The magazine for all those who love Free Flight

The BFFS DIGEST

March 2013



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2012 - 2013 Management Committee

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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:

Albert Fathers went to Lost Hills for the first time this year. He had a ball catching up with his old mates of 40 years ago and seeing all the latest high tech developments. I'm guessing this won't be his last trip.

PRESIDENT'S REPORT



With the start of a new year, we look forward to fine weather, light winds and many thermals. Currently our local field at Coominya is still compromised by the effects of recent flooding but will hopefully be available for Dale's fun day next Sunday.

Outdoor activities are always hard to organize well in advance and the weather can often change from a perfect prediction a few days prior to unflyable conditions on the day. This makes it particularly difficult for team selection events which need to be planned 6 months in advance. There is an obvious advantage in organizing team selection events for early in the year to allow for rescheduling later in the year if unsuitable weather intervenes. With greater interest than usual last year in team selection trials, we had a couple of clashes with events in different states. Hopefully we have avoided such clashes with our 2013 flying calendar.

Sadly, a few more well known free flighters passed away last year including George Fuller, Ron Moulton, Stafford Screen and closer to home, Arthur Cooper and Denis Parker. As old age catches up with us, every flying day is more precious. Just as important as the flying is the friendship we share with fellow club members. I guess we have all encouraged people who show an interest in modelling to join a club. Sure, the insurance is a reason. But the major benefit is the collection of help and knowledge available. Recently, I purchased a couple of electronic F1H models. Knowing nothing about the technology involved, I felt out of my depth. Malcolm was a tremendous help as were William and Darren. I have been flying free flight for 50 years but there is still a lot to learn. A strong feature of BFFS has always been the readiness of people in the club to help each other which has been the case for as long as I can remember.

Currently, we have a few members, Malcolm, Kathy and Albert, competing in USA with the latest results showing Malcolm has maxed out in the two F1A events he has just flown. In both cases, he went on to make the 7 minute max but fell short in the 9 minute flyoff. Congratulations Malcolm. Both Malcolm and William have earned the right to represent Australia at the World Champs later this year.

2013 offers lots of flying opportunities both Indoor and Outdoor so hope to see you enjoying the flying and comradeship of Free Flight..

John Lewis

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BFFS club member Kathy Burford had fun at Lost Hills, flying in three CLG events but also finding time for movies and a sundae with the flyers' wives



Sweets for the sweet

SECRETARY'S REPORT



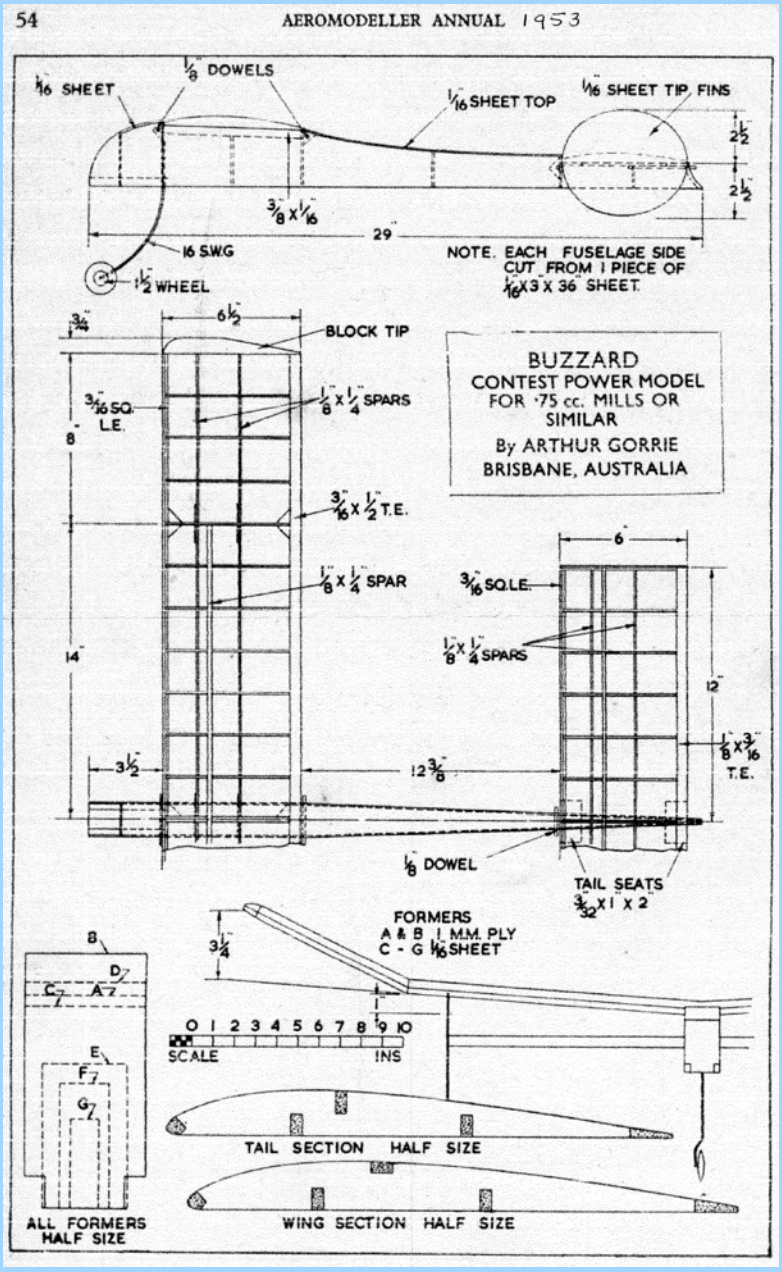
Hi all, I trust you all had an enjoyable Christmas break and now have an arsenal of new or repaired models to fly in 2013? I'm just back from a successful series of competitions at Lost Hills which, this year, was sandwiched between two parts of my self catered drive around the great sunny state of California and a bit of Nevada as well. We managed to avoid the blizzard the swept from west to east by a few days. I sure wouldn't like to live on the (freezing) east coast!

While we experienced perfect holiday weather, I'm told it almost never stopped raining in Brisbane during February and, when it did, it was windy. Let's hope mid-way through March we are back to a normal Autumn, perfect for flying.

I'm still to bed in my 3 new F1As having briefly tested them out in Lost Hills. A lot more has to be done there, and I have to get fit enough to do them justice. They certainly have potential!

Southern flyers having organised visits by top F1A/B/C flyers to compete in the AFFS Champs at Narrandera, and we have been lucky enough to secure some of Per Findahl's time to talk F1A to our club members *Cheers, Malcolm Campbell*

Arthur Gorrie's invincible Scramble model, the Buzzard, looks like an easy to build sports model, for those who don't like running fo an hour!



LETTERS TO THE EDITOR

Hi Malcolm !

Thank you for the nice and wide place you gave to the pictures and plans I sent to you ! One more time, congratulations for this new issue. It is always a great pleasure to find it in the mailbox. The way you practice FF in your country is just fine, and you cover all classes !

Please, could you make one issue every day ? I suggest, for instance, the "BFFS Herald Tribune" or the "BFFS Evening Post" ?

Thank you again, Frederic

Hi Malcolm,

As usual you have excelled yourself with a fine magazine which I am sure is greatly appreciated by all who receive it.

Merry Christmas and a Happy New year to you and yours.

Best regards, John DT

Thank you Malcolm for your continuing flow of BFFS Digests, I do read and enjoy them. Love Brian Taylor's shirt at the prize giving! If you get the chance say g'day to John, Brian, Des, Pete and all the other members who may remember me.

Les and I are taking the latest race car to GEAR at Lakeside this Thursday. It's a 1956 Kurtiss Kraft Indy Roadster Replica. We had a private 25 laps at QR a few weeks ago, thanks to John Tetley, and it seems to be a fun car. Compliments of the season to you,

Regards Warwick Williams.

FAB FEB 2013

Report and photos by Malcolm Campbell



Fab Feb 2013 was never going to be an easy event to write about. Why? Well, it was only part of my holiday and Kathy had come too, to enjoy the sight seeing and the flying. All good fun. Of course I also had three new F1A gliders to pick up and try out – and that's another story.

We arrived at LAX on 3 March and did the tourist thing on our way to San Francisco. It was my intention to have dinner with George Batiuk on Sunday night but hey, that was Super Bowl night and no decent American would miss that! Scratch dinner, buy Chinese.

We made Lost Hills late Wednesday night, too late for on field Happy Hours, so we had a "wholesome" meal at Denny's, eating with Craig King and Antony Koerbin and chatting with Alan Jack and Bob Cheesley. We retired early. Arriving at the field around 9.30 am, we were soon chatting with Roy and Di, and Janna and Brian. Third time at Lost Hills means more people know you and the social chatters started early with a lovely morning tea from MasterChef Janna and lunch in Chez Di. Flew my AL Star and Kathy and I pinged off a few CLG flights. Off to Wasco for supplies at 5 and into Denny's again, for dinner with Alan Jack.

Australia had a small representation this year owing to distance, illness or recovery from surgery, so it was Roy and Di for F1C, Malcolm and Albert for F1A, Vin and Albert for F1B and Kathy and Malcolm for CLG. Six Aussies to battle with the rest of the world. My story focuses mostly on the efforts of the Queenslanders.

Friday was Comp day minus 1. Lots out practising. LDAs seem to be getting higher and higher and launch techniques started way back accelerating in an arc to launch at great speed. Jama Danier threw himself to the ground every launch, his elbows protected by skate board protectors! Seemed to work, with 110+ metre launches. People were spread out across the vast field so it was hard to be everywhere. Trimming Kathy's F1H an enthusiastic launch may have been a little too much for the balsa and spruce because Kathy's first launch after that folded the inner panel. I took the blame (in fact, repairing it at home in March I noticed it failed at the point of my last repair!) Wind built up during the day so I swapped from the AL Star to the smaller Buntbone. By 4.30 am "drink o'clock" beckoned and a small band raided Di's van to celebrate Roy's birthday. No "O" on the end this time so no special McCoy for Roy this time, or the incredible Van Nest chocolate cake. Leaving the RVs at 6 pm Kathy was chirpy and really starting to enjoy the social aspect of Lost Hills.



Birthday Boy, again

The Ike weekend was down a little on last year, and there were smaller numbers for the Kiwi World Cup events. With 43 in F1A, 40 in F1B and 15 in F1C, most of the big names were there and they all put on a good show. We started at the western end of the field and CD Roger moved the



Albert, Terry, Kathy and Roy, all ready for fun!



The Mongolian team examine the Stamov LDA



Kiwi Craig King showed good form all week


The Nostalgia Gas boys put on a good show

flight line for round 3 so that we didn't stray into adjoining paddocks. In F1A, there was a pretty even mix of conventional sections and LDAs and I think the weather favoured the former. Wing construction is now an art form with glass like finishes and great silver, grey and black colours. M& K and Stamov models performed very well and were the ones to watch. Both Sergey Makarov and Sergey Evsukov put in great performances but they weren't even in the top ten.

Fly-offs were at 4.15 pm with 14 in the 7 min one. The 9 min one took place at 5.30 pm and it was pretty cool by then. Only four qualified for the 7.15 am fly-off. A surprised Don Zink found himself in 4th place after making the 9 minute flyoff. Bezak, Limberger and Cooper filled the key places..

Albert and I flew but only I made the extended max and Albert was to drop a couple more rounds. The air was good and it was great to DT from such height. Both Albert and I experienced a couple of DTs where the model nearly refused to come down. I made the first (7 min) fly-off but a bad launch in the 9 min one had me down in 2:48. I had placed 13th, far better than I'd ever expected.

Chris King and Antony Koerbin flew impeccably all day only to fail in the first fly-off. Kathy did well in CLG, posting a 90, 65, 67 and a few sub maxes. She wanted to do better. F1B and F1C also flew so it was a crowded flight line. Each discipline watched the others, seeking indicators for lift.


The junior paparazzi were out in force

There were many mass launches, particularly in F1B and sometimes in F1C. Roy Summersby did very well, making the fly-off and ending up 4 seconds short of 3rd place. USA filled the first three places. Terry Bond wasn't far behind but all it took was one mistake. Roy sported fancy red wing tips on his new Babenko model. They look very strange but they must work – Roy is very thorough.

Alex Andrukov won F1B but he didn't have it all his own way, with Michael Seifert only 7 seconds in arrears in the 9 minute fly-off and Blake Jensen 21 seconds behind Michael. Aimee Schroedter did very well placing 6th. 16 made the 7 minute fly-off, and 15 went into the second fly-off! Dinner tonight was pasta by Chef Albert with Vin pouring the vin. Very nice. 2 deg C as we drove out, but the drinks kept us warm.


Roy, Terry and Di chat with US flyer Jeff Ellington


Kathy Burford (left) got to fly in Lee's BTV event

KIWI CUP RESULTS

F1A (43 flew)

Bezak, Ivan	210	180	180	180	180	180	180	420	540	471	2721	1	SLO
Limberger, Rene	210	180	180	180	180	180	180	420	540	408	2658	2	USA
Cooper, John	210	180	180	180	180	180	180	420	540	302	2552	3	UK
Campbell, Malcolm	210	180	180	180	180	180	180	420	168		1878	13	AUS
King, Craig	210	180	180	180	180	180	180	185			1475	19	NZ
Koerbin, Antony	210	180	180	180	180	180	180	0			1290	20	NZ
Fathers, Albert	199	84	180	180	180	180	99				1102	39	AUS

F1B (40 flew)

Andriukov, Alex	240	180	180	180	180	180	180	420	457	2197	1	USA
Seifert, Michael	240	180	180	180	180	180	180	420	450	2190	2	GER
Jensen, Blake	240	180	180	180	180	180	180	420	429	2169	3	USA
Morgan, Vin	190	180	180	180	134	180	180			1224	33	AUS

F1C (15 flew)

Carroll, Eddie	240	180	180	180	180	180	180	345	1665	1	USA
Pulley, Lynn	240	180	180	180	180	180	180	337	1657	2	USA
Secor, Randy	240	180	180	180	180	180	180	295	1615	3	USA
Summersby,Roy	240	180	180	180	180	180	180	291	1611	4	AUS
Bond, Terry	240	180	180	180	180	164	180		1304	7	AUS

Ice at the field on Sunday but we arrived late. As we were not flying mini classes we hit the CLG pen around 11 am. Kathy put in some very good launches but failed to pick up the air, although her times were still over a minute. I recorded three 2 minute flights. Actually they were somewhat more than that, as my timer was running slow. Following a chuckie into the sun when it flies for 7 minutes, 5 minutes and 4 minutes isn't much fun. Some guys were on fire with 6 or more 2 minute flights and Taron Malkhasyan recorded an incredible 19 consecutive two minute flights with his discus model. And didn't he cause a mass launch each time he flew - some days you cannot do anything wrong!

12 flew in F1H and 14 in F1G. Both Vin and Albert were maxing F1G only to drop one flight each. Six made the fly-off, with Canadian Tony Mathews and Bernard Guest trailing Israeli Omri Sirkis, who had amassed 1401 secs by the third fly-off.

Eight made the F1H fly-off, and five were still there after the second 5 minute session. It was decided on the third fly-off. Israel placed first and third, sandwiching American Jim Parker.

A big crowd stayed for the trophy presentation, which I think is a nice gesture considering the effort that goes into organising such a big weekend. We finished the evening in Roy's RV, where Di served up a tasty mince dish. Leaving early we dropped into Lost Hill's top restaurant, Denny's, for sweets and a cuppa.

Aussie front row at the Issacson awards



Artem Babenko's launches were always spot on



F1H (12 flew)

Balassiano, Avi	120	120	120	120	120	300	300	254	1454	1	Israel
Parker, Jim	120	120	120	120	120	300	300	224	1424	2	USA
Studnik, Avner	120	120	120	120	120	300	300	210	1410	3	Israel

F1G (14 flew)

Sirkis, Omri	120	120	120	120	120	300	300	201	1401	1	Israel
Mathews, Tony	120	120	120	120	120	300	300	188	1388	2	Canada
Guest, Bernard	120	120	120	120	120	300	115		1015	3	Canada
Morgan, Vin	120	120	112	120	120				592	7	AUS
Fathers, Albert	120	81	120	120	120				561	8	AUS



Star photographer Brian Furutani launches, timed by his dad Norm



Sergey Evsukov's model looked great but a dreadful R7 score dropped him to 33rd place

Monday was a lay day so I talked with Vasi about my new models, tested my repaired AL Star and spent an enjoyable hour on Hollaway's Hill, watching half a dozen F1Es strut their stuff. Peter Brocks is gradually building up a following in this class and it was good to see better weather and more entrants than last year. Drinks and nibbles in the Aussie RVs before a micro-waved tiny tatters and beans creation at the motel.

The **Canadian Cup (Pan American)** for F1A, B and C was flown in one day and was run by Peter Alnutt and Tony Mathews.

F1A was a standout, and 21 made the first fly-off, nearly half the field! So the air was pretty good. Albert dropped R2 badly although he maxed the rest. I was lucky, being taken out on the tow in one round and then going on to max out, although three were very marginal flights. I don't recall much of what went on around me although the flight line was shifted once. The first fly-off was 7 minutes, and nine made it when it was flown at 4.30 pm. The second fly-off took place at 5.15 pm with the sun low on the horizon and very cold. My Buntbone misbehaves and AL Star is substituted to record a 2:55 flight and 8th place, my best ever. And the team of Beschasny, Zink and Campbell place 3rd in the teams event.

F1B was also well represented and it was great to see so many Mongolians making the trip for the first time, and they made the fly-off and placing 4th and 6th. 12 made the fly-off and 4 got into the unlimited fly-off.



The winners of F1A, Sergey Marakov 2nd, Rpbert Lesko 1st and Rene Limberger 3rd



A nice touch by the organisers - Valentine's Day roses for all the girls

Tiffany O'Dell flew and ancient looking model with balsa boom surprisingly well, finishing a scant 20 secs behind Alex Andriukov. Swede Thorvald Christensen convincingly won the event, by nearly 6 minutes!

Vin Morgan was unfortunate in dropping R1 and R4, but maxed the rest.

The customary champagne and chips was enthusiastically devoured, and the girls all received red roses for Valentine's Day – the Canadians are such romantics! We cook salmon for Di and Roy in their RV and head home, tired but happy.



Antony and Craig showed keen interest in F1B

CANADIAN CUP RESULTS

F1A (43 flew)

Robert Lesko	210	180	180	180	180	180	180	1290	420	353	2063	1	CRO
Sergey Makarov	210	180	180	180	180	180	180	1290	420	343	2053	2	RUS
Rene Limberger	210	180	180	180	180	180	180	1290	420	311	2021	3	USA
Malcolm Campbell	210	180	180	180	180	180	180	1290	420	175	1885	8	AUS
Albert Fathers	210	180	81	180	180	180	180	1191			1191	34	AUS

F1B (38 flew)

Thorvald Christensen	240	180	180	180	180	180	180	1320	420	674	2414	1	SWE
Alex Andriukov	240	180	180	180	180	180	180	1320	420	336	2076	2	USA
Tiffany O'Dell	240	180	180	180	180	180	180	1320	420	316	2056	3	USA
Vin Morgan	183	180	180	168	180	180	180	1251			1251	31	AUS

F1C (9 flew)

Artem Babenko	240	180	180	180	180	180	180	1320	420	215	1955	1	UKR
Roy Summersby	240	180	180	180	180	180	180	1320	420	163	1903	2	AUS
Alan Jack	240	180	180	180	180	180	180	1320	266		1586	3	GBR
Terry Bond	240	58	180	180	180	61	140	1039			1039	9	AUS

TEAM EVENTS

F1A	Score	Total	F1B	Score	Total	F1C	Score	Total
Brian Van Nest	1509	**5549**	Charlie Jones	1275	**5025**	Roger Simpson	1310	**4565**
Rene limberger	2021		Blake Jensen	1694		Evgeny Verbitsky	1300	
Mike McKeever	2019		Tiffany O'Dell	2056		Artem Babenko	1955	
Ivan Bezak	1915	**4956**	Alex Andriukov	2076	**4910**	Terry Bond	1039	**4528**
Roland Koglot	1470		Roger Morrell	1267		Roy Summersby	1903	
Victor Stamov	1571		Anatoly Rybchenkov	1567		Alan Jack	1586	
Don Zink	1663	**4904**	Hakan Broberg	1162	**4857**	Don Chesson	1272	**2465**
Vasyly Bezchasnyy	1356		Thorvald Christensen	2414		Ken Happersett	0	
Malcolm Campbell	1885		Bror Eimar	1281		Henning Nyhegn	1193	

Wednesday and Thursday are rest days, so the Kathy joins the girls for lunch and a movie in Bakersfield, while I do the washing before going out to the field. Vin, Terry, Roy and Albert take their RV to the field for some civilised practice. Roy frightens us all when his F1C falters on the way up and lands heavily, with no damage.

The others are into F1B when Vasi turns up for my first day of Boot Camp learning three new F1As. They look promising, although I had trouble keeping up with them. Denny's for tea (again) and then a pleasant evening chat with Craig and Antony.



The girls had fun at Bakersfield. Seems like they indulged a bit.



A High Tea at Lost Hills? Yup. It was a great success, thanks to Janna Van Nest.



Two retro models flew well - one from Vasily Beschasny,



and the other was from Tzvetan Tzvetkov

More F1A Boot Camp on Thursday climaxing with moderate damage. Nothing a few peaceful hours on my own shouldn't fix. Janna Van Nest put on a great High Tea for the Mongolian girls. About a dozen women attended and judging by the laughter and song it would be deemed a repeatable success. Brian gave Janna a lovely bunch of red roses (from the Dirty Door!) and they looked good next to his new LDA. Finished the day with another Denny's meal, with Lee Hines.

Friday starts **MaxMen**, with **F1A** first to fly. A sunny day deemed very flyable and Buntbone misbehaves. After unsuccessful trimming flights, I move to AL Star and it starts well then does unimaginable things in R4 (like 5 loops on launch and stab still set for glide?). Managing only 3 maxes and a sub 1,000 score, my luck seems to have run out. Both models will be checked out back home. Most other flyers deemed it great weather and the scores suggested this. After all, 25 maxed out and 23 made the 7 minutes! Craig King and Antony Koerbin flew very well, with Antony dropping R7 by 20 secs. Craig went on to complete the 7 minute flight and 4:28 in the Saturday morning fly-off for 13th place. Victor Stamov launched early only to enjoy an M & K sandwich, with Sergey Marakov launching late and Jim Parker flying a similar model into third place. Stamov missed the crown by 8 secs. The fly-off tested Mike McKeever – he had 3 attempts to unlatch in light air before he ran out of time. Roland Koglot suffered damage and his second model simply didn't perform. Those who got away in the final all recorded very close scores, such was the air on the day. This was an excellent end to three great F1A



Ander Persson gets away in an early round



Roland Koglot accepts words of encouragement from Chris Edge. Damage spoilt his day.



All the shiny new LDAs appeared for the fly-off. This one is Mike McKeever's.



And Victor Stamov had one too



Going against the flow, Robert Lesko's Textrene flapper led the way. And it was black.



Kiwi Craig King's old mechanical model acquitted itself quite well, placing 24th, 8 secs short of a spot in the fly-off

competitions under superb conditions. Ribs and chicken from "The Dirty Door" proved tasty and a quick feed before an early night.

F1B was the usual flurry of mass launches and there were plenty of good flights. Pole 13 came under attack from Faust Parker's wayward F1C with spectacular results. Alex Andriukov had live feed into his pole-mounted laptop computer, data being fed from remote station poles and from his model. It seemed to work well as he was 69 secs ahead of Stefan Stefanchuk in the second fly-off with Sweden's Eimar in 3rd place. Terry Bond unfortunately dropped 6 secs in R5 from an otherwise perfect score. Terry flew F1C as well, although he had an unlucky Roy Summersby retrieving for him after Roy suffered damage in F1C.



Vin Morgan flew consistently all week, and was unlucky not to place higher

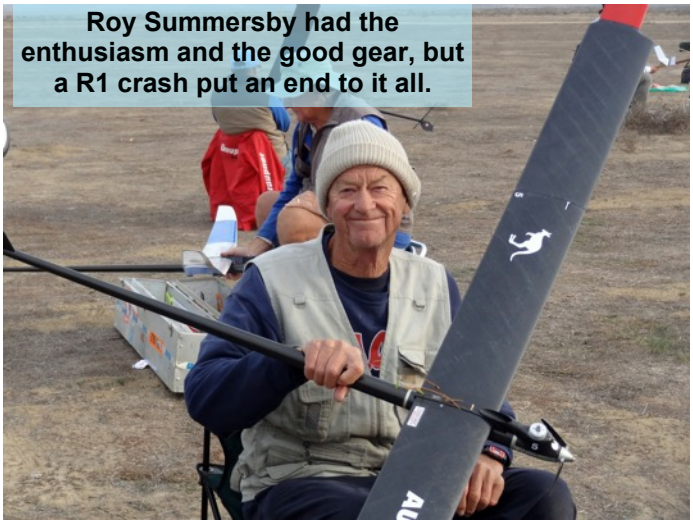


Terry Bond kept putting up good flights, then rushed back to do the same in F1C



Albert Fathers' visit to Lost Hills was an eye opener. I reckon he'll be back.

So Terry ended up 23rd, with Vin's 1,272 second score being only good enough for 34th place. And prop assembly problems for Albert Fathers caused continual problems so he retired after R6.



Roy Summersby had the enthusiasm and the good gear, but a R1 crash put an end to it all.



Mr Versatility in action. B and C in one day is a big ask. Terry likes a challenge.



Terror on the flight line. Faust Parker's F1C digs in, at Pole 13. Might be a good case for separating C from the A and B camps?

F1C could have been better for Roy – he crashed out in R1. Artem Babenko put on a perfect powerhouse display although Allen Jack was always not far behind. Faust Parker supplied the heart stopping moment when his model arched over on full power, planting itself vertically alongside pole 13. Faust reached for a replacement. Of the 17 entrants, 11 made the fly-off and it was unusual not to see Eugeny there. R6 let him down. Gil Morris (now 84 y.o.) only dropped R7. Terry Bond did exceptionally well, considering he was flying B as well, and he returned a credible 5:02 in the 7 minute fly-off.

We checked out of Days Inn Monday morning and returned to the field to check out the mini classes. It was disappointing to see only three in **F1J** and it was Taron

You're never too old. 84 year old Gil Morris still flies F1C, and well. Check the hands!



Malkhasyan who maxed out, well clear of Schneider and Parker.

There was a large entry of 12 **F1H**s and, with the first flight total time to ground being recorded, two Brits (Edge and Madelin) had a nice bundle of seconds in reserve. Sadly, Chris Edge was unable to use his, after dropping R3, and Gary Madelin fell just one second short in the 7 minute fly-off! Kraus, Balassiano and Van Nest took the first three places. It was great to see Norm and Merry Smith on the field. Norm is still using a cane after a horrific year of spinal operations. We all wish him well.

And so it comes to **F1G**, where 18 entrants flew in perfect conditions. Geralyn Jones clean sheeted it through 2 fly-offs for a perfect score, ahead of Hagay and O'Dell who both fell well short in the second fly-off. Vin Morgan also made it to the fly-off but missed the air to gain 11th place, and poor Albert Fathers dropped one second in R5 for 13th place.

We said our goodbyes at 11 am and headed east – we had a long drive to Las Vegas and a motel to find, in the dark. Our holiday concluded with Las Vegas, the Grand Canyon, Death Valley and a little cabin at Twin Lakes, Bridgeport with the wonderful hosts of Brian and Janna Van Nest.

This was my third MaxMen and, although numbers were down, particularly from USA , the number of internationals had increased and the weather they say was the best in 20 years. Now, it's 11 months to the next one. Why not tag the calendar now to experience the best free flight event in the world?



Brian Van Nest flew well into third place



Lee Hines' model was easier to pack for the trip home



Canadian Tony Mathews beautifully presented model made it to the fly-off, and placed 7th

MAX MEN RESULTS

F1A (50 flew)

1	MAKAROV, S	RUS	210	180	180	180	180	180	180	1290	420	421
2	STAMOV, V	UKR	210	180	180	180	180	180	180	1290	420	413
3	PARKER, JIM	USA	210	180	180	180	180	180	180	1290	420	376
13	KING, C	NZL	210	180	180	180	180	180	180	1290	420	268
28	KOERBIN, A	NZL	210	180	180	180	180	180	161	1271	0	0
48	CAMPBELL, M	AUS	122	111	180	103	52	180	180	928	0	0

F1B (52 flew)

1	ANDRIUKOV, A	USA	240	180	180	180	180	180	180	1320	420	488
2	STEFANCHUK, S	UKR	240	180	180	180	180	180	180	1320	420	419
3	EIMAR, B	SWE	240	180	180	180	180	180	180	1320	420	391
23	BOND, T	AUS	240	180	180	180	180	174	180	1314	0	0
34	MORGAN, V	AUS	240	180	180	160	180	180	152	1272	0	0
49	FATHERS, A	AUS	169	170	151	176	157	107	0	930	0	0

F1C (52 flew)

1	BABENKO, A	UKR	240	180	180	180	180	180	180	1320	420	600
2	JACK, A	GBR	240	180	180	180	180	180	180	1320	420	550
3	SIMPSON, R	USA	240	180	180	180	180	180	180	1320	420	549
10	BOND, T	AUS	240	180	180	180	180	180	180	1320	302	0

F1J (3 flew)

1	Malkhasyan, T	120	120	120	120	120	600
2	Schneider, G	120	98	81	120	76	495
3	Parker, F	120	120	120	0	120	480

F1G (18 flew)

1	Jones, G	120	120	120	120	120	180	240	1020
2	Hagay, G	120	120	120	120	120	180	165	945
3	O'Dell, T	120	120	120	120	120	180	99	879
11	Morgan, V	120	120	120	120	120	47		647
13	Fathers, A	120	120	120	120	119			599

F1H (12 flew)

									Tie Breaker	
1	Kraus, Y	120	120	120	120	120	180	240	165	1185
2	Balassiano,A	120	120	120	120	120	180	240	63	1083
3	Van Nest, B	120	120	120	120	120	180	240	15	1055

RUBBER - JANUARY SUPER SPORT

Here are my finding about the latest batch of FAI Super Sport Rubber.

I have spent today trying to find a stranding to make the January Super Sport work. It is usable for F1B at 26 and 28 strands but I would only recommend it for test flying. The pound I got had a splice about 2/3 of the way through the box, I like that by the way for the pound I buy for testing, and the rubber was very different on either side of the splice. Neither side was that good though.

This batch was a little thinner than normal, I measured .040 inches, and I made up 5 motors at 24, 26, and 28 strands. The rubber isn't really usable at 24 strands unless you want to cruise around after a weak burst. I re-stranded a couple of the 24 strands motors to 30 strands motors and tested them. That stranding gave a very good burst but a very poor cruise. The rubber would be good to use for burst trimming at 30 strands.

The stretch ratio I calculated was based on 5 test loops, about 10 inches each, and my average was 8.6, which is low for Super Sport.

Because that low of a stretch ratio produced some real low burst reading I tested several motors using a stretch ratio of 9.0 which is more typical. I even pulled 1 motor till it blew and that came out to have a stretch ratio of 9.4. (Remember I calculate stretch ratio as the rubber breaking length divided by the made up length and then I subtract 1. An example is if the made up length is 10 inches and when pulled to breaking it is 100 inches that is a stretch ration of 9)

The rubber just doesn't have as much energy in it as the last several batches of Super Sport so there is not much you can do with it to make it good. At 26 strands it should wind to 430 to 445 turns and at 28 strands it should wind to about 400 to 415 turns. 30 strands will only wind to around 350 turns.

Jim Braddley



William, John and Dale demonstrate value for money in the new P-20 class

Dale's Fun Fly and Friends Day

Coominya 24 February 2013

Report and photos by John Lewis

This year our numbers were down but considering the positively beastly weather leading up to the event and a few members being overseas it turned out to be rather Tickety-Boo on the day. With days of continuous rain, the lower paddocks remained waterlogged and with the report of both Taipan and King Brown snakes being in abundance we preferred to stay on the top paddock close to our cars. Taipans are the world's most venomous snake and the Eastern Brown is the second most venomous snake – rather dangerous hombres that you don't want to mess with. The Taipan is 22.6 times more lethal than the King cobra from Asia or 456 times more poisonous than the Eastern diamond-backed rattlesnake from North America according to my research. Probably best to avoid all of these when chasing your model.

Dale and William were on the field before 6am but most arrived around 8am. The wind was light and variable until about 10am when a light easterly breeze gave Des the opportunity to try out his new kite. A real bargain at $5.00 (it came from China of course). It even came in its own carrying bag complete with two reels of good quality thread. George was able to demonstrate his kite skills and quickly coached Des up on the finer points of kite flying. George also had a few flights of his RC Simplex and very generously gave the complete model to William later in the day. Guess we will be seeing William doing a bit of RC in the near future. John had his new electronic F1H models but had left his RDT and palm pilot at home so elected not to fly them without these aids. A few test glides though seemed promising.

Van and Dianne also teamed up for a bit of F1A towing practice and a little RC electric flying. William and Darren flew their impressive F1G models but kept their DT times down. Highlight of the day was the first P20 contest. A few models were not yet trimmed but John, William and Dale were going well and advanced to an unlimited fly off. William had the best climb but John's longer motor run gave him first place, William second and Dale third. It seems the biggest problem with P20 is how to limit the performance as the 1 minute max seems an easy task.

As usual Dale supplied all the goodies and a smashingly yummy salad. Hopefully there will be a bigger rollup for the Dale's July day and less rain before the day.

Louie da Fly



Van and Dianne get in some F1A practice



John's new electronic F1H, with LDA section



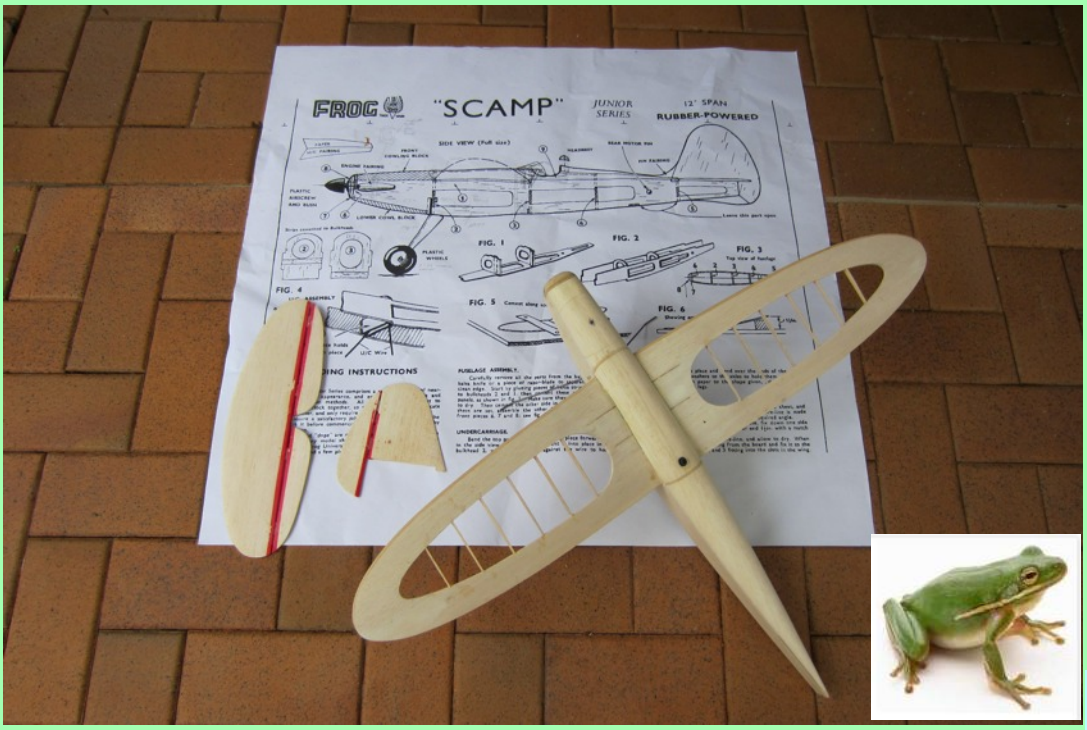


Des provided the entertainment. Not bad value for $5 and, when the wind blows, it's not a bad toy to have in your flight box!



FLYING FROGS

I hoped to get my Frog Scamp finished for Dale's fun day but alas I didn't. However it is coming along with the electric motor mounted. I still need to cut out the cockpit and attach the fin and stab as well as fit the RC gear. I have some tiny servos, small LiPo battery and a Hobby King orange receiver. I got the idea from Terry Tomlin who suggested we could fly RC assisted FF designs a few years ago when the FF field was unavailable. The Scamp is 12" span in its original format which is not all that practical for outdoor flying so this one has been scaled up 3 times to 36" span. William is building one too. Hopefully come Dale's next fun day we will see some flying frogs as well as the usual assortment of fun type models currently flown.



http://www.houseoffrog.co.uk

Visit from twice World Champion, F1A flyer Per Findahl

Per's visit to Brisbane was over 4 days, and we did a lot to entertain our very polite Swedish champion. Thursday was a trip into New Farm Park and a CityCat trip up the river to the University and back, stopping at the Plough Inn pub at Southbank, of course. Friday it was down to the south coast, stopping at Surfers Paradise for a coffee, a swim and lunch at Burleigh Heads, watching the boards at Greenmount lookout, then Point Danger before tracking back home via Albert's, for a quick drink and a look at his model room.

On Saturday, a dozen BFFS club members joined us for a BBQ followed by Per's PowerPoint presentation on the methods he uses preparing for the F1A world championships. This was very well received by all who attended. Sunday it was down to the field where the "2 minute classes" event was held, in 35 degree heat. Per was revelling in the blue skies and warmth, as he had come from snow and minus 25 temps. He practised with two of his top electronic F1As and then entered the 2 minute comp. Guess what? He won it, with William second and George third. I fed him well while he was here, and made sure he tried copious brands of red and white wine, Aussie beers and port. Under Phil Mitchell's instruction, I was to send him south on Monday at least 10 kgs heavier.

I may have succeeded!

Malcolm Campbell


Per at Surfers Paradise


Surfing at Burleigh Heads


The BFFS BBQ


Albert's new hat


Learning how to prepare for big competitions


Per's talk was very informative



Two Minute class event

COOMINYA 16 March 2013



Des's new Super Thermic



Albert Fathers launching his F1G, floodwater behind



This was one swim Per could have done without!



Another nice launch

1	Per Findal	F1H	117	120	120	357
2	William Jones	F1G	120	69	120	309
3	George Baynes (Bob White)	F1G	120	87	97	304
4	Dale Jones	F1G	120	120	63	303
5	Brian Taylor	F1G	120	98	82	300
6	George Baynes (Sugar GEE)	F1G	120	78	95	293
7	Kathy Burford	F1H	97	53	57	207
8	Des Slattery	Oz D	7/50	8/47	10/88	185
9	Albert Fathers	F1G	76	106	-	182

There was a good roll up and participation for our first contest day 2013 – although very Hot!!! John Lewis did not fly, as his new LDA F1H showing excellent promise, broke the boom on a soft landing. Per's best electronic F1A DT'ed into the dam, although he was soon flying another model to ease the pain. He then went on to a powerful win with his F1H. Albert didn't finish the contest as he was testing other models for Narrandera. William suffered from heat exhaustion and was lucky to complete the contest. Everyone seemed happy to depart around midday.

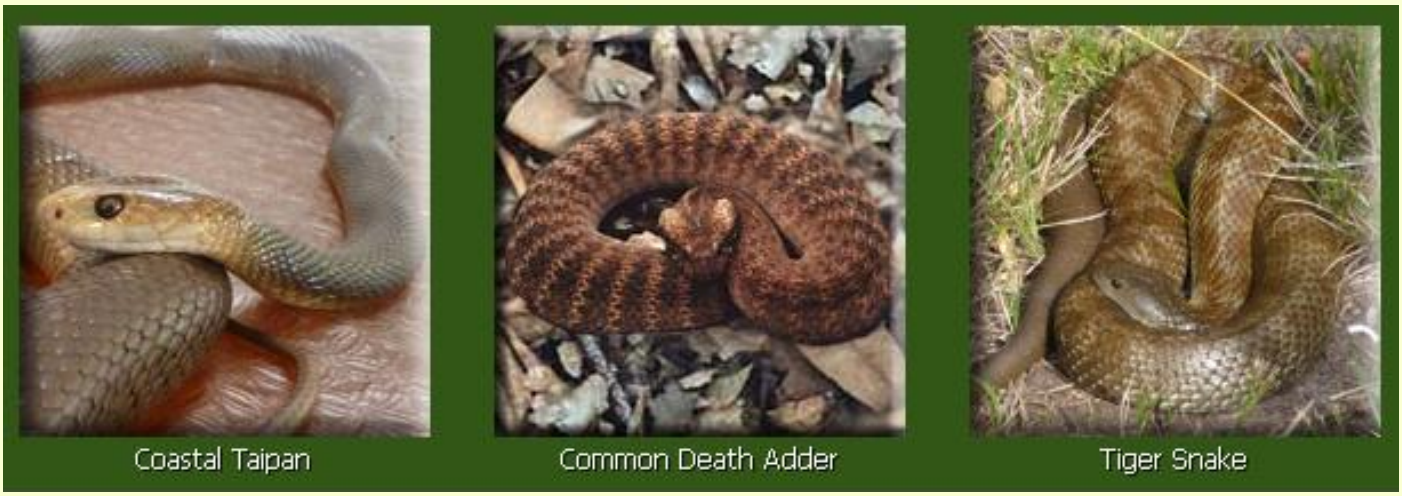


THE WINNERS:

William Jones 2nd, Per Findahl 1st, George Baynes 3rd

Report by John Lewis, photos by Malcolm Campbell

We've had a lot of rain, the grass is up, and snakes are on the move



SNAKES ALIVE

Nine Tips To Avoid Snakes

1. **Snakes don't hear noise** so if confronted by one you can alert others by sound without concern that it will increase aggression from the snake. However, *don't waive arms around or make sudden movements* which the snake could interpret as being hostile.
2. Research indicates that **90% of snake bites are to the ankle area** which is a good reason to wear gaiters. Some bites also occur to the hand so be very careful in picking things up in an area where you can't see what is on the ground.
3. If you are too close to walk around a snake and there is no escape path, **back away very slowly**.
4. Snakes don't lie in wait for people, and mostly **try to escape contact**.
5. A snake **can strike from any position** and may curl itself up slightly in preparation to strike to gain extra distance. If the snake's head is raised this may indicate that it feels threatened.
6. Snakes are **hard to identify** so don't try and catch the snake to ascertain whether they present a risk or not.
7. Step onto rather than over logs – a snake may be basking on the other side.
8. Be alert at all times when in the bush, especially in the early morning during the warmer months when snakes are more likely to be sunning themselves but are slow to react i.e. slide away from you
9. Avoid walking through long grass or reeds

Reprinted from OurHikingBlog.com

Current treatments for Australian venomous snake bites, including sea snake bites

Pressure-immobilisation is recommended for all Australian venomous snake bites, including sea snakes.

This technique was developed in the 1970's by Professor Struan Sutherland. Its purpose is to retard the movement of venom from the bite site into the circulation, thus "buying time" for the patient to reach medical care. Research with snake venom has shown that very little venom reaches the blood stream if firm pressure is applied over the bitten area and the limb is immobilised. Pressure-immobilisation was initially developed to treat snakebite, but it is also applicable to bites and stings by some other venomous creatures.

I imagined the potential panic a snake bite could bring. Maybe all flyers should carry a little note in their wallet?

EMERGENCY CONTACT:

ADDRESS OF CLUB FLYING FIELD

000 PROCEDURE



BFFS Spy





It appears Des is tidying up his model room!

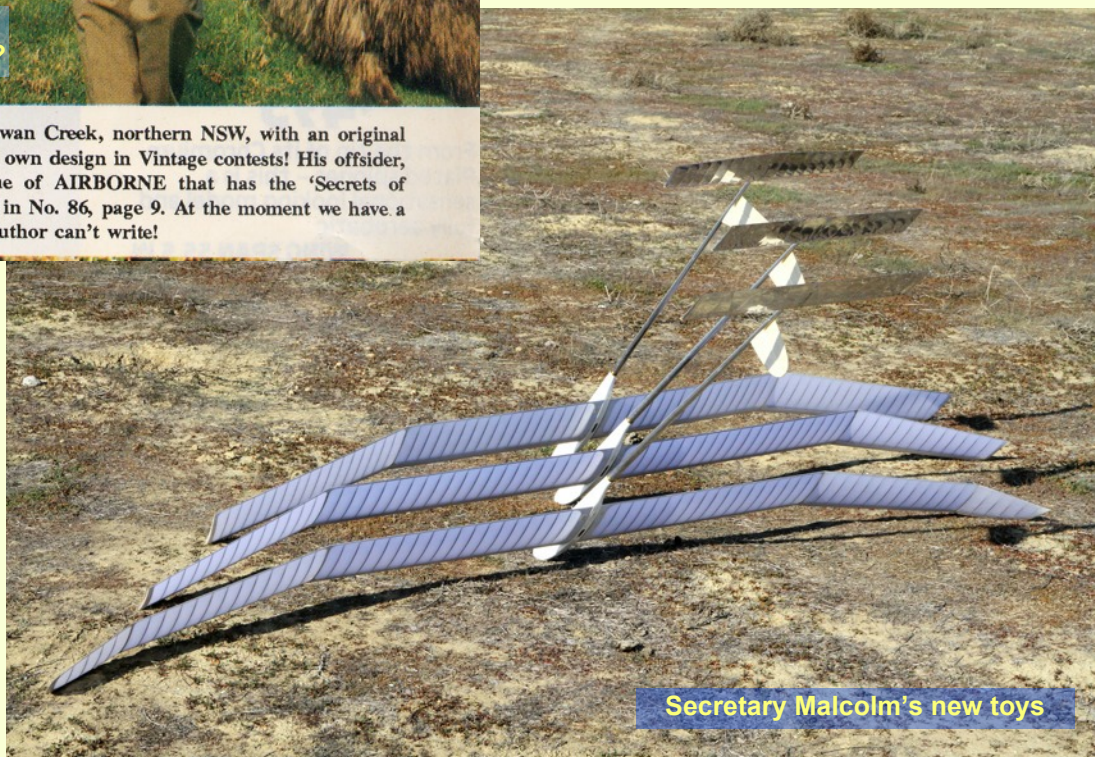


Can you guess when this photo was taken?

Adrian Bryant at home at Chowan Creek, northern NSW, with an original 1948 design. Adrian can fly his own design in Vintage contests! His offsider, Hemu, is waiting for the issue of AIRBORNE that has the 'Secrets of Feathered Flight' as mentioned in No. 86, page 9. At the moment we have a problem in that the proposed author can't write!



Some people have too much time on their hands!



Secretary Malcolm's new toys

JOKES

IMMATURE:
A WORD BORING PEOPLE
USE TO DESCRIBE FUN PEOPLE.

Mick walks into Paddy's barn and catches him dancing naked in front of a tractor. Mick says, "Oh, no, Paddy, what ya doing?"
Paddy says, "Well me and Mary haven't been getting on in the bedroom lately & the therapist recommended I do something sexy to a tractor."

The police came to my front door last night, holding a picture of my wife. They said "Is this your wife sir?" Shocked, I answered "Yes!". They said "I'm afraid it looks like she's been in a car accident". I said "I know but she has a lovely personality!"

- The easiest way to find something lost around the house is to buy a replacement.
- He who hesitates is probably right.
- If you can smile when things go wrong, you have someone in mind to blame.
- The sole purpose of a child's middle name is so he can tell when he's really in trouble.

Paddy's racing snail is not winning races anymore. So he decided to take it's shell off to reduce it's weight and make him more aerodynamic. It didn't work, if anything it made him more sluggish.

Bloke at a horse race whispers to Paddy next to him, "Do you want the winner of the next race?"
Paddy replies "No tanks, I've only got a small garden."

Little boy gets home from school and says "Dad, I've got a part in the school play as a man who's been married for 25 years."
His Dad replies "Never mind Son. Maybe next time you'll get a speaking part!!"

Paddy finds a sandwich with two wires stickin out of it. He phones the police and says "Bejesas I've just found a sandwich dat looks like a bomb."
The operator asks, "Is it tickin?, Paddy says "No I tink it's beef"

Sorry, I refuse to engage in a battle of wits with an unarmed person.