled the world, swum with sharks, wrestled bears and climbed the highest mountain. It came as no surprise to learn his name was Bindair Dundat.

TODAY IS THE OLDEST YOU'VE EVER BEEN, YET THE YOUNGEST YOU'LL EVER BE, SO ENJOY THIS DAY WHILE IT LASTS.



There's a lot of s#%t going on at Coominya

BFFS Spy





Air Traffic Control at Dalby











Albert needs a hat strap, or some velcro!

More Tall Stories being brewed?



So true



This guy knows the ropes!



Located a few lost models from this vantage point







FREDO IS A NEW MAN. He says: *"I suppose the word has got around by now that I am Bionic. Have a Pacemaker installed one month ago at the Royal Brisbane Hospital. Touch and go, excuse the pun, for a while there, but I have not felt so good for 10 years now. At present building a Stuka (Hi Johnson version), and a Jamieson Special. Have a kit coming for the Twin Lizzie free flight ala Barry Dent, and Terry Phillipson. Looking forward to FF'ing again as the retrieval problems have now gone away, with the new gadget fitted. Have not had a drink of my favourite elixer for 18 months, and don't miss it.*
Its great to have a life back.

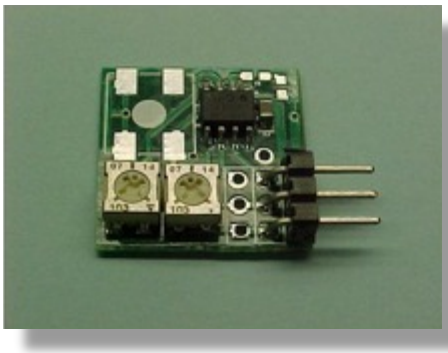
cheers Fredo"

Please stay well Barry, you're a priceless gem of the north. And worth preserving. It will be great to see you back in free flight.

BFFS July - June 2012
List of Events

F1G State Champs	13	Jun-11
CLG State Champs	10	20-May-12
F1H State Champs	9	Jun-11
Open Rubber State Champs	9	17-Sep-11
F1B State Champs	8	21-Apr-12
P-30 State Champs	8	6-May-12
F1A State Champs	7	22-Apr-12
Combined %	6	13-Nov-11
F1G Club Event	5	4-Sep-11
F1H Club Event	5	4-Sep-11
No Frills Wake	5	18-Sep-11
Scale State Champs	5	20-May-12
LSq/100	4	17-Sep-11
QDP	4	24-Sep-11
Frog event	4	13-Nov-11
HLG State Champs	4	20-May-12
Vintage Rubber	3	Oct-11
Vic Smeed	3	23-Oct-11
KKK	3	23-Oct-11
F1C State Champs	3	13-Mar-12

For a small club, we're not doing too badly



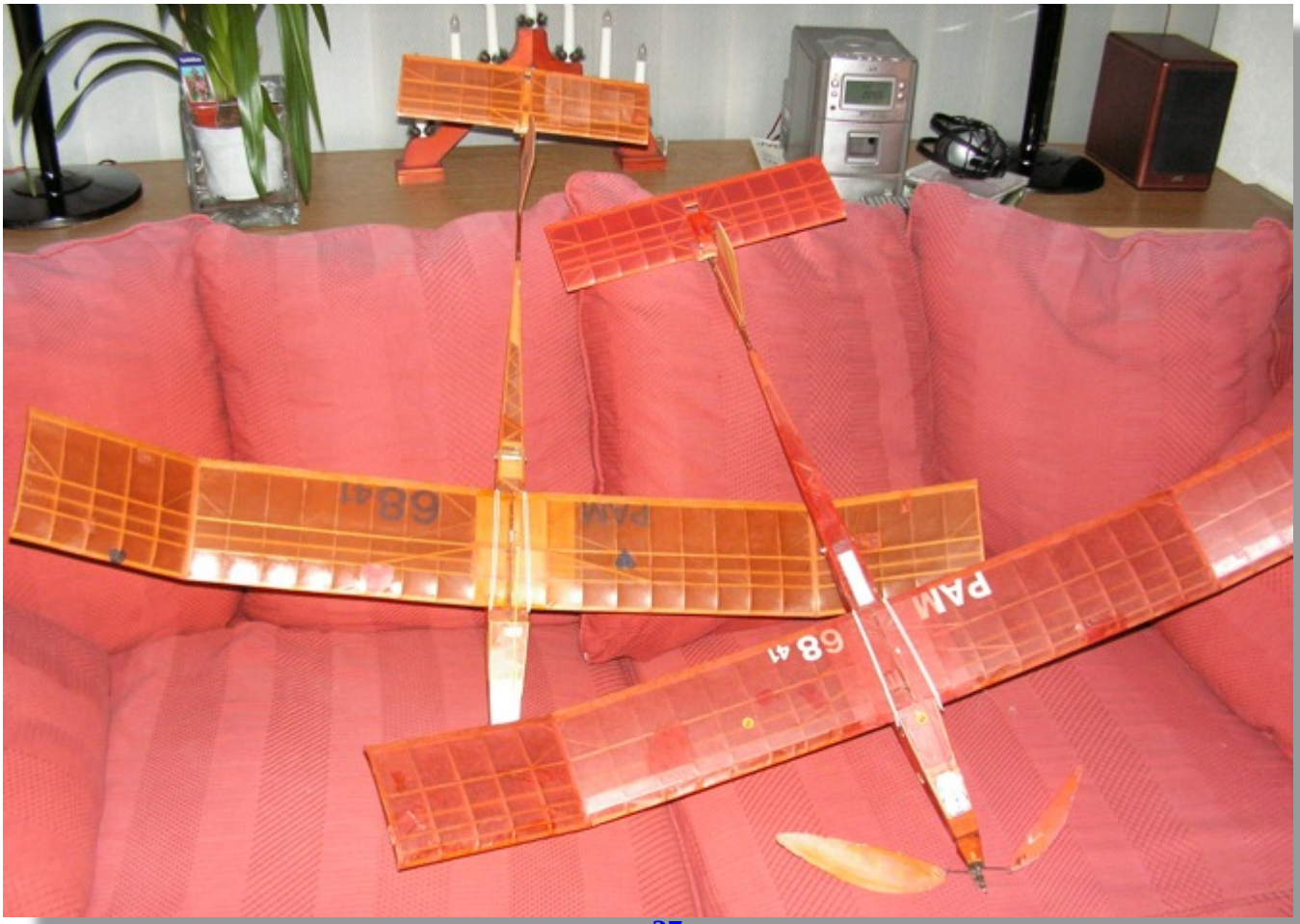
ZTRON free flight timer
Google it!



Tres Chic

100 g balsa coupes

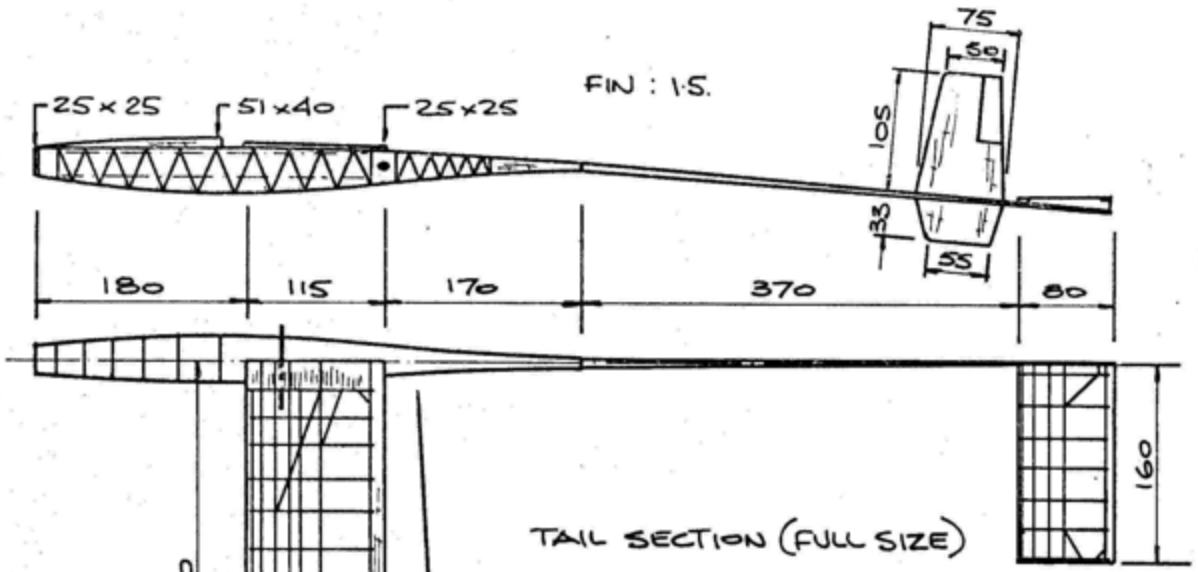
Our French Connection Frederic Nikitenko has sent me a number of plans of French and Italian balsa coupes, flown to a 100 gm weight limit. You might like them?



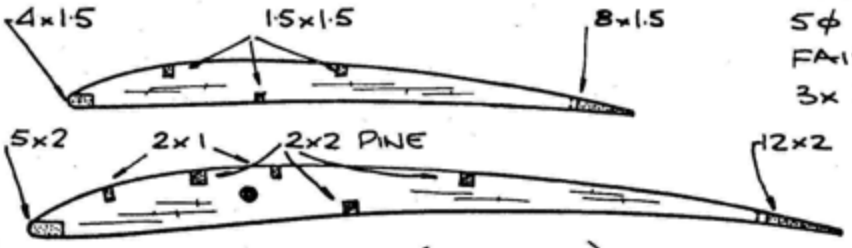
SCALE 1:6 ALL DIMNS IN MILLIMETRES

PGI. 115. 12.

Coupe d'Hiver. by Bernard Boutillier.



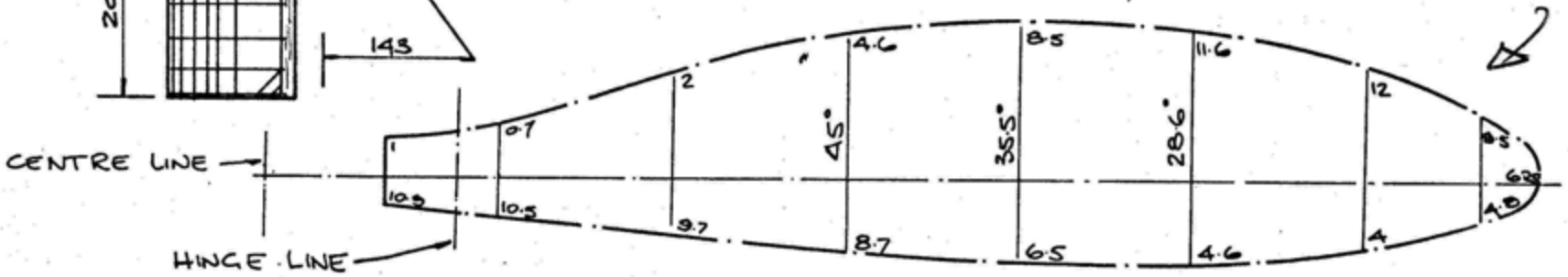
TAIL SECTION (FULL SIZE)



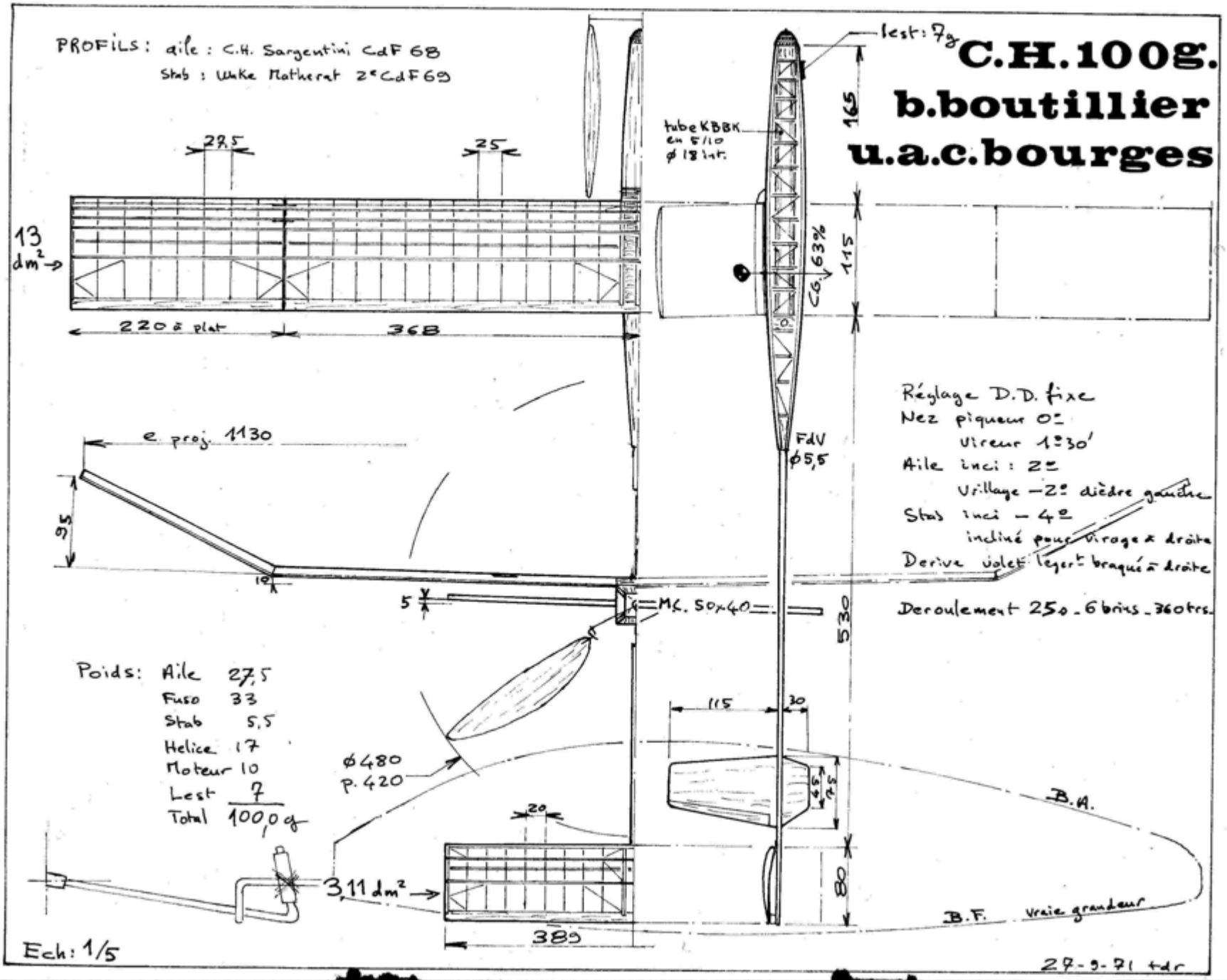
WING SECTION (FULL SIZE)

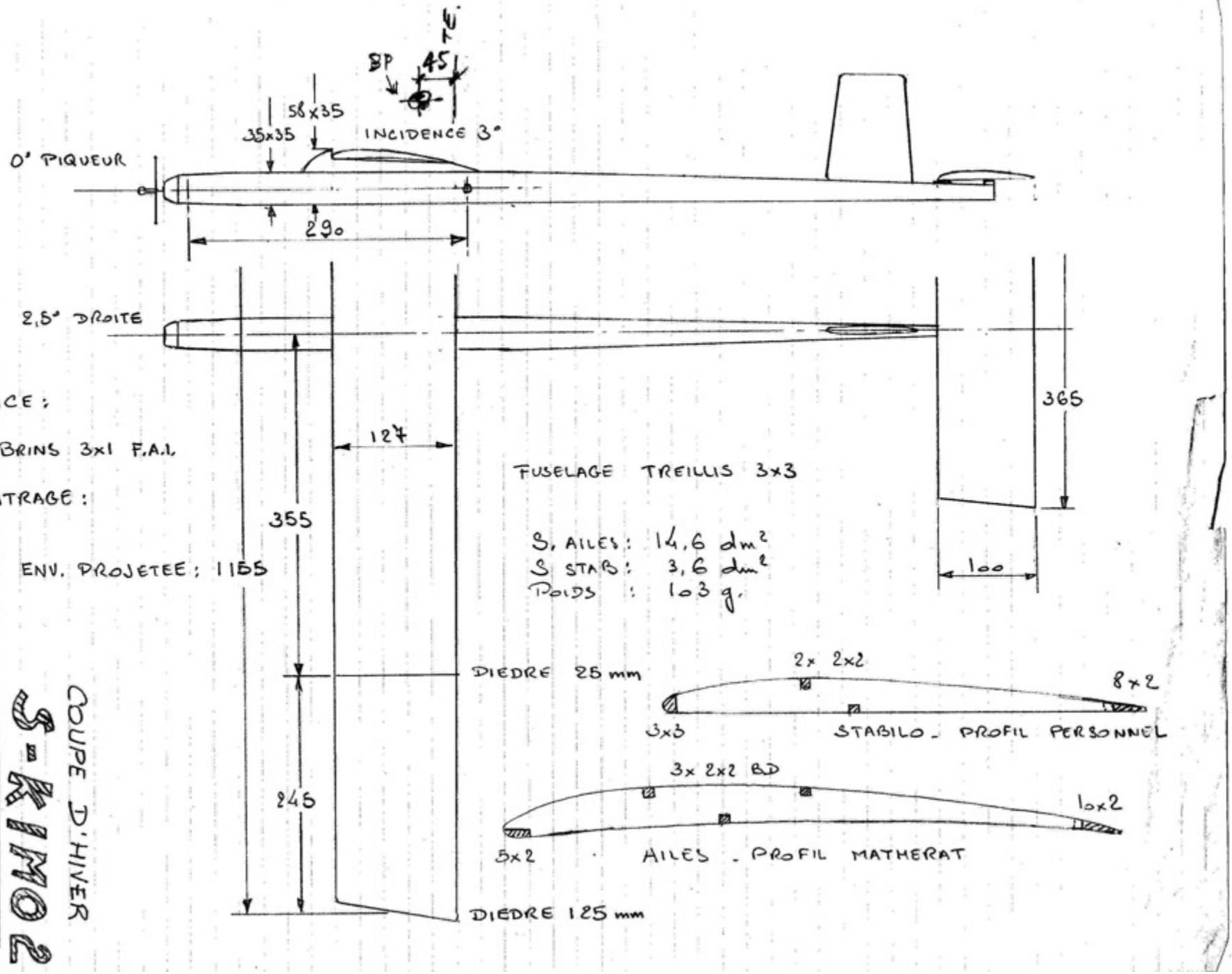
FUSELAGE : 3×3 LONGERONS
SPACERS : 3×1·5 (2×1 BEHIND MOTOR REG. 3 INFILLS.
BOOM : GLASSFIBRE, TAPERS 5ϕ → 3ϕ.
FAIRING AT FRONT : 3 SIDES, 3×1·5 SPACERS.

REDUCED "SCHWARTZBACH"

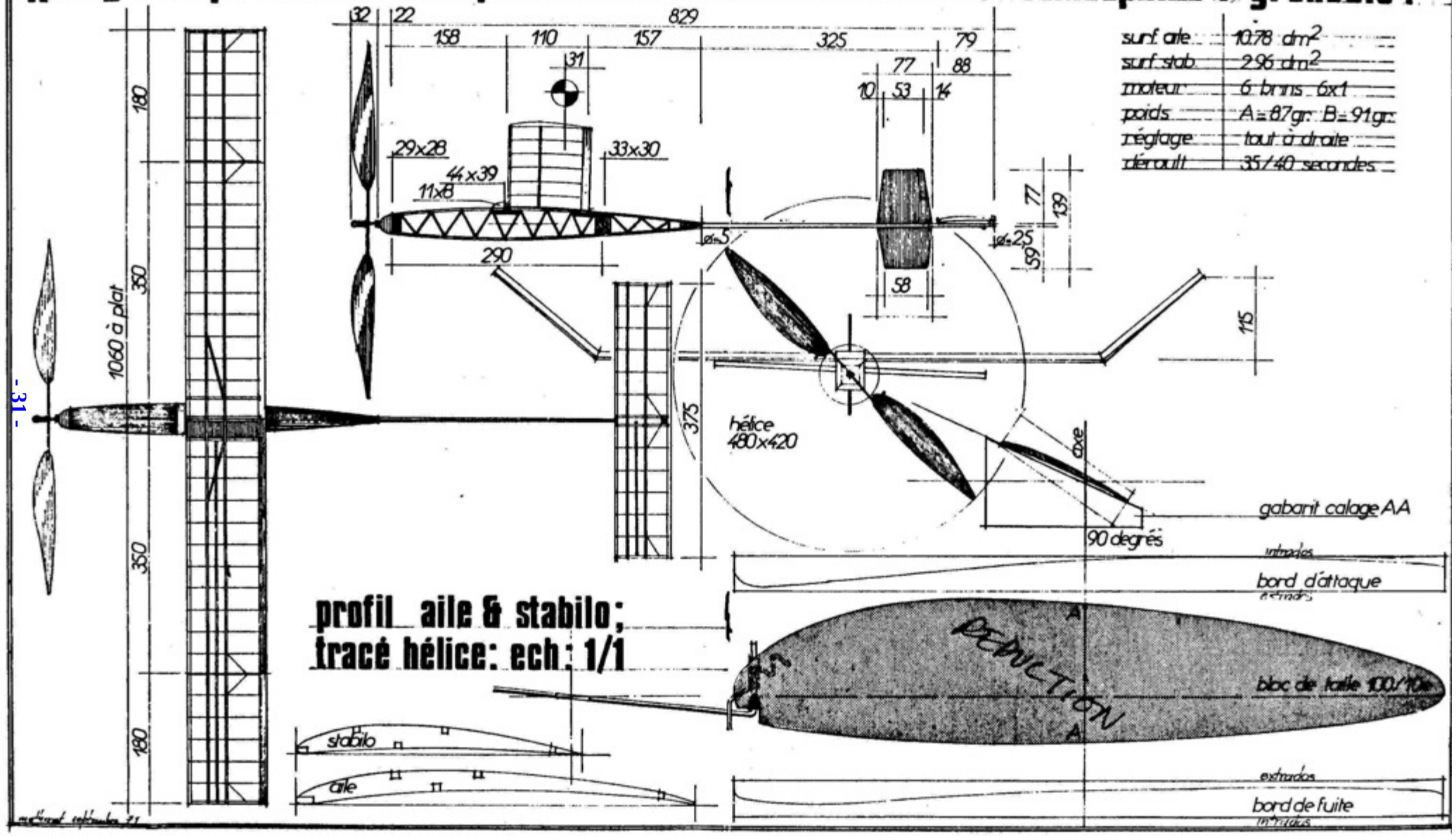


PROP. BLANK : 12 BALSA, (FIGURES AT STATIONS REPRESENT DEPTH IN MILLIMETRES) - 305 ϕ × 500 PITCH.


PROFILS : aile : C.H. Sargentini CdF 68
Stab : Wake Matherat 2eCdF 69
C.H.100g.
b.boutillier
u.a.c.bourges
lest: 7g
tube KBBK en 5/10 ϕ 18 int.
165
115
C.G. 63%
28,5
25
13 dm²
220 à plat
368
e proj. 1130
95
10°
5
MC. 50x40
FdV ϕ5,5
530
Réglage D.D. fixe
Nez piqueur 0°
vireur 1°30'
Aile inci : 2°
Vrillage -2° dièdre gauche
Stab inci - 4°
incliné pour virage à droite
Derive volet leger: braqué à droite
Deroulement 25ϕ - 6 brins - 360 trs.
Poids: Aile 27,5
Fuso 33
Stab 5,5
Helice 17
Moteur 10
Lest 7
Total 100,0 g
ϕ480
P. 420
115
30
45
25
B.A.
20
3,11 dm²
80
B.F. vraie grandeur
389
Ech: 1/5
29-9-71 tdr


BP
45
TE
58x35
35x35
INCIDENCE 3°
0° PIQUEUR
290
2,5° DROITE
HELICE :
10 BRINS 3x1 F.A.I.
CENTRAGE :
ENV. PROJETEE : 1155
355
127
365
100
FUSELAGE TREILLIS 3x3
S. AILES : 14,6 dm²
S STAB : 3,6 dm²
POIDS : 103 g.
DIEDRE 25 mm
245
DIEDRE 125 mm
2x 2x2
8x2
3x3
STABILO - PROFIL PERSONNEL
3x 2x2 BD
10x2
5x2
AILES - PROFIL MATHERAT
COUPE D'HIVER
S-KIMO 2
Jean CHAMPENOIS

A et B . coupe d'hiver champion de france 1971 . matherat .a.c.dauphiné . grenoble .



COUPE 100 GR.

LE COUPE D'HIVER

DE GIULIO GASTALDO

Premier
à la XXIXe Coupe du M.R.A.

Plans de G. Gastaldo
Article de A. Zeri

Cet appareil, préparé pour les 100 grammes, a fait son premier concours à Paris, où il a obtenu la première place à la 29e Coupe d'Hiver du M.R.A., le 25 février 1973, au Plessis-Belleville.

Le projet a été mis en train selon un rapport régulier de dimensions, sans solutions extrêmes.

On a recherché un bon rendement de l'ensemble, et pour cela on a choisi une hélice, une section de caoutchouc et un profil efficients par toutes conditions atmosphériques.

La surface adoptée pour l'aile et le stabilo semble donner un bon plané, pour la formule 100 grammes.

La construction est traditionnelle et le dessin du modèle assez clair. Le matériel est toujours le balsa, sauf où il est différemment indiqué.

Les deux demi-ailes sont unies avec une broche en CAP de ⌀ 2 mm, l'angle de calage est normalement de 2° 30' pour les deux.

Le porte-enverguure est réalisé avec 4 plaquettes en balsa de 2 mm, et la fibre du bois est perpendiculaire à l'axe du fuselage.

La poutre arrière est la partie la plus délicate de la construction, la fibre de balsa est inclinée à 45°, de façon à obtenir une structure géodésique.

Le bourbon avant et la virole sont tournés en dural on peut même employer le magnésium).

L'arbre de l'hélice est en acier de ⌀ 2,5 mm, tiré d'un rayon de motocyclette, dont on a exploité la partie filetée pour la fixation du moyeu de l'hélice, tiré de laiton, ⌀ 5 mm.

Les arbres qui portent les pales sont en acier ⌀ 1,8 mm.

Angle de calage pour le stabilo : 0°.

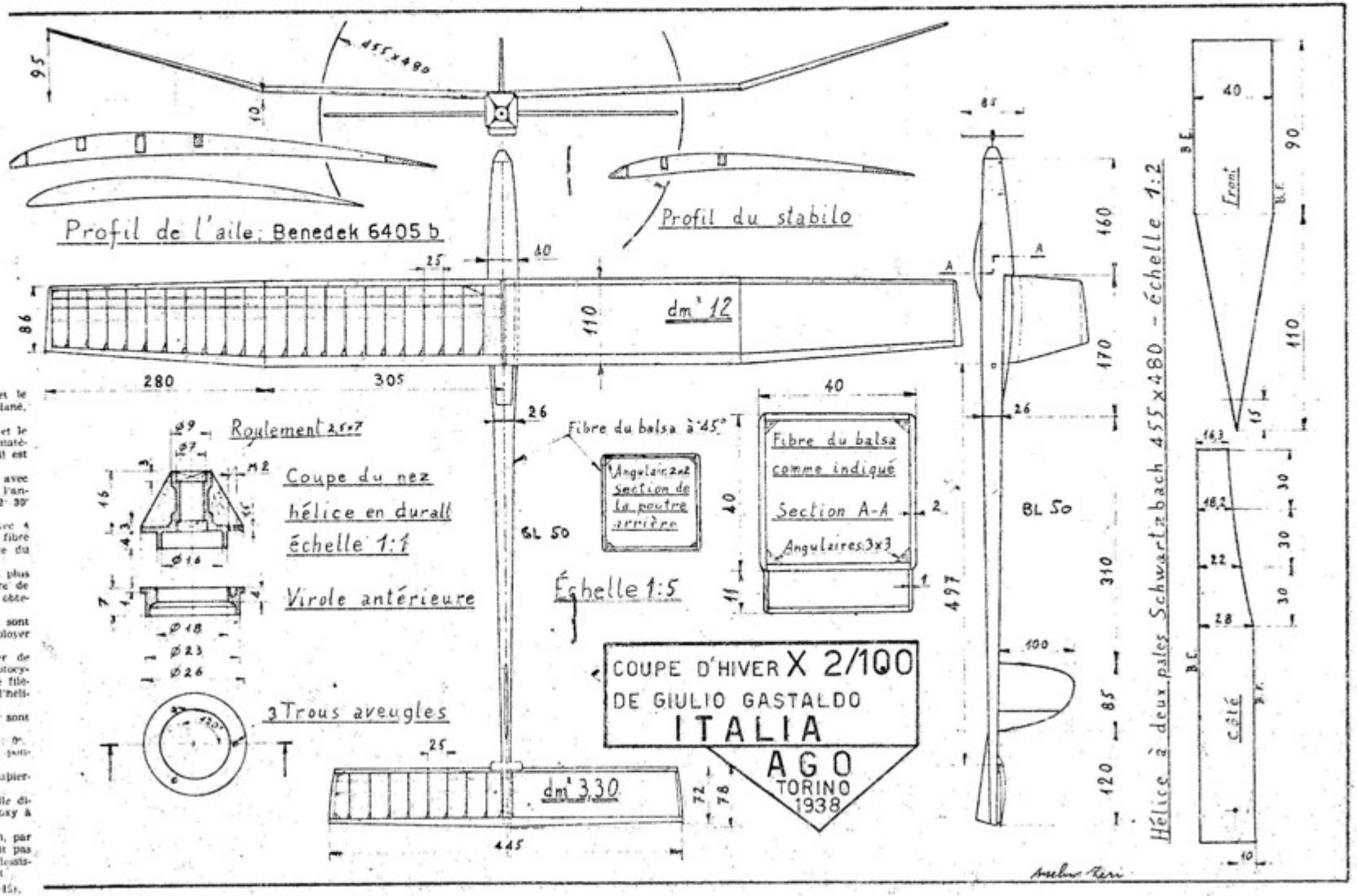
La partie porte-enverguure est en papier de soie du Japon.

Tout le reste est recouvert en papier-Japon.

On a donné deux couches de colle diluée et une couche de vernis époxy à deux composants.

L'appareil avait été réglé à Turin, par des conditions calmes, et il n'aurait pas pu voler dans les conditions de Plessis-Belleville, où le vent était très fort.

(Suite p. 45).



Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 16th	12 noon	Club general meeting plus "show and tell"	John's Place
	Sunday 24th	8am - 1pm	Dale's Fun and Friend's Club day	COOMINYA
			(P20, CLG and Special Ladies event , sport flying & limited RC)	
MARCH	Saturday 2nd & 3rd		**C/L State Champs + C/L & F/F fun**	**MARYBOROUGH**
	Sunday 17th	8am - 1pm	2 Minute Class models – "All In" Club Contest (5 flights)	COOMINYA
	Mon 25th –Sun 31st		**Southern Cross and AFFS Champs**	**NARRANDERA**
APRIL	Saturday 6th & 7th		**DALBY COMBINED DISCIPLINES NOSTALGIC FUN FLY. (All categories + Indoor)**	**DALBY**
	Saturday 20th	7am - 2pm	**F1A State Champs (7 rounds)**	**DALBY**
	Sunday 21st	7am - 2pm	**F1B State Champs (7 rounds)**	
MAY	Saturday 4th	3pm - 6pm	Indoor Glider(HLG/Catapult (S/C) and 6" HLG)	BSHS
	Sunday 5th	8am - 11am	P30 State Champs	COOMINYA
		8am - 10am	Scale	
		10am - 1pm	HLG and CLG State Champs (best 3 of 6 flights –each)	
	Saturday 25th	7am - 12pm	**F1C State Champs (5 Rounds)**	**DALBY**
		12 - 1.30pm	**LUNCH**	
		2pm - 5pm	**Open Power (3 Rounds)**	
	Sunday 26th	8am - 1pm	**F1J State Champs (5 rounds)**	**DALBY**
JUNE	Saturday 1st	3pm - 6pm	Indoor (P-18 S/C)	BSHS
	Sunday 16th	8am - 1pm	F1G State Champs (5rounds)	COOMINYA
	Sunday 30th	8am - 1pm	½A Power (Queensland rules - 5 flights)	COOMINYA
			A1 Sailplane(Queensland rules - 5 flights)	
JULY	Saturday 6th	3pm - 6pm	Indoor (Frog Event)	BSHS
	Saturday 13th	12 noon	AGM plus "show and tell"	John's Place
	Sunday 14th	8am - 1pm	100gm Coupe Event (Club event)	COOMINYA
	Sunday 21st	8am - 1pm	Dale's Fun and Friend's Club day	COOMINYA
			(P20, CLG and Special Ladies event , sport flying & limited RC)	
AUGUST	Saturday 3rd	3pm - 6pm	Indoor (Peanut (S/C) and No Doc Scale)	BSHS
	Sunday 11th	8am - 1pm	QDP	COOMINYA
	Sunday 25th	8am - 1pm	Reserve Day – General flying	COOMINYA
SEPTEMBER	Saturday 7th	3pm - 6pm	Indoor (F1L/Mini Stick/Delta Dart)	BSHS
	Sunday 8th	8am - 1pm	F1H State Champs (5rounds)	COOMINYA
	Thursday 19th	7am - 2pm	**Special Team Trial F1A and F1C**	**DALBY**
	Friday 20th	7am - 2pm	**Special Team Trial F1B**	
	Saturday 21st	7 - 10am	**Lsq/100 (3 flights)**	**DALBY**
		10am - 1pm	**Open Rubber State Champs**	
	Sunday 22nd	7am - noon	**No Frills Wakefield (5 flights)**	
OCTOBER	Saturday 5th	3pm - 6pm	Indoor (Hanger Rat)	BSHS
	Sunday 14th	8am - 1pm	Col Somers Vintage rally, Power Ratio Sport event (3 flights)	COOMINYA
	Sunday 21st	8am	Vic Smeed Day & KKK (Reserve day)	COOMINYA
NOVEMBER	Saturday 2nd	3pm - 6pm	General Indoor Flying	BSHS
	Sunday 3rd	8am - 1pm	Frog Precision, Combined % (Reserve day) (3 flights)	COOMINYA
	Saturday 24th	12 noon	Xmas party and prize presentation	TBA

CONTACTS: * John Lewis 3848 4280 * Malcolm Campbell 3263 9339 * Albert Fathers 0755 343490

We are always in need of CDs! Volunteers welcome!

2013 CALENDAR

THE BEST SIZE FOR A SCALE MODEL? 100 PERCENT!

report by Allen Thomas

At the World Free Flight Champs at Tours in France in 1987, Chaslyn and Allen Thomas were fortunate enough to have as their table mates at meal times, Birgit and Frank Dahlin, from Denmark. They had so many common interests that they annually communicated. About six years ago, Allen was delighted to get a message that Birgit and Frank were planning a road trip up the east coast of Australia.

Unfortunately, their week in Brisbane did not coincide with BFFS activities so they did not catch up with BFFS members apart from George Baynes, who took them on a Gold Coast tour on a day that Allen had a business commitment. (Since then, Frank has again been on the Danish Wakefield team, and he and Birgit now have Bill and Dale Jones as their Aussie mates and fellow competitor.)

Allen took the Dahlins to the Coominya field, to the Oakey vintage aircraft museum, to the Smithy's Southern Cross display at Eagle Farm, etc. But it was when Allen took his guests to the Southbank Museum to see Bert Hinkler's Avro that Frank was most excited. It was not just the Avro, it was the Flying Flea just before the Avro exhibit that caught his interest. Frank told Allen that he and his mates were building one – for the last six years. Since then, Allen has been asking on his Christmas card "*How close to completing the Flea?"* Last Christmas with Frank's card was a photo of the finished product.

Like most of us "mature age" persons, Frank's free flight competition ability has been reduced, and now instead of Denmark's top Wakefield flyer, he is a one hundred percent scale man!



The Danish Flying Flea, as Work-In-Progress



Unlike his Flea, Frank's Fokker is not big enough to sit in.





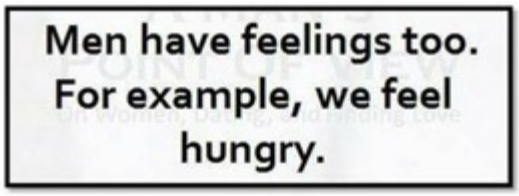
AND WORDS FROM THE BUILDER: I know from a newly published English book about the history of the Flying Flea that they build a modern Flea in France. By now my mate, who is also an experienced aeromodler, and I have finished the Flea and it has gone to the Danish Aircraft Museum at the west coast. It was a restoration of a Danish 1936 Flea, but only the fuselage and the propeller has survived, so the two wings, rudder, engine, controls and instrument panel are new, it has been great fun to do the job. I send you photos of the finished job, but I have no picture from the museum as I have not been over there yet.

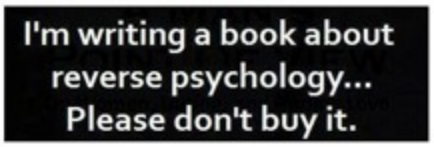
Regards

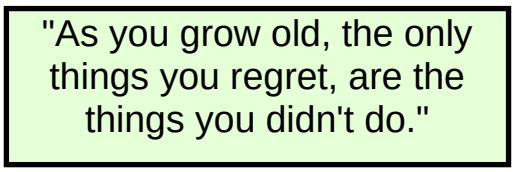
Frank Dahlin (ED: *Frank is a good friend of Allen Thomas*)

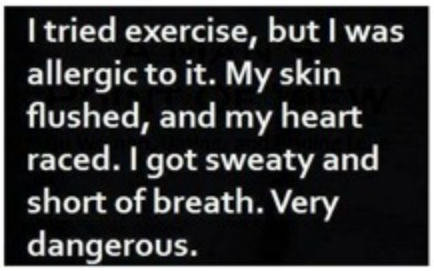
2012 Champion of Champions points table

Name	F1C	OP	F1J	F1A	F1B	P30	Scale	HLG	CLG	F1G	F1H	OR	Total
John Lewis	4	5	4	3	1					3	4	3	27
William Jones			3		4	4	4	2		5			22
Des Slattery			2			5	1	4	5			1	18
Malcolm Campbell				4		2	2		3		5		16
Albert Fathers				5	2			5				4	16
Brian Taylor							5	3		4	2		14
Ron Munden	5	4											9
Ted Burfein	3				5								8
Ben Lewis				2	3						3		8
George Baynes										2		5	7
Peter Nash			5										5
Kathy Burford									2		1	2	5
Dale Jones									4				4
Mark Armour						3				1			4
Bill Thomas (Des)							3						3
Darren Jones						1							1
Van R-Smith				1									1









In a convent in Ireland, the 98-year-old Mother Superior lay dying. The nuns gathered around her bed trying to make her last journey comfortable. They tried giving her warm milk to drink but she refused it.

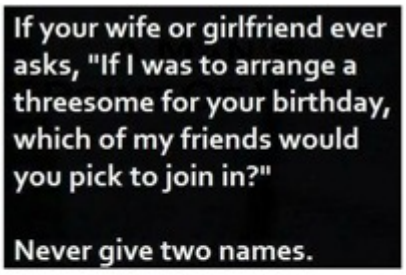
One of the nuns took the glass back to the kitchen. Then, remembering a bottle of Irish Whiskey that had been received as a gift the previous Christmas, she opened it and poured a generous amount into the warm milk.

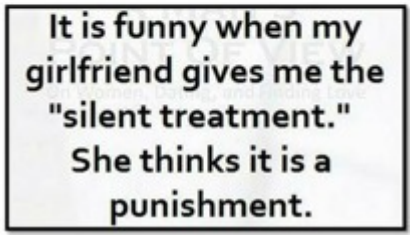
Back at Mother Superior's bed, they held the glass to her lips. The frail nun drank a little, then a little more and before they knew it, she had finished the whole glass down to the last drop.

As her eyes brightened, the nuns thought it would be a good opportunity to have one last talk with their spiritual leader.

"Mother," the nuns asked earnestly,
"Please give us some of your wisdom before you leave us."
She raised herself up in bed on one elbow, looked at them and said:

" DON'T SELL THAT COW."





Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 11th	12 noon	Club general meeting plus "show and tell"	**John's Place**
	Sunday 19th	8am-1pm	Dale's Fun and Friend's Club day	**COOMINYA**
			(No contests , limited RC)	
MARCH	Saturday 3rd	3pm-6pm	Indoor (practice and trimming)	**BSHS**
	Saturday 10th	7am-12pm	**F1C State Champs (5 Rounds)**	**DALBY**
		12 -1.30pm	**LUNCH**	
		2pm – 5pm	**Open Power (3 Rounds)**	**DALBY**
	Sunday 11th	8am - 1pm	**F1J State Champs (5 rounds)**	**DALBY**
	Saturday 24th		**DALBY COMBINED DISCIPLINES NOSTALGIC**	**DALBY**
	Sunday 25th		**FUN FLY** (All categories + Indoor)	
APRIL	Monday 2nd – Sunday 8th		**Southern Cross and AFFS Champs**	**NARRANDERA**
	Saturday 21st	7am-2pm	**F1A State Champs (7 rounds)**	**DALBY**
	Sunday 22nd	7am-2pm	**F1B State Champs (7 rounds)**	**DALBY**
MAY	Sunday 6th	8am-11am	**P30 State Champs**	**COOMINYA**
	Sunday 20th	8-10am	**Scale**	**COOMINYA**
		10am-1pm	**HLG and CLG State Champs**	
			(best 3 of 6 flights –each)	
JUNE	Saturday 2nd	3-6pm	Indoor **(Hanger Rat (S/C)**, Hanger Rat	**BSHS**
	Sunday 10th	8am - 1pm	**F1G State Champs (5rounds)**	**COOMINYA**
	Sunday 24th	8 am - 1pm	2 Minute Class models – "All In" Club Contest	**COOMINYA**
			(5 flights)	
JULY	Saturday 7th	3pm- 6pm	Indoor (**HLG (S/C**) and 6" HLG)	**BSHS**
	Sunday 15th	8am – 1pm	1/2A Power (Queensland rules - 5 flights)	**COOMINYA**
			A1 Sailplane(Queensland rules - 5 flights)	
	Saturday 21st	12 noon	AGM plus "show and tell"	**John's Place**
	Sunday 29th	8am – 1pm	Dale's Fun and Friends day(no contests, Lim RC)	**COOMINYA**
AUGUST	Saturday 4th	3pm-6pm	Indoor (Frog Event)	**BSHS**
	Sunday 19th	8am – 1pm	QDP and F1G (Club Events) (3 flights each)	**COOMINYA**
SEPTEMBER	Saturday 1st	3pm-6pm	Indoor **(Peanut (S/C)** and No Doc Scale	**BSHS**
	Sunday 9th	8am – 1pm	**F1H State Champs (5rounds)**	**COOMINYA**
	Saturday 22nd	7-10am	LSq/100 (3 flights)	**DALBY**
		10am–1pm	**Open Rubber State Champs**	**DALBY**
	Sunday 23rd	7am - noon	No Frills Wakefield (5 flights)	**DALBY**
OCTOBER	Saturday 6th	3pm – 6pm	Indoor (F1L/ Mini Stick, P18)	**BSHS**
	Sunday 14th	8am – 1pm	Col Somers Vintage rally,	**COOMINYA**
			Power Ratio Sport event (3 flights)	
	Sunday 21st	8am	Vic Smeed Day & KKK (Reserve day)	**COOMINYA**
NOVEMBER	Saturday 10th	3pm-6pm	Indoor (Delta Dart)	**BSHS**
	Sunday 11th	8am – 1pm	Frog Precision, Combined % (Reserve day)	**COOMINYA**
			(3 flights)	
	Saturday25th	12 noon	Xmas party and prize presentation	**TBA**
DECEMBER				

TEAM TRIAL
Thu 20 Sep
F1A and F1C
Fri 21 Sep
F1B DALBY

CONTACTS: * John Lewis 3848 4280 * Malcolm Campbell 3263 9339 * Albert Fathers 0755 343490

We are always in need of CDs! Volunteers welcome!

2012 Flying Calendar