The magazine for all those who love Free Flight

The BFFS DIGEST

March 2014



In this issue:

* *Lost Hills report*
* *Building Small Models*
* *Finding lost models*
* *Construction Tips*
* *A national free flight field*

2013 - 2014 Management Committee

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

The Motor Boys (the late 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:

Dale Jones launches her P-30; it's one of her favourite classes. Her model is timed by husband William and observed by Des Slattery on the big flat fields of Narrandera NSW.

PRESIDENT'S REPORT



So far this year we have been plagued with unhelpful weather for our local events. Dale's Fun Day and the BFFS 2 minute class club day were both fine and sunny but the wind speed of more than 5 meters per second meant very little fun flying occurred.

There was a fair level of optimism leading up to the glider State champs weekend at Dalby with light winds forecast. Unfortunately 5 – 6 inches of rain leading up to the weekend drowned our hopes of a good weekend. The black soil on the field and run off meant the event had to be cancelled the day before with an alternate date being negotiated.

Elsewhere in Australia and overseas there have been some good contests held which are covered in this edition. Our Indoor facility has been booked for the year so those being frustrated by the weather have the opportunity to fly inside starting Saturday 5 April (3pm) at BSHS sports hall.

Hopefully the weather improves so we can provide some great photo opportunities for Malcolm to share with you in the next edition of the BFFS newsletter.

John Lewis

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Too early for Christmas?

We're a small club and I need your help!

Why not sit down and pen an article on some part of aeromodelling, from your past, maybe an event you held dearly. Construction articles are always welcome. Surprise me!

WANTED

A few keen members to add spice to the Digest. I'm sure there are some stories to tell. Think about it. I need you!

Malcolm Campbell

REMEMBER

The property owners near our flying field have requested we make contact with them at all times before entering their property to look for our models. Co-operation here is vitally important as they will help us if we help them.

SECRETARY'S REPORT



HI all

Guess you are all back refreshed after your Christmas break? Well the workers amongst us probably are but many of our ranks are now retired and we all seem to struggle working out what we have done today, and why there is still so much to do! A 40 hour week sure polarises the weekend action.

Not that Kathy and I haven't been busy. We competed in the Nationals at Springhurst, Victoria in early January and then the 3 exciting world cup international events at Lost Hills in California, before I headed back with Adrian, and Albert to Springhurst for the Victorian State Championships. Then it's Dalby for F1A/H in late March, Narrandera (3 world cup events) in late April and it also looks like Mongolia in July for Kathy, Albert and I for the Asian - Oceanic Championships!

Certainly, the rejection of the West Wyalong field will weigh heavily on the minds of many, particularly those who worked long and hard to present the best possible case. Maybe "The Powers That Be" were already decided and we were just made to go through the motions when assembling our proposal? It is apparent that the national body doesn't truly understand free flight, its needs and in particular aeromodelling's origin, and what that means. But there may be a glimmer of hope and the sparks of that appear elsewhere in this newsletter. Make sure you find it and act quickly.

On an important note, you will have all noticed the Seven Mile Lagoon may no longer be a lagoon. I mentioned in my last editorial how good it looked, once again dried up. It's a good 3 minute field. Cedric tells us we can use it again, but there are conditions and there are cautions. More on that vitally important topic later in the Digest.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Hi Malcolm,
I just got my printer back from being repaired yesterday so printing out the new Newsletter was a good way of checking it was working OK. They say a picture is worth a thousand words and with lots of great photos and accompanying text our last couple of month's activities were covered magnificently. If you like Free Flight models there were plenty to look at in the last edition – congratulations for another fine effort.
Cheers John

Hello friends,
I spent a long time to look at Malcolm's galleries. I enjoyed so much; the photos are GREAT !!

I also enjoy every time the BFFS digest. OZ seems to be a great FF country, blessed with huge fields and dedicated people.

Thank you for all.
Bernard Boutillier (France)

You know Malcolm, one thing I must tell you:
You make a lot of people very happy with your digest, on this side of the planet!

We thank you
Really

Niki (France)

Thanks Mal,

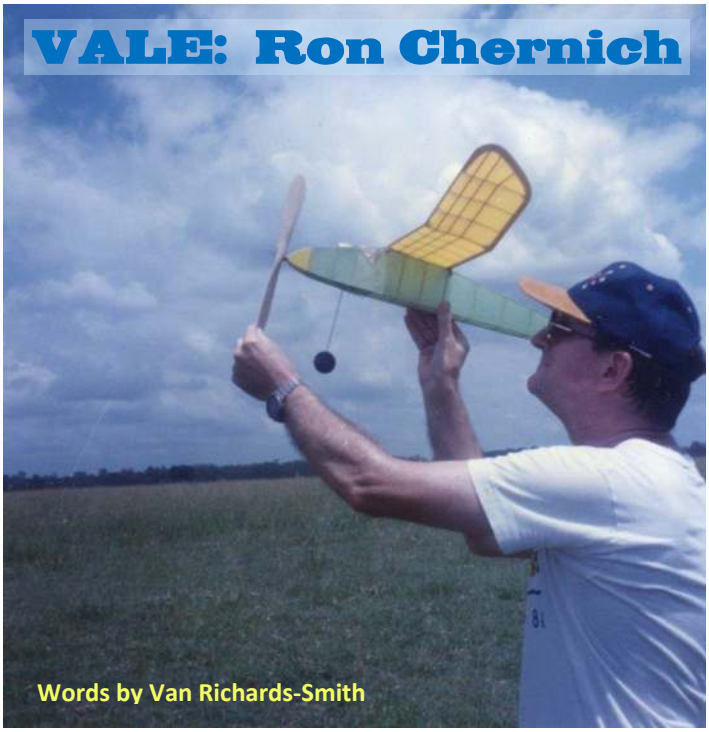
You have excelled once again. Great job. Always a great read.

Merry Christmas to all of the free flight guys
Regards

Doug
Airflow editor

Very good as usual. Liked pp 14 & 19. John

VALE: Ron Chernich



Words by Van Richards-Smith

As Ron's lifelong friend, I will miss him greatly – we led parallel lives – we were neighbours when we were kids at Hamilton – My parents and grandparents lived at Palma Rosa, the large two story building on the hill behind Albion Park raceway – Ron lived across the road in Atkinson St. I did not know him at that time as my Great Gran ran him off for playing in the bamboo. (Ron call her "*that dragon lady*")

Our paths next crossed at Brisbane Grammar School. I started an aero modelling club at the school and Ron was an enthusiastic member along with the John Lewis and the Campbell twins. As members of the Air Training Corps we had access to free materials to build models. Ron built large 5cc powered models – a memorable U2 that came to grief when the flaps departed the model.

When I left school I went into radio (4BH) – Ron went to the Department of Civil Aviation (DCA).

Our technical path was very similar with us both getting our Broadcast Operators certify of Proficiency which you required to work on high power transmitter.- this also allowed us to get our Radio Armature license.

Ron's call sign was VH4ZSC. We spent hours & hours trying to get the equipment to work.

As teenagers and young adults we hung out together at flying fields and other more social endeavours. Ron had taken up surfing - Ron with blond hair taxes the imagination.

We both remained members of the RAAF reserve until it was disbanded in the 1970's.

I got married and moved away to Mt Isa. When I returned we picked up where we left off - Ron was involved with R/C – He built the first proportional radio set in Queensland (a kit called Digitrio). He expanded it out to 4 Channel. I eventually bought it off him while I was in Mt Isa. He was a service agent for radios sold by Model Allsports at Nundah as well as selling his own CHM brand.

While I was up north Ron got married - bought a Charger in trendy yellow - got a house (as you do). I had a Ford Hardtop in RED. Not to be out done Ron bought the GT Model in Red. I will never forget the race down Mt Mee after the aborted slope soaring championships.

It was not as if we were in competition, we just both liked the same things.

Ron was Australia's first helicopter Champion (all the others crashed – as they did in those days- those days!!!)

The only area where we had little in common was music – Ron was a member of Peckham's People, a band at the Shafston Hotel - I could not hit a note with 12 gauge shot gun.

It wasn't until the 80's we really got back into control line and free flight. We were new to this free flight caper – Ron had built a glider which we took out to test fly. As it turned out it was Queensland championship day – Ron was quite happy to test fly his model – unbeknown to him I had paid his entrance fee – so Ron became the Q'ld Champion.

Ron was a superb modeller – he had the eye for straight building. Very few models he built were a "turkey". But when he built one it was a beauty. We then spent many years flying F2B aerobatics – we videoed our flights and went back to his house and critiqued our performance.

.... continued next page



OCTOBER 1, 1972 The Sunday

Air force goin

THIS miniature "chopper" is thought to be the only working model of a helicopter in Australia. Radio technician, with the Civil Aviation Department and instructor in the Air Training Corps, Ronald Chernich, of Hamilton, built it from a kit. He now plans to build himself a full-sized plane. Ronald holds a private pilot's licence.




TELEGRAPH WEDNESDAY, DECEMBER 18, 1974

Model of efficiency

A scale model of a World War I fighter aircraft held the interest of three Air Training Corps cadets attending a special aeromodelling camp at Oberley, RAAF base.

Admiring the handiwork of Sergeant Ron Chernich, of Toowoomba, are (from left) Cadets Pat Rawlings, 14, of Toowoomba, Michael Clark, of Sandgate, and Peter Beecham, 14, of Gregory Terrace.

Sergeant Chernich — in private life a radio technical officer with the Department of Transport — was one of three instructors on the aeromodelling course. The course attracted 23 cadets.

The model he is discussing with the cadets is based on a French Nieuport 17 aircraft flown in World War I by Lieutenant Charles Nungesser, an air ace who shot down 17 enemy planes.

The radio-controlled model has a wingspan of 137 cm (54 in.) and weighs 2.7 kgs (6 lb.) in flight. It has an 8 c.c. engine and is capable of 50 knots.

The model represents 300 hours' work and the materials used cost Sergeant Chernich about $500.





Ron Chernich, early 2010



Ron's life work was with computers – he had a company in partnership with Peter Iliffe (Jim Iliffe's son) called "Arcom Pacific ". Moving on, Ron went to the USA to work in the IT industry but after several years was forced to leave as he ran out of work visa. In the States he joined the AMA and PAMPA and built a Nobler to fly – it fitted in his Porsche, large F2B models would not.

On returning to Australia he decided he needed a degree so he signed up – they said he was the first person to do a degree in reverse – most people get a degree and then become successful – Ron did it the other way round.

He went on to work for the University of Queensland in a unit called DSTC. Even when this was disbanded after more than 10 years they still managed to find projects for Ron to work on – a tribute to Ron's abilities.

I will miss our Thursday night Chinese - we were regulars at the local restaurant , so much so that we had access rights via the back door from the car park – the owner would be at the back door to welcome us when we pulled up.

As far as modellers are concerned Ron's greatest contribution has been the internationally acclaimed web site at http://modelenginenews.org/. This site will be kept alive by members of the Motor Boys group, for some years to come. It houses a treasure trove of modelling information on how to do things.

Ron made numerous motors over the years in his excellently equipped workshop.

My mate Ron was an aeromodeller to the end, still working on projects while he was confined to bed in his last weeks.

Van Richards-Smith

AustralianFreeFlightSocietyInc.

A Special Interest Group of the Model Aircraft Association of Australia

NOTICE OF ANNUAL GENERAL MEETING 2014

The AGM will be held at the Narrandera Services Club Narrandera on the 27th April 2014.

Any submissions for inclusion in the Agenda for this meeting must be received by 14th April 2014.

Nomination forms for election of Office Bearers and Proxy Voting forms must be signed and returned to the Secretary no later than 14th April 2014.

Post to: AFFS Secretary Tahn Stowe
3/152 Brook Street
Coogee 2034

Or email to: stowes@ozemail.com.au

Ed: For those who want them, I have Nomination forms and Proxy Voting forms.



1. There can be **no cars** on lagoon bed or its surrounds. We can park our cars just inside the bottom of our current field near the little dam and then **walk to where we want to fly**.

2. **Under no circumstance are we allowed to use the gate at the rear of the lake**. That's the gate that leads to the bitumen road beside the lake. And repeating, no cars are allowed on the lagoon.

3. Cedric rang Dale recently to say he has talked to some of the locals saying we might fly on lagoon. He was told **there are a lot of SNAKES in the nice green stuff** on lagoon. So please be aware if you fly on the lagoon or cross it when retrieving, watch out for snakes! Gaiters and/or denim jeans sound like a good idea.

   Ed: *I went down to the lagoon bed a couple of months ago. The "nice green stuff" was about a foot high and gives the appearance of a large flat expanse. I'm sure it hides a number of holes and obstacles, as well as said snakes, that will not be easily seen. So caution and sensible clothes and shoes would be highly recommended.*

Too Breezy To Fly

The first two events for 2014 were effectively blown out, so there has been little competitive flying to report of in Queensland. Dale Jones has sent in a brief description of what happened at the Two Minute Class event at Coominya on 9 March:

Only 1 flight was flown as it was too windy. Dale and Des's planes covered the full length of the paddock, landing just in side the boundary fence. A 2 min flight would have been out of paddock and down the road.

Results :

1	Dale Jones	Coupe	Lawnmower		69
2	Des Slattery	Oz Diesel	Dixielander	Rosi 09	59
3	Mark Armour	F1H	Hot Max		52
4	Ron Munden	Coupe	Hic Coupe		50
5	John Taylor	Oz Diesel	Cardinal	Barbini	10

Also in attendance but did not fly were William Jones, John Lewis, George Baynes and Sandra, and Graham Maynard.

Fab Feb 2014

Lost Hills, California



report and photos by Malcolm Campbell

February 2014 marked my 4th year consecutive visit to Lost Hills. Eight Aussies went over this year – 6 staying in RVs and 2 in a motel.

Albert stayed in an RV on the field. Kathy and I set up at Days Inn and then drove out to the flying field on Wednesday afternoon. It's still great to get the buzz on arrival but it doesn't seem like a year since we were last on the field. And it's interesting to watch the RV park expand exponentially as the weekend draws closer. Wary of jet lag, I simply played with a CLG while Kathy chatted with the girls. Roy and Albert arrived later in the afternoon, followed by Vin and Paul. "Drink o'clock" time.

Over the following two days more and more planes were seen in the air as people practised all over the field prior to the weekend Ike Winter Classic events and the Kiwi Kotuku Cup for F1 classes. The beaut thing about "Fab Feb" is that it attracts serious flyers from across the world but it is still very social and laid back. We renewed friendships with fellow flyers in Denny's each night. This year 30 countries were represented. Numbers appear a little down these last two years but the entry list was all quality and still of a decent size.

The first weekend was unfortunately affected by variably moderate winds, up to 20 mph and unusual for that time of the year. This reduced the number of flyers in the nostalgic events. However, I did see big Satellites and Texan power models going up but there seemed to be not as many smaller models airborne.

IKE SATURDAY F1H and F1G:

Very little circling was done in **F1H** with a lot of "up and offs" for safer flights. Kathy flew an Andy Crisp design and impressed the male competitors with her determination in adverse conditions. I tried to use this event to trim my repaired H to no avail, achieving better results in later days. There were a number of **F1G** flyers who opted out to save their models for the following (MaxMen) weekend. Tiffany O'Dell edged out Evgeny Gorban into first place, and they seemed to be the only ones who could best handle the gusty conditions.

Great to see so many in the air



Mini class flyers found it difficult to manage the popular **CLG** event, particularly without retrieval bikes. Kathy and I turned up with just 20 minutes left and we got in a few flights each, to justify bringing the models all that way.

IKE SUNDAY F1A, B and C

Better conditions for the big classes on Sunday although I was fazed by two things – inability to pick cold air thermals and KVIE (Sacramento TV). They had their cameras on the field to talk to Valley Fever "survivors" as part of a big TV documentary airing across the country in mid-March. The interview process impacted heavily on the middle rounds time-wise, although I don't think it was the cause of my poor flights.

Of the 56 **F1A** competitors, there were 4 sets of ties, and 24 made the flyoff, won by Jama Danier, with his usual 110 metre+ launch. Top order places were close and LDA launches were spectacular with many over 100 metres. Many of the usual flyers were in the top 10 although some key players experienced troubles with low scores. Phil Mitchell flew very well to place 6th, 36 secs off the leader, although Albert and I finished well down. Well, it left room for improvement for both of us.

Although our **F1B** flyers didn't make the flyoff, Vin and Paul only dropped 1 flight each to be placed mid-field. As usual, mass launches were triggered by the early brave ones.

14 flew in **F1C**. Our Roy went so well in the rounds only to have an unfolding problem and a rather hard landing in the first flyofff. His big buddy Artem made mincemeat of the opposition, recording a convincing FO time of 600 seconds. Disturbingly, and on the down side, there were 2 flight line crashes under full power within min-



No crash like an LDA crash - at 200 kph!

utes of the start of round 1. During the week there were more models to crash with either line hook-up gremlins or wings that didn't unfold correctly, causing a number of ongoing discussions on the safety aspects of this class.

NORTH AMERICAN CUP F1A, B and C

50 flew in **F1A**, with a new bunch of winners. This time there were two flyoffs, with Anton Gorsky putting in a powerhouse 11 minute flight to finish well clear. 22 made the 7 minute first flyoff, including Phil Mitchell, and 6 recorded more than 6 minutes in the second flyoff. Looking good for an exciting MaxMen in a few days! I was clean for the final 6 rounds but dropped the extended first round by 6 secs, when the model developed a slight stall at about 50 feet.

Kiwi Paul Squires did very well in the 47 strong **F1B** field placing 3rd and being one of three to make the second flyoff. Fellow Kiwi Paul Lagan recorded 5th and Vin Morgan 9th. Paul Rossiter had a couple of bad flights to finish well down, although he was in the company of some big names who also found it a tough day.

Only 12 flew in **F1C** and 6 made the flyoff, with our Roy taking 6th place. Ron McBurnett and Alan Jack flew superbly and were the only two to move into a second flyoff, with Alan convincingly winning by 250 seconds! Roy Summersby picked up 6th place.

The trophy presentation was a happy affair with many trays of nibbles and copious bottles of sweet bubbly. The girls all received a customary red rose, the event being run on Valentine's Day.

LADIES DAYS

There were at least a dozen ladies camped on the field so Janna Van Nest put on a great luncheon that seemed to go on for a few hours. A group of ladies later went to Bakersfield to shop and sample the wicked ice cream concoctions of Dewers Ice Creamery. Of course, the men were all out on the field, practising.

Most nights Kathy and I drove off the field under lights, finding a tasty meal and good company at Denny's, followed by a nice hot shower and a soft fluffy bed at Days Inn.



Girls just want to have fun

MAXMEN Friday F1A

58 flew in **F1A** and the cream, as expected rose to the top. To expedite matters, R7 was flown as 5 minutes and 23 remained clean at the end of that round, with 18 achieving the 7 minute flyoff. Timers did well to accurately record scores as the flyers ran to all parts of the field in search of lift. Israeli Aviv Balassiano won by 14 seconds, beating Roland Koglot and Per Findahl. Per deserved to do better because he was *always* out testing various models, seemingly all day at times. US Junior Garrett Tremayne did extremely well to finish 5th, the first American home. Of the Oz flyers, Phil Mitchell made the second flyoff



Roy Summersby F1C another perfect launch



Per Findahl practised every day he wasn't competing!



Team Kiwi: Roger Morrell, Rob Wallace, Paul Lagan and Paul Squires



Some of Team Oz: Vin Morgan, Phil Mitchell, Roy Summersby and Albert Fathers



MaxMen F1A: (2) Roland Koglot, (1) Aviv Balassiano (3) Per Findahl

and finished 11th and Malcolm Campbell made 23rd place. Albert Fathers had release problem but had the model sorted by R7. Scanning the full results, a surprising number of class flyers had troubles on the day.

MAXMEN Saturday F1B and F1C

F1B had 66 flyers, the biggest entry all week, and the mass launches were most thrilling. Conditions were excellent, with 39 making it to the only flyoff. Vin Morgan, placed best of the Aussies in 23rd place. The three Pauls – Lagan, Rossiter and Squires finished 32nd, 44th and 50th. Albert Fathers had leg troubles and retired after 2 rounds. He didn't have such a great week flights-wise but learnt a lot and helped everyone. Albert also kept Roy alive for the week by making sure he ate enough solid food to compensate for his mostly liquid diet!

The flyoff for B was spectacular and timing was always going to be a nail biter. I drew the short straw, timing for Alex Andriukov. Gulp! But it was made a lot easier when I saw his 10 x 70 binos and beautifully fluid tripod. Alex wound and moved to the line. Like lemmings so did a whole heap of other flyers. I got nervous as I fingered the stop watch. Alex started to apply hand turns. Others watched and some copied him. Alex broke his motor. And then, a whole heap of flyers launched as they assumed Alex was also ready. I breathed a sigh of relief because by the time Alex returned with a replacement model the sky was relatively clear of nearby F1Bs. More hand winds, a perfect launch and DT'ing at 50 feet, being the only one to record 7 minutes made him a worthy winner.



MaxMen F1G: Blake Jensen (right) puts away the winning flight

F1C was equally spectacular, with speed and noise making up for only 19 entrants. 13 made the 5 minute flyoff, with 5 making the 7 minute flyoff. Uncharacteristically, Eugeny Verbitsky was not there, missing that round by 24 seconds. Mongolian Khishigbat Terbish signalled his presence for future events, being just 1 second short of Eugeny's 6th place. The 9 minute flyoff was a cracker. Babenko, Summersby and Jack – anyone could win. Alan's model went off in its own patch of air; Alan had about 5 independent timekeepers! Artem and Roy's models circled off to the left, almost in unison. It was soon apparent that Artem's new model was gliding fractionally better and holding height. It was hard to tell if Alan's model was any higher. And so it came about that Artem made the 9 minutes, with Roy just 40 seconds in arrears, with Alan stopping the clocks at 414 seconds.

SUNDAY MINI CLASSES

A nice day to finish off MaxMen, with a light variable breeze shifting through about 90 degrees with virtually no breeze at the start of R1 – good for J and G, but a bit tough for the towline boys. **F1J** unfortunately had only 3 entrants and Roy's model wasn't behaving itself too well in what seemed ideal conditions. He dropped

R3 and left the flyoff to Faust Parker and Glenn Schneider, with Faust easily winning it by nearly 3 minutes.

F1G finally got the day it had been waiting for, and 25 lined up to do battle. The three Pauls (Lagan, Rossiter and Squires) were off the pace although Paul Squires got into the first flyoff. 13 made the four minute flyoff and the CD placed the event on hold, hoping for a degradation in lift before the next flight. So this occurred quite late in the day with last year's winner Geralyn Jones and many of the top flyers, like Gorban and O'Dell, failing to make 5 minutes. Only Blake Jensen made 300 seconds, with Gilles Chauveau a scant 6 seconds behind and Eddie Vanlandingham in 3rd place.

F1H had 18 flyers with many "big names" – Findahl, McKeever, Cooper, Madelin, Parker, Bauer, Van Nest, Hines, Williams and others. Actually Kathy and I were the only ones not in the big names! So I was really looking forward to this event. John Cooper relegated himself to "helper" after a dismal first flight and set about helping the strong British team. Parker, Van Nest and McKeever all surprisingly dropped a round, Jim by just one second. Kathy put in a gallant effort being the only balsa straight tow model and my own model came "on song" for 4 maxes before last round jitters kicked in and I dunced a guaranteed max with a woossie launch and a stall that wouldn't go away.


Now THAT'S a model box!

The first flyoff had 9 flyers in it. Running to various quarters they all set about finding the best air. Phil got away early and his model drifted towards Per Findahl who wasted little time in getting off in the same air, but somewhat higher. Phil was he first to drop and 8 returned somewhat later in the day to contest the next flyoff.

It was Kiwi Rob Wallace who found the very best bit of air and convincingly won from F1H expert Gary Madelin with Kyle Jones in third place. The sun was nearly setting and the moon was well up by the time the presentation was done.

And so ended a very successful Fab Feb week at Lost Hills. Southern California has an ideal climate for free flight and the Lost Hills organisers always put on one of the best free flight events in the World.



Age shall not weary them. Peter Allnutt (F1A) at 81 and Gil Morris (F1C) at 88, both still very competitive


Kathy loves Lost Hills


F1E is gaining more support at Lost Hills

A National Free Flight Field



Since the NSWFFS proposal to purchase the 700 acre Wyalong property known as "Kelso" was rejected by the MAAA, an idea to raise the money privately has been put forward.

The idea is to form a company to buy the property, offering 400 shares @ $1,000 each. This would raise the $350,000 asking price, pay the Stamp Duty and other statutory fees and charges, leaving some capital for development of facilities.

NSWFFS could perhaps buy 40 shares. Other individuals and organizations could also be approached to purchase multiple shares. Even the MAAA could be approached to purchase shares in this venture.

Since the property is back on the market and the NSWFFS have a complete Development Approval from the Bland Shire Council, for Model Aircraft use over the property, it would make sense to capitalize on the good work done and money spent so far.

A time limit of 6 weeks is anticipated to gauge expressions of interest and actual commitment to purchase shares.

If you would like to purchase one or more shares, or know someone who might, or you would like more information, please contact:

Terry Bond <karenand007@gmail.com> or Tahn Stowe <stowes@ozemail.com.au>

USA has had a national field for many years, thanks to the foresight of some enthusiastic modellers and the generous donations by some aeromodelling benefactors. The Lost Hills field hosts many national events and attracts competitors from all over the world for their extremely popular and well represented international world cup events.



Dale Jones has methanol for sale:

$2.50 per litre or
$45.00 for 20 litres.

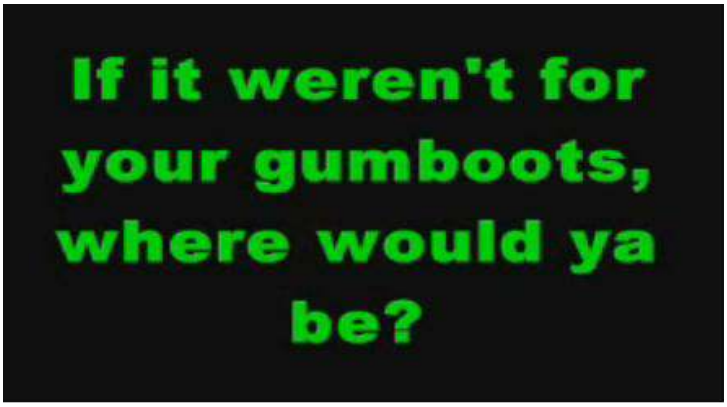
You supply your own container

Ph: 3345-7828

email: weldwell@ultrafast.com.au



Dalby Glider Weekend?



South East Queensland put on a week of shocking weather leading up to the weekend of 29 - 30th March, when we were supposed to be having our F1A and F1H State Championships. This also incorporated the Team Trial selection for the 2015 World Champs. As "luck" would have it, Dalby made the TV news again on the Thursday before the event, being swamped by 4 inches of rain followed by more the next day. This was then backed up by thunderstorms over the weekend.

So the event was wisely cancelled and will be re-run on 21 and 22nd June, pending approval by DMAC. It will also incorporate our A1 event, on the Saturday afternoon.

NOW - don't forget to re-book your accommodation!

Some may remember this song?"

Gumboots they are wonderful
Gumboots they are swell
Coz they keep out the water
And they keep in the smell *and the chorus……*

If it weren't for your gumboots
Where would ya be? Etc, etc

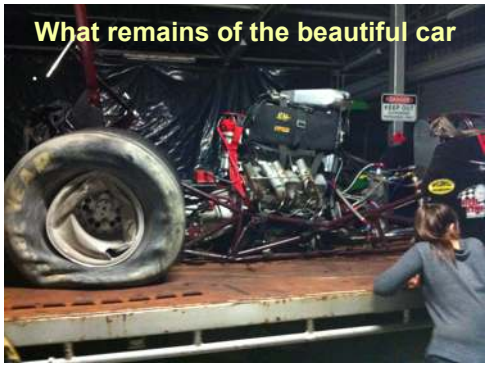
Of course, if you want the words for this wonderful song and marvel at its beautiful melody, Google "Fred Dagg", one of New Zealand's favourite sons.



It is not very common knowledge but I have another pastime second only to my love of model aircraft building and flying and that is motor racing, like a few other guys in our club for instance Malcolm Campbell and his brother John, Graham Maynard and Des Slattery.

The dragster I built is a record holding car and fastest in Australia in its class, with a quarter mile time of 5.9secs at speeds of over 230mph (370kph). During testing recently we made a mistake to try a run with track conditions unsuitable to our car. We were unable to control our car with about 2,000 brake horse power.

Our first run was a 6.03secs and 232mph (375kph), but it was not a straight run. In the next run, the car lifted the front wheels on launch. Without the front wheels on the ground there is no steering so at about 1/4 track distance the driver (my son Wayne) tried to correct the only slightly out of line car, but the rear tyres broke traction at around 200mph (320kph) and the car hit concrete wall at a very high speed.



The photos show car before run and after the accident, on the tilt tray before returning home. The other photo is the remains of the chassis and is the only part not damaged beyond repair. This photo does show how the driver is protected and the chassis is constructed, with this portion heavily braced. The front and back of this capsule is designed to crumple and absorb the destructive energy. Because of this Wayne has only fairly minor injuries. The engine and gearbox survived the impact.



At least I should now get a little more time now for my aeromodeling . So it's F1C next. Horse power from the Nelson and Fora engines will be a bit different from the 2,000 horse power supercharged V8!

William Jones

HAND LAUNCHED GLIDER, HAND LAUNCHED GLIDER and CATAPULT GLIDER

Without club rules in the BFFS rule book (2012 - 2015) for ICLG, Brian Taylor researched the NFFS web site to discover AMA rules that we could adopt. These have been printed for your consideration. Perhaps we can adopt some or all of the rules stated here? Your feedback will be appreciated.

1. Applicability. All pertinent AMA regulations (see sections titled Sanctioned Competition, Records, Selection of Champions, and General) shall be applicable, except as specified below.

2. General. An Indoor Glider is a non-powered model aircraft designed to fly indoors.

3. Classes. The following classes shall be recognized for competition and National Records.

a. Hand-Launched Glider.
b. Standard Class Catapult Glider.
c. Unlimited Class Catapult Glider.

4. Size of Supporting Surfaces. The projected area of a supporting or stabilizing surface is the area seen when looking directly down on the surface. Supporting surface area enclosed in a fuselage or stick shall not be considered as wing area. Projected area of horizontal stabilizing surface(s) in excess of 50 percent of the projected area of the supporting surface (wing area) shall be considered as wing area.

a. Hand-Launched Glider. The projected area of the supporting surface(s) must not be more than 100 square inches.

b. Standard Class Catapult Glider. The projected wing span must not exceed 12 inches. The projected wing chord shall not exceed three (3) inches. The area of the horizontal stabilizing surface(s) shall not exceed 50 percent of the projected wing area. Standard class is limited to monoplanes.

c. Unlimited Class Catapult Glider. The projected area of the supporting surface(s) must not be more than 100 square inches.

5. Construction. All surfaces shall remain fixed except for changes of camber or incidence due to natural flexing of the surfaces. Folding wings and mechanically actuated incidence changes are strictly prohibited.

6. Launching. Launching shall be appropriate to the class of model. In all cases, the launch shall be made with force sufficient to cause the glider to immediately gain altitude equal to three

times the flier‟s height or half the

available ceiling height, whichever is less. The model shall not be launched

from a height greater than the flier‟s

normal reach above the floor. **a. Hand-Launching.** The model shall be released into flight directly from the hands of the contestant, without other assistance.

b. Catapult Launching. The model is launched by stretching elastic band(s) between the hands of the contestant, with one end(s) firmly attached to a launching handle. The handle shall consist of a rigid dowel or similar device, with the elastic band(s) firmly attached. The launching handle (including the attachments for the elastic) shall not exceed six (6) inches in length, measured along the longest dimension. The handle may use padding or contoured grips for flier comfort. There is no limit to the length or sizes of the elastic bands. All launching apparatus must remain firmly attached to either the handle or the model during launch. There is no limit to the number of launching handles a contestant may use to complete his/her flights.

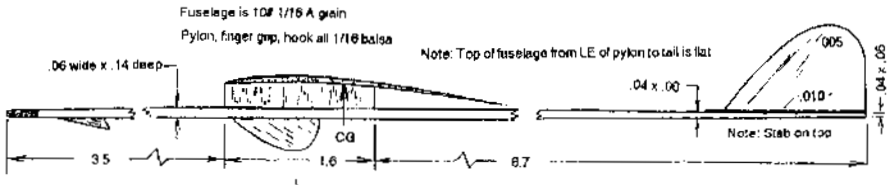
7. Number of Gliders. Each contestant shall be permitted a maximum of three (3) gliders per contest. The three (3) gliders used may be of different design.

8. Official Flight. All flights are official flights, regardless of duration. Unofficial flights are not recognized. A flight during which any part is dropped shall be declared an official flight with zero (0) time.

9. Number of Flights. Each contestant shall be allowed a total of nine (9) official flights.

10. Scoring of Flights. Scoring time shall be the total elapsed time of the best two (2) of not more than nine (9) official flights.

See page 20 for the plan of "Feather Shooter"





Like George Baynes and John Lewis, Brian Taylor also has an interest outside of aeromodelling.

LOST MODEL? First tip - never give up while you have a signal!

words of encouragement, by Malcolm Campbell



The start of a big day

Kathy and I were the only ones at Coominya today and planned to fly my 3 new gliders, and Kathy's old mechanical F1A, starting with Kathy flying her F1A. 3rd flight and the timer didn't start. Of course it hooked a thermal. Kathy walked and watched as I quickly packed my model and towline away. Turning the tracker on I had a signal and was relying on Kathy to have the direction.

We blind-tracked it in the car for 5 hours, covering a criss-cross pattern over 60 klms of what roads seemed close to the signal. Most times it must have been extremely high as we never saw it at all in the binoculars. On each of the many roads we got strong signals at varying points. Returning back to some roads, the signal appeared weaker so it must have been cruising around quite a bit. But why? That had me confused.

We stopped at a high point after 4 hours to have lunch, and it seemed to fly over us unseen. This is when I rang Vin for some reinforcing retrieval suggestions. I was doing all the right things, but, at times, we felt like giving up. But that's hard to do when you still have a signal. Leaving he tracker on the roof of the car to report progress, we had lunch, and then resumed the search.

Eventually we tracked it down to the entrance to a "No Through" road. We had been here before but the signal led us away. This time the signal was encouraging. Driving to the end of the road, the signal became stronger, even with the gain turned down, so I knew we were now close.

We asked permission to enter a lady's property where the signal seemed promising, and we found the model 4 metres up a tree at the edge of a very large patch of dense scrub; many hundreds of acres in size, according to Google. Fortunately my model was just 10 metres in from the fence. I got it down by shaking the tree a couple of times to shift it to where I could grab its wing tip. It had only flown a direct distance of just 9 klms.

Had the DT gone off? No it hadn't. And the answer was fortunately obvious. The timer starts when the tow hook swings back. It did so when I manually swung the hook back but, when I swung it forward, it stopped and the hook wouldn't swing back. I did this test when I retrieved the model.

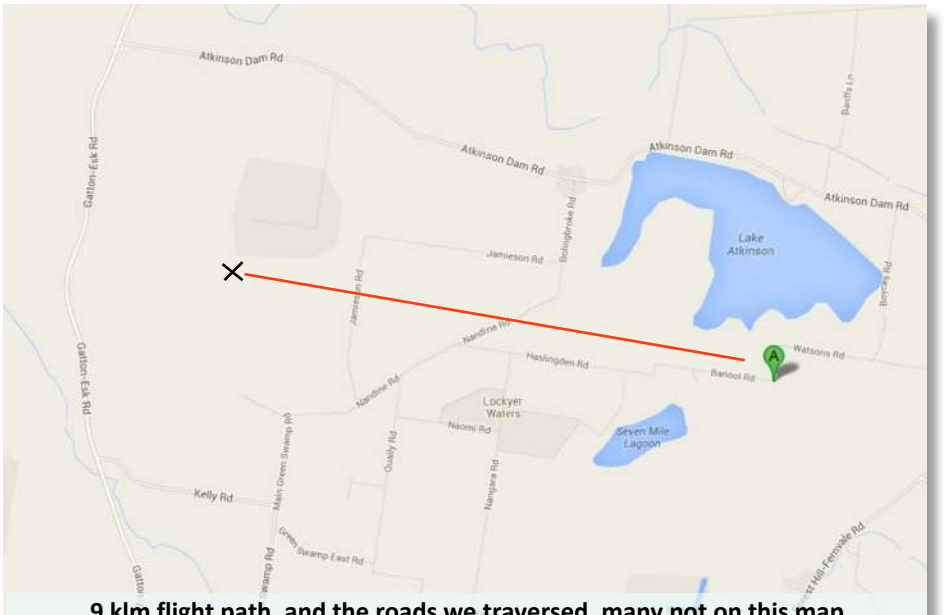
Looking further I saw the spring had come off the rudder. And that swings the hook back! So in its final flight I may have towed it up with no rudder control! I know it pulled left on tow and I compensated for that. Then the launch looked dreadful (as you would expect with no rudder) and it commenced flying straight. Until it found its first thermal, and it began circling left, with no spring to control the right glide circle, and it was away on the start of its long jaunt.

Kathy flew the first 2 flights that day and the second of its three flights yesterday terminated in a rough landing and that may have dislodged the spring line, as it did release the rear wing pins, as it tumbled. I had taken a photo before the first flight and zooming in revealed the spring intact and securely fixed. Getting it ready for its third and final flight, I focussed on hatch and timer only. I did notice the timer didn't sound 100% right so I wound it up and simply hooked up after hearing it running when I played with the hook. When I picked it out of the tree, the rudder spring was dislodged from the control arm. And that is how I think it flew on that final flight.

We were both pleased and surprised to recover it undamaged. Made for a pretty tiring day. Needless to say, I didn't fly my



Found! On the edge of dense scrub



9 klm flight path, and the roads we traversed, many not on this map

other models because I think I'd used up all my luck. Kathy wanted me to fly - she's such a tough manager!

The misbehaving model was the ex Phil Mitchell model that flew in the World Champs at Lost Hills in 2001. It has now easily broken its 3.75 hour flyaway record set about 7 years ago when it flew off with towline attached.

And from Vin Morgan:

Well done. You have to be persistent.

If you can hear it you can get it. The difficulty is when it does land the range suddenly goes from the air range of > 50 km to the usual ground range of maybe 1 km. So you need to be one the ball and have a direction at the time of landing so you can then get close enough to hear it. Usually it gets weaker first so you have some warning.

But you could hear it all the time???

Only 9km in a straight line but if it flew for 5 hours, 5 hours x 5 m/sec is 90km!! But of course this is circling.

You need to attend to that DT.

And later from Vin: *You need a complete loop at the end of all springs.*

BUT THAT WAS JUST THE WARM-UP!

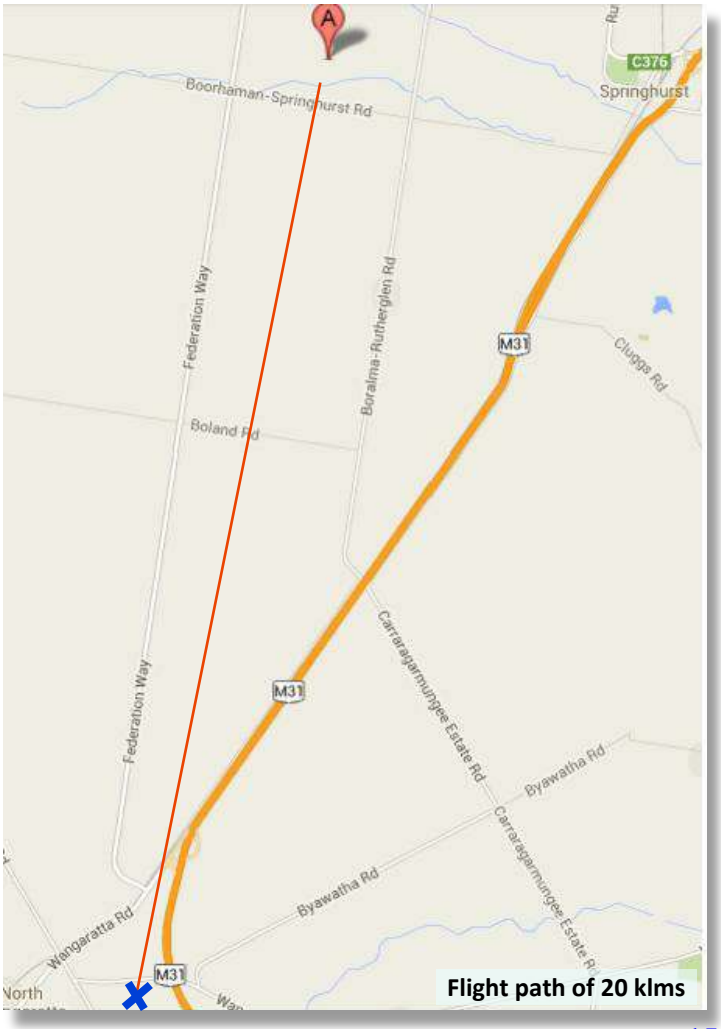
On Sunday 9 March in the Victorian State Champs, Albert Fathers launched into a BIG bit of lift in round 4 of F1B. After 5 minutes, I rushed out to him hooking up my yaghi aerial to his receiver.

At about the 10 minute mark, we proceeded to follow the beeps, by car, for about an hour. The model was circling but Albert's receiver was misbehaving so getting a consistent direction was difficult.

We did know it was heading in the general direction of Wangaratta. It appeared that we had overtaken the model at one stage but I was unhappy with the integrity of the signal. It was soon to stop, making me think it had landed. We checked all the roads in the immediate area without success.

We were soon to learn the receiver had a well-used battery. Returning to the field we took a compass bearing on flight direction, and a back bearing. Heading off with a GPS we checked for a signal on each cross-road, all the way to the Hume Highway. Nothing.

Near the rail line adjoining the highway, we got the faintest of signals. Eureka! After 4 hours we were in luck. Albert and I walked over the slip road and onto the northbound verge and tracked for about 1.5 klms. The signal appeared to cross the road. I found a one lane underpass and this enabled me to cross the highway. Albert walked back to retrieve his car and to check on Adrian.



Flight path of 20 klms

I elected to rush ahead as the signal was encouraging and strengthening. Walking in to 5 metre high scrub, the signal started to come from everywhere. The model was in a tree. But was it close? Walking through the scrub it started to go quieter but then, as I broke into a clearing it strengthened again as I approached a large excavation with water and reeds in it. Then it weakened again.

Walking past the water I crested an area that overlooked what was once part of a dump. The signal increased, so I moved right, towards the road, but then it dropped off. Had I walked too far? No, was it behind the large rock spoil to my left? I checked but no it wasn't. I ran ahead to a taller land fill section but no real direction.

I then decided that I should track back about 2 klms to find Albert and recommence the search, frustrated that I hadn't been successful.

We both retraced my steps noting how unreliable the signal was. I crossed the fence and walked out onto the highway median strip. The signal still seemed to favour the southbound verge. Walking another few hundred metres, I arrived at an 8 foot chain wire fence, with locked gate. This was the entry to the current dump. At this stage it was 6.30 pm, I had a strong signal pointing across the road and I could see an overpass 200 metres down the road. The highway had kinked to the left, so the model now appeared to be on the western side of the highway.

I really wanted to get to that bridge, but we had to get Adrian back for dinner. Drat! We'll have to wait until the Open Rubber event is flown.

Overnight, increasing wind had me worried Albert's model, that was obviously in a tree, could be blown out losing the signal and maybe being flung onto a road, maybe even a highway. Albert had already surmised his model may have already been destroyed by highway traffic and all we would find would be the bug!

The next day, we replaced the battery and resumed the search on the western side of the highway along a dirt road that led towards that bridge I wanted to check out. The signal increased so I started to turn down the gain, climbing up onto the bitumen approach to the bridge. Walking a further 200 metres past a high fenced equipment storage yard I started to fear it was locked in there, on a Sunday!

Dropping the gain further the signal increased encouragingly and the indications were it was very close, on the other more open side of the road. As we crossed the road, Albert saw it nose down

and tail up, sporting a simple break to an outer panel, at the foot of a moderate sized gum tree. The stab was detached and miraculously rested alongside, undamaged.

I'd say it had been in that tree for some time, on the side that fortunately had no dense canopy. It may have fallen overnight breaking the wing.

The model was found 19 – 20 klms from the launch site all intact. Albert was very pleased.

Footnote: *Ever resilient Adrian had sought shelter under a tree 50 metres from the car and he was approached by 2 walkers. He asked them if they'd seen two blokes in yellow shirts with a yaghi. They said "No" and one added "I've walked this scrub for 27 years and have never seen or heard of one! If they have one, they must have brought it with them"*

Or at least that's what Adrian told us!



A happy ending for Albert!

BUILDING SMALL MODELS



report by Van Richards-Smith

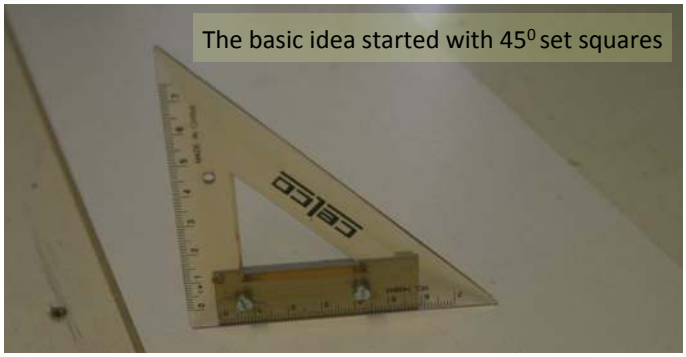


Building small models is challenging at the best of times, particularly Peanut Models.

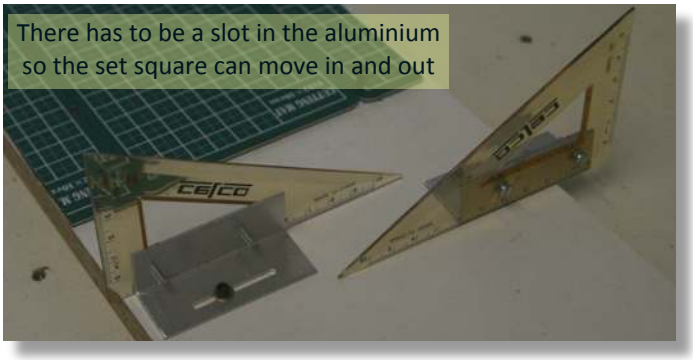
I became frustrated with the latest attempt. It is so easy to pull the model out of square by just trying to hold a piece in place while the glue goes off. Something had to be done. "Build a jig" screamed the common sense – but that's a lot of work isn't it? As it turns out it didn't take all that long once you get the right materials.

The basic unit is built on a piece of white board 1200mm x 65mm – I made it that long so it could be used for F1 class models in the future. The current work area is 320mm x 65mm. 14 Du-Bro 4-40 threaded inserts were screwed into the base board (7 each side) 50mm apart and 105mm separate them across the board. Why 105mm – well it didn't really matter at the time but turned out later on to be a good guess.

The basic idea started when I was in the local paper shop and saw that I could buy 45^0 set squares for 65c each. If I stood them up with a piece of angle aluminium from the local hardware store and bolted them down to the base that would make sure the verticals were vertical. As the



The basic idea started with 45^0 set squares



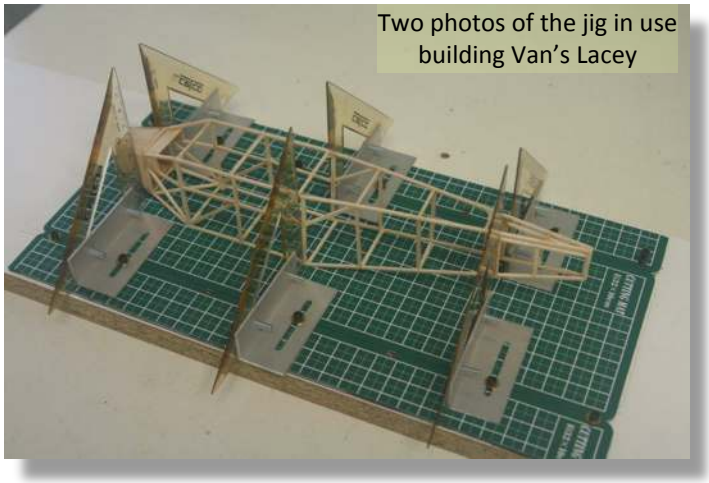
There has to be a slot in the aluminium so the set square can move in and out

fuselage tapers there has to be a slot in the aluminium so the set square can move in and out.

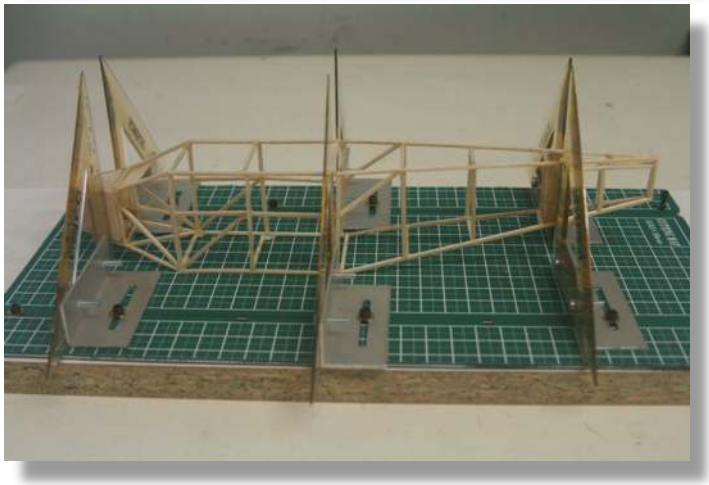
OK, this is the only laborious bit if you don't know someone with a slot drill. I have made dozens of slots by drilling a series of holes and filing them out – it takes time, but you will only have to do it once in a life time. (I have finally justified buying the lathe).

Having made up the set squares I tried it on the Lacey fuselage I was building – it instantly revealed a twist. Forcing it square and spraying it with water eventually straightened it out. Now I could see another problem – the base board needed a centre line – better still a grid. I tried several paper grids, but I could tell they would not survive the gluing process.

Again I get lucky – it pays to go Thursday night shopping – a new shop had just opened at Chermside that sells everything for $2.80. One of the things they have is what looks like a cutting mat. It is not of the same material as the expensive ones at the art shop (harder), but I wanted a grid not a mat. As you see I bought two - one for the centre and I cut the other one to fit either side of it. They are held in place by the 4-40 screws as they need to be removed if working on a larger model.



Two photos of the jig in use building Van's Lacey

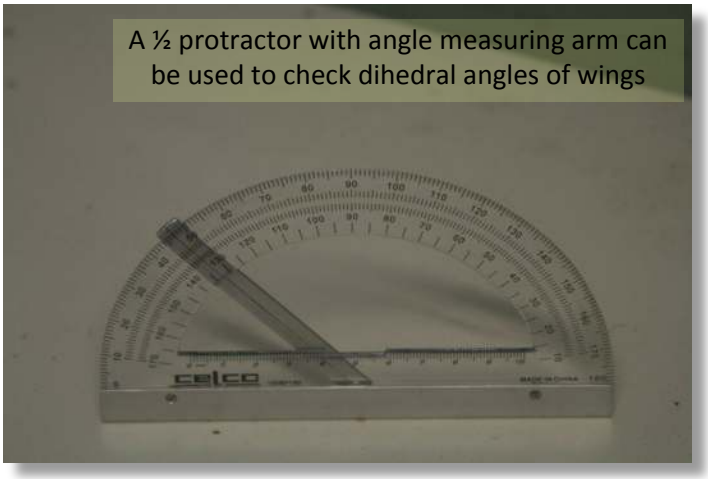




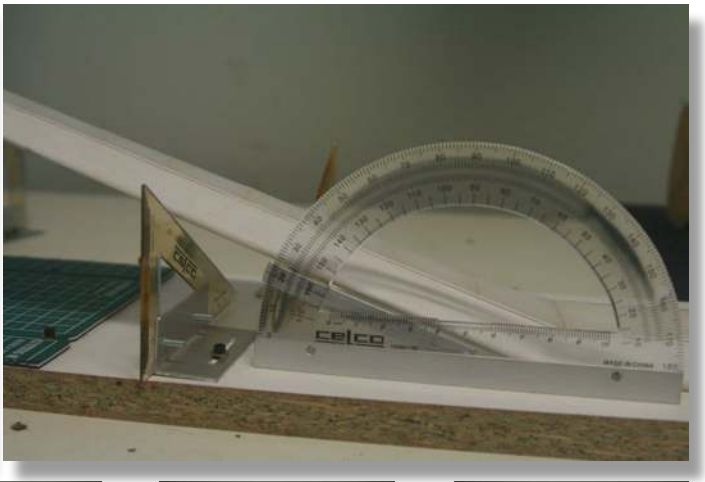
It pays to go Thursday night shopping

I had already constructed a ½ protractor with angle measuring arm to check dihedral angles of wings. Again at the local paper shop I discovered 30° set squares. Two of these would be ideal to slide under the leading and trailing edge to steady the wing while you measure the wash out angles.

Everyone knows the angles change when you glue the panels together. For clarity I have not shown the sheet of "Glad Bake" paper over the grid to protect it from the glue.



A ½ protractor with angle measuring arm can be used to check dihedral angles of wings





Summersby Suggestions

A few words from The Wise Man down south. Perhaps you have some building tricks you would like to share?

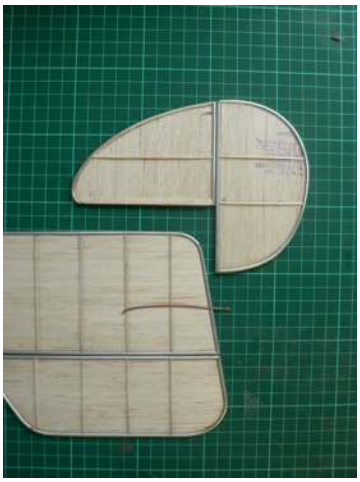


The model under construction is a Sopwith Swallow 1/8 scale. The tail surfaces on my last WW 1 models have been built as follows:

The outline is 3 mm aluminium tube formed on a ply or similar former before being attached to very light 1/16 sheet. The panels are joined using 1 mm copper wire which allows for some flight adjustments.

The result is a very ridged stab and fin and, once covered in silk, looks the part.

And I also use a brass block (see photo on left) when setting up ribs nice and square.



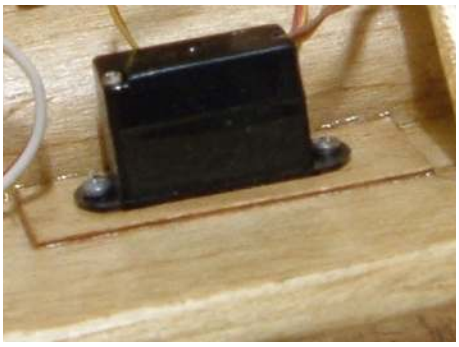
BTDTS1 Brian Taylor's electronic timer



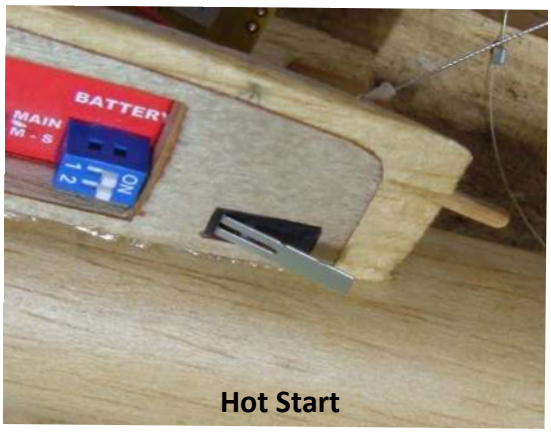
ON position



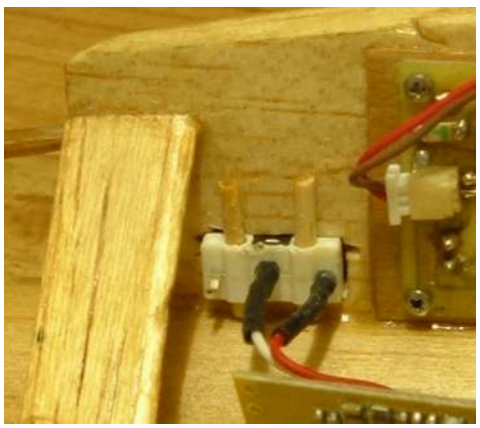
OFF position



Servo mount



Hot Start



Brian says:

I did try the wire release lever method but it got torn off because Coominya ground is a bit rough.
The strain on the servo arm should be minimal because the DT line is close to the pivot point.
Servo torque is 200gms@4.2v

Hot Start mount, outside and inside the pylon

Brian Taylor generously allowed me to trial his timer in my Open Rubber model that I flew at the recent Nationals. It worked perfectly, every flight, not like the button timer it replaced. This is more than I can say for my model. It took two fairly hard hits during the event, one being terminal. I repaired it, bringing it back to Victoria for their State Champs two months later.

Disaster! The hit it suffered in January went further than being structural. It also damaged the servo casing, mis-aligning the gears. So it went home again, for repairs. It was embarrassing to say I hadn't noticed this problem at home. What, no timer testing before departure you say? I must have been writing newsletters!

Malcolm

The good news? Brian Taylor is preparing an article on his intriguing timer, and this will be published in the June Digest.

F1B RUBBER TEST DATA

Last Update 3/21/2014

MOT. #	DATE	TEMP	VINTAGE	STR	MADE UP LEN.	STRETCH RATIO	PULL LB.	PULL LEN.	45 LB. LEN.	30 LB. LEN.	5 LB. LEN.	0 LB. LEN.	TOT. ENG.	BUR. ENG.	CRU. ENG.	SAFE WIND	NOTES
													Total	Burst	Cruise		
944	3/19/14	75	Feb 2014	50	14.10	9.00	71.0	126.9	120.0	106.2	21.0	14.5	3076	1164	1891	476	
945	3/19/14	75	Feb 2014	50	14.30	9.00	72.0	128.7	121.0	104.5	21.0	14.7	3230	1356	1854	487	
946	3/19/14	75	Feb 2014	50	14.30	9.00	72.0	128.7	121.5	106.3	21.0	14.7	3171	1257	1893	487	
947	3/19/14	75	Feb 2014	50	14.20	9.00	73.0	127.8	119.5	104.5	21.0	14.7	3208	1335	1854	483	Splice, 2 knots
948	3/19/14	76	Feb 2014	50	14.30	9.00	79.0	128.7	119.5	104.0	20.5	14.5	3333	1461	1854	483	
949	3/19/14	76	Feb 2014	50	14.00	9.00	77.0	126.0	117.3	101.1	20.0	14.5	3261	1444	1800	473	
950	3/19/14	76	Feb 2014	50	14.10	9.00	77.0	126.9	119.5	105.5	21.0	14.5	3135	1239	1876	476	Broke Strand in 1st test, See 3/21/14 Retest
951	3/19/14	76	Feb 2014	50	14.00	9.00	78.0	126.0	117.1	101.2	20.5	14.5	3261	1451	1791	473	
952	3/19/14	76	Feb 2014	48	14.10	9.00	75.0	126.9	119.5	104.5	20.5	14.5	3160	1277	1865	476	
953	3/19/14	76	Feb 2014	50	14.00	9.00	72.0	126.0	120.0	107.0	21.0	14.5	2993	1064	1909	473	Splice, 2 knots,Starn Broke, See 3/21 Re-test
954	3/19/14	76	Feb 2014	50	13.50	9.00	73.0	121.5	113.0	98.5	19.5	14.0	3097	1326	1754	447	2 knots
955	3/19/14	78	Feb 2014	48	14.50	9.00	67.0	130.5	125.0	112.0	21.0	15.0	3048	1009	2020	499	Broke Strand in test, See 3/21 Re-test
956	3/19/14	78	Feb 2014	48	14.50	9.00	67.0	130.5	123.6	115.5	21.5	15.0	2983	875	2087	499	
957	3/19/14	78	Feb 2014	48	14.50	9.00	72.0	130.5	122.5	109.0	21.0	15.2	3208	1236	1953	502	
958	3/19/14	78	Feb 2014	48	14.60	9.00		131.4					3750	3750	0		Blew @ High End, See 3/21 Re-test
950	3/21/14	72	Feb 2014	52	13.90	9.00	85.0	125.1	115.3	99.3	19.5	13.7	3359	1569	1771	455	
953	3/21/14	72	Feb 2014	52	13.80	9.00	83.0	124.2	114.5	100.0	19.0	14.0	3290	1476	1798	457	
955	3/21/14	72	Feb 2014	52	13.70	9.00	86.0	123.3	112.5	97.5	19.0	13.8	3370	1611	1743	451	
958	3/21/14	72	Feb 2014	52	13.70	9.00	83.0	123.3	113.0	97.0	19.0	13.8	3345	1597	1731	451	

Total Energy	Burst Energy	Cruise Energy
4. Very Good >3200	4. Very Good > 1300	4. Very Good > 1900
3. Good 2850 to 3200	3. Good 1100 to 1299	3. Good 1750 to 1899
2. Avg. 2500 to 2850	2. Avg. 900 to 1099	2. Avg. 1600 to 1749
1. Poor <2500	1. Poor < 900	1. Poor < 1600

Guys,

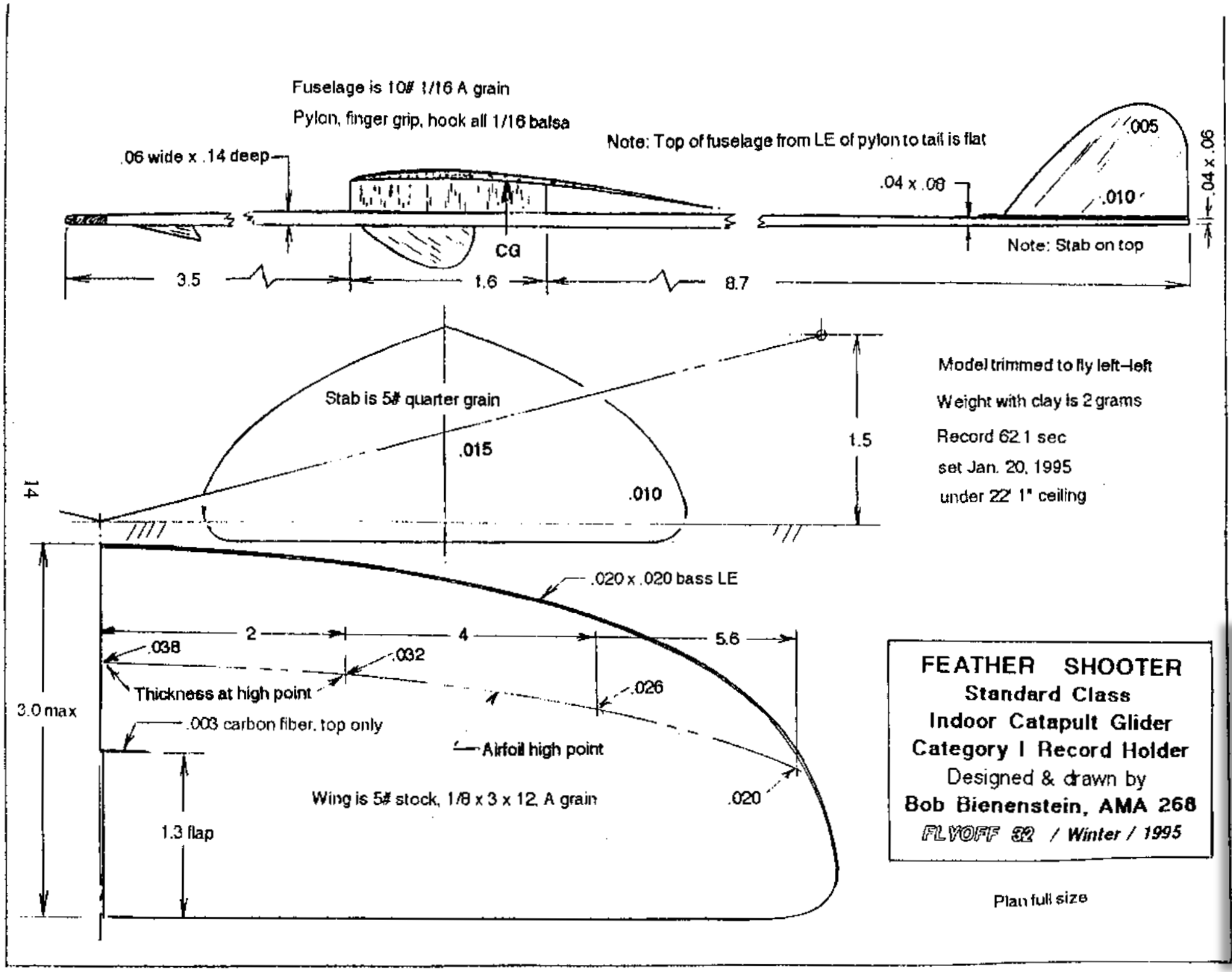
I have finished the testing and retesting of the February '14 Super Sport.• The 4 motors that had earlier failed in my initial test, the knot failed in all 4 of them, I re-stranded to 52 strands.• All 4 motors held up fine in the re-test and all 4 tested Very Good for•Burst energy and Good for Cruise energy on my scale.•

My belief is that it is a very usable•batch of rubber for F1B contest flying.• I would recommend flying it at 50 or 52 strands, 1/16" rubber, depending on if you want to emphasize the burst or cruise part of the flight or 26 strands if using 1/8" rubber.

Jim••

Start 'em young!

Indoor CLG for Ben Lewis's daughter Annika





MAJOR COMPETITION RESULTS

67th FREE FLIGHT NATIONALS — Springhurst Victoria

F1A

									Total
1	Vin Morgan	180	180	154	180	180	180	180	1234
2	Malcolm Campbell	180	180	180	151	180	180	180	1231
3	Tahn Stowe	180	180	157	112	180	180	180	1169
4	Albert Fathers	180	134	180	180	123	180	180	1157

F1B

									Total	Fly-off
1	Richard Blackam	180	180	180	180	180	180	180	1260	359
2	Vin Morgan	180	180	180	180	180	180	180	1260	261
3	Leigh Morgan	180	180	180	180	180	133	167	1200	
4	Terry Bond	180	180	175	108	180	180	180	1183	
5	Matt Hannaford	180	180	114	180	84	161	180	1079	
6	Albert Fathers	180	180	110	99	180	136	171	1056	
7	Graham Maynard	69	168	180	122				539	
8	Gary Pope	180	163						343	

F1C

1	Terry Bond	180	180	180	149	180	180	112	1161
2	Roy Summersby	180	180	180	143				683
3	Gary Pope	35	180	162	96				473
4	Howard Gostelow	36	58	105	56	49	20		324

Open Rubber

					Total	Fly-off
1	Jim Christie	180	180	180	540	362
2	Vin Morgan	180	180	180	540	319
3	Gary Odgers	180	180	180	540	271
4	Albert Fathers	180	180	157	517	
5	Des Slattery	114	180	72	366	
6	Malcolm Campbell	180	78		258	
7	Kathy Burford	180			180	
7	Leigh Morgan	180			180	
8	Don Boughton	141			141	
9	Col Collyer	122			122	

P-30

						Total	Fly-off
1	Donna Gray	120	120	120	360	189
2	Josh Hannaford	120	120	120	360	188
3	Vin Morgan	120	120	120	360	160
4	Terry Bond	120	120	120	360	
5	Michael Glaister	120	118	120	358	
6	Jim Christie	120	120	114	354	
7	Sam Hannaford	80	120	110	310	
8	Tim Hannaford	120	83	99	302	
9	Fred Roberts	112	60	91	263	
10	Matt Hannaford	102	120		222	
11	Leigh Morgan	97			97	

Vintage Rubber

						Total	Flyoff
1	Albert Fathers		180	180	180	540	251
2	Howard Gostelow	1954 Jekyll & Hyde	180	180	180	540	0
3	Jim Christie	1955 Bilgri	180	180	155	515	
4	Brian Hammond	1939 Korda	122	180	146	448	
5	Matt Hannaford		167	96	180	443	
6	Col Collyer		180	146	113	439	
7	Fred Roberts	1946 KK Contestor	79	147	108	334	

Vintage Power

						Total
1	Harry Sokol	1955 Y-Bar, Webra 1.5	180	153	180	513
2	Roy Summersby	Playboy	155	158	180	493
3	Peter Lloyd		180	180	120	480
4	Howard Gostelow	Playboy	141	136	122	399
5	Des Slattery	1953 Stomper Elfin 149	143	180	54	377
6	Walter Bolliger	1953 Stomper. Frog 150	180	105	80	365

F1J

							Total
1	Gary Pope	120	120	120	120	120	600
2	Roy Summersby	117	120	120	98	120	575
3	Terry Bond	120	33	120	120	120	513
4	Tahn Stowe	85	120	120	49	120	494
5	Des Slattery	102	100	65	52	87	406
6	Harry Sokol	-	59	64	120	70	313

Night Scramble

1	Warren Leadbetter	831
2	Bruce Hoffmann	800
3	Walter Bolliger	676
4	Maris Dislers	609
5	Michael Towell	582
6	Tahn Stowe	406
7	Mark Poschkens	382

Vintage Glider

1	Col Collyer	Mantis	180	180	180	540
2	Albert Fathers		108	180	158	446
3	Malcolm Campbell	1954 Seraph	108	180	71	359
4	Kathy Burford	1956 Aiglet	58	62	123	243

Day Scramble

1	Matt Hannaford	1634
2	Tahn Stowe	1283
3	Michael Towell	1279
4	Bruce Hoffmann	1271
5	Walter Bolliger	1243

Oz Diesel

							Total
1	Roy Summersby	120	120	92	120	120	572
2	Harry Sokol	120	97	120	120	97	554
3	Fred Roberts	120	89	60	90	120	479
4	Brian Hammond	88	104	68	77	37	374
5	Howard Gostelow	84	109	75			268
6	Des Slattery		61	63	120		244
7	Walter Bolliger	81	34	54	73		242

F1G

1	Terry Bond	120	120	120	106	120	586
2	Jim Christie	120	120	120	62	120	542
3	Albert Fathers	120					120
4	Michael Glaister	73	29				102

F1H

1	Kathy Burford	120	100	120	120	67	527
2	Malcolm Campbell	64	73	91	120	80	428

CLG

								Best 3
1	Malcolm Campbell	**60**	39	**60**	**60**	29	60	180
2	Albert Fathers	**39**	15	**60**	**60**			159
3	Tahn Stowe	18	22	28	**53**	**42**	**38**	133
4	Graham Maynard	22	**30**	**41**	**56**	29	25	127
5	Roy Summersby	23	27	28	**28**	**28**	**60**	116
6	Kathy Burford	**60**	4	15	**20**	18	**24**	104
7	Col Collyer	16	19	**28**	**32**	**34**	23	94
8	Matt Hannaford	**30**	**51**	**11**				92
9	Des Slattery	**28**	**28**	**31**	19	14	26	87
10	Tim Hannaford	4	**13**	10	**12**	**14**		39

FF Scale

1	Gary Odgers	1155.0	Sopwith Dove
2	Gary Sunderland	1154.5	DH4
3	Roy Summersby	1038.0	Brandenburg 29
4	Howard Gostelow	786.5	Aeronca
5	Fred Roberts	No flight	Avro 504K

HLG

1	Peter Lloyd	34	34	**60**	**60**	**60**	60	180
2	Tahn Stowe	**18**	**14**	12	2	**30**	2	62

Comb. % Open

					Total	%
1	Harry Sokol	172	180	180	99	
2	Walter Bolliger	161	180	180	96	
3	Tahn Stowe	120	120	16	71	

Victorian State Champs 2014

Springhurst Victoria

F1B

	Name	1	2	3	4	5	6	7	Total
1	Vin Morgan	180	180	180	180	180	180	180	1260
2	Terry Bond	180	180	180	103	180	180	120	1123
3	Craig Hemsworth	180	180	170	180		180	180	1070
4	Richard Blackam	180	180	180	128	180			848
5	Albert Fathers	180	180	180	180				720
6	Leigh Morgan	180	180	180					540

F1A

Name	1	2
Vin Morgan	180	57
Albert Fathers	180	

F1C

Name	1	2
Gary Pope	180	180
Terry Bond	180	134
Roy Summersby	180	

Open Power

	Name	1	2	3	Total	FO
1	Roy Summersby	180	180	180	540	276
2	Harry Sokol	180	180	180	540	186
3	Gary Odgers	144	145	180	469	
4	Brian Hammond	180	74	180	434	
5	Peter Greenhill	156	60		216	
6	Col Collyer	180			180	

HLG/CLG

Name	1	2	3	4	Best 3
Fred Roberts					
	60	25	18	18	103

Open Rubber Shaw Cup

	Name	1	2	3	Total	FO
1	Gary Odgers	180	180	180	540	472
2	Peter Greenhill	180	180	180	540	371
3	Jim Christie	180	180	180	540	283
4	Albert Fathers	180	180	180	540	276
5	Terry Bond	180	180	180	540	275
6	Leigh Morgan	180	180	180	540	263
7	Roy Summersby	180	180	180	540	176
8	Col Collyer	180	180	180	540	154
9	Mike Glaister	180	127		307	
10	Vin Morgan	180			180	

Combined Vintage

	Name	Flight 1	Flight 2	Flight 3	Total
1	Jim Christie	180	180	180	540
2	Roy Summersby	112	73	69	254
3	Adrian Bryant	161			161
4	Albert Fathers	136			136

Oz Diesel

	Name	1	2	3	4	5	Total
1	Martin Williams	120	84	120	111	120	555
2	Fred Roberts	64	93	120			277
3	Brian Hammond	120	67				187
4	Peter Greenhill	48	67				115
5	Harry Sokol	20	28				48

P-30

	Name	1	2	3	Total
1	Mike Glaister	120	84	120	324
2	Sean O'Connor	120	120		240

Lost Hills California RESULTS



KIWI WORLD CUP

Nice weather for all rounds, although event was put on hold for a while mid-way, and the wind came up in last round. Seventh round not flown.

Flyoff next morning was breezy with clear conditions.

F1A 56 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Jama Danier	210	180	180	180	180	180	421	1531	1
Anton Gorsky	210	180	180	180	180	180	416	1526	2
Roland Koglot	210	180	180	180	180	180	400	1510	3
Phil Mitchell	210	180	180	180	180	180	385	1495	6
Robert Wallace	210	180	180	180	180	176		1106	25
Malcolm Campbell	210	173	89	67	180	180		899	46
Albert Fathers	137	169	91	23	180	180		798	48

F1B 47 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Marty Schroedter	240	180	180	180	180	180	438	1578	1
Vegar Nereng	240	180	180	180	180	180	364	1504	2
Dag Larsen	240	180	180	180	180	180	363	1503	3
Vin Morgan	240	169	180	180	180	180		1129	22
Paul Squires	240	180	180	180	158	180		1118	26
Paul Rossiter	205	180	180	180	180	180		1105	27



F1C 14 flew

Name	R1	R2	R3	R4	R5	R6	Flyoff	Total	Place
Artem Babenko	240	180	180	180	180	180	600	1740	1
Ron McBurnett	240	180	180	180	180	180	475	1615	2
Jeff Ellington	240	180	180	180	180	180	432	1572	3
Roy Summersby	240	180	180	180	180	180	17	1157	9

F1H 11 flew

Name	R1	R2	R3	R4	R5	Flyoff	Total	Place
Amit Kidron	120	120	120	120	120	293	893	1
Mike McKeever	120	120	120	120	120	245	845	2
Brian Van Nest	120	120	120	120	120	224	824	3
Kathy Burford	83	120	101	120	120		544	5
Malcolm Campbell	0	79	111	72	87		349	10



NORTH AMERICAN CUP

F1A 50 flew

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Gorsky Anton	210	180	180	180	180	180	180	420	660	2370	1
Pecenk Enesl	210	180	180	180	180	180	180	420	511	2221	2
Danier jama	210	180	180	180	180	180	180	420	508	2218	3
Mitchell Phil	210	180	180	180	180	180	180	420	82	1792	22
Campbell Malcolm	204	180	180	180	180	180	180			1284	27

F1B 47 flew

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Ghio Walt	240	180	180	180	180	180	180	420	430	2170	1
Fibish Tuvial	240	180	180	180	180	180	180	420	372	2112	2
Squires Paul	240	180	180	180	180	180	180	420	228	1968	3
Lagan Paul	240	180	180	180	180	180	180	292		1612	5
Morgan Vin	240	180	180	180	180	180	180	253		1573	9
Rossiter Paul	80	180	130	180	180	180	180			1110	37

F1C 12 flew

Name	R1	R2	R3	R4	R5	R6	R7	Flyoff1	Flyoff2	Total	PL
Jack Alan	240	180	180	180	180	180	180	420	420	2160	1
McBurnett Ron	240	180	180	180	180	180	180	420	170	1910	2
Truppe Reinhardt	240	180	180	180	180	180	180	400		1720	3
Summersby Roy	240	180	180	180	180	180	180	225		1545	6

MAXMEN 2014



F1A 58 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7ext	FO1	FO2	FO3	Total
1 Balassiano, Aviv	210	180	180	180	180	180	300	420	540	371	2741
2 Kolgot,Roland	210	180	180	180	180	180	300	420	540	357	2727
3 Findahl,Per	210	180	180	180	180	180	300	420	540	346	2716
11 Mitchell,Phil	210	180	180	180	180	180	300	420	358		2188
23 Campbell,Malcolm	210	180	180	180	180	180	300	187			1597
27 Wallace,Robert	210	180	180	180	180	162	300				1392
53 Fathers,Albert	110	0	89	180	160	123	300				962

F1B 66 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7	FO1	Total
1 Andriukov,Alex	240	180	180	180	180	180	180	420	1740
2 Vaccaro,Tom	240	180	180	180	180	180	180	408	1728
3 Jones,Charlie	240	180	180	180	180	180	180	380	1700
23 Morgan,Vin	240	180	180	180	180	180	180	305	1625
32 Lagan,Paul	240	180	180	180	180	180	180	264	1584
44 Rossiter,Paul	240	180	180	180	180	172	170		1302
50 Squires,Paul	240	180	179	180	180	152	180		1291
61 Morrell,Roger	240	133	180	180	180	137	86		1136
65 Fathers,Albert	135	161							296

F1C 19 flew

Place & Name	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	Total
1 Babenko,Artem	240	180	180	180	180	180	180	420	540	2280
2 Summersby,Roy	240	180	180	180	180	180	180	420	500	2240
3 Jack,Alan	240	180	180	180	180	180	180	420	414	2154

F1G 25 flew

Place & Name	R1	R2	R3	R4	R5	FO1	FO2	Total
1 Jensen,Blake	120	120	120	120	120	240	300	1140
2 Chauveau,Gilles	120	120	120	120	120	240	294	1134
3 Vanlandingham,Eddie	120	120	120	120	120	240	258	1098
9 Squires,Paul	120	120	120	120	120	240	181	1021
18 Lagan,Paul	120	82	120	120	105			547
23 Rossiter,Paul	112	93	50					255

F1H 18 flew

Place & Name	R1	R2	R3	R4	R5	FO1	FO2	Total
1 Wallace,Robert	120	120	120	120	120	240	343	1183
2 Madelin,Gary	120	120	120	120	120	240	251	1091
3 Jones,Kyle	120	120	120	120	120	240	238	1078
9 Mitchell,Phil	120	120	120	120	120	189		789
12 Campbell,Malcolm	120	120	120	120	102			582
16 Burford,Kathy	90	120	120	120	97			547

F1J 3 flew

Place & Name	R1	R2	R3	R4	R5	FO1	Total
1 Parker,Faust	120	120	120	120	120	300	900
2 Schneider,Glenn	120	120	120	120	120	129	729
3 Summersby,Roy	120	120	77	120	120		557

Paul MacCready CLG 15 flew

Place & Name	F1	F2	F3	F4	F5	F6	Total
1 Lee Hines	40	70	120	120	120	120	480
2 Ralph Ray	24	120	47	120	99	38	339
3 Bill Koran	65	99	1	50	73	93	265
6 Paul Lagan	19	109	13	8	44	33	186
7 Malcolm Campbell	11	27	42	43			112
8 Rob Wallace	27	28	6	47	16	28	103
9 Kathy Burford	43	48					91


From our French Friend Frederic




Bernard Marquois


Ceres


Gilles Chauveau


Guy buisson


Michel Picol


Mike Marshal


Serge Millet


The British team


Tolhurst


Tolhurst


Mme Besnard


Yvon Jallet

BFFS Spy









Sorry, no hot gossip this time. Just a few jokes.











Paddy says to Mick, "*I found this pen, is it yours?*"

Mick replies, "*Don't know, give it here*"…. then tries it and says, "*Yes it is.*"

Paddy asks, "*How do you know?*"

Mick replies, "*That's my handwriting.*"



ALL AUSTRALIAN BOYS NEED A SHED

by Adrian Bryant



Stretching F1B motors on the farm was easy. Connect one end to the back of the land drover and the other to the cattle crush. Place a log, the length you want stretched, in front of the land rover. Drive to the log. Sit on a roundup drum for 10 minutes, thinking of all the work you could be doing. Then back off – motor stretched.

Now I'm a townie, things are different. The door handle method didn't work. So why not stretch vertical instead of horizontal? My shed has a 12 foot roller door – it goes up and down. Fix one end of the rubber to the bottom edge of the door and one to the floor. Pull the door up to the stretch you want. This only tells you the motor is stretched.

I now fix one end of the rubber to the bottom of the door and the other to a 10kg weight. Pull the door up till the weight is well clear of the floor. This gives about a 7 to 1 stretch on a 26 strand F1B motor. If you want a longer stretch, add more weight. Measure from the bottom of the door to the bottom of the motor. Measure again after 10 minutes relaxing in a squatter's chair. Do this test for each motor.

Even from the same batch of rubber there is often a big difference in the increase in length.

Small gain – more torque

Big gain – more turns

While the motor is stretched, it's a good time to lube.

BRISBANE FREE FLIGHT SOCIETY

MONTH	DATE	START	EVENT	LOCATION
February	Saturday 15th	12pm – 4pm	Club meeting plus "show and tell"	John's Place
	Sunday 23rd	8am-1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
March	Sunday 9th	8am-1pm	2 Minute Class models – "All in" Club Contest (3 flights)	Coominya
	~~Saturday 29th~~	~~7am-12pm~~	~~F1A State Champs (5 rounds + 2 for team selection)~~	~~Dalby~~
	~~Sunday 30th~~	~~7am-12pm~~	~~F1H State Champs (5 flights)~~	~~Dalby~~
April	Saturday 5th	3pm-6pm	Indoor (IHLG/ICLG State Champs)	BSHS
	Saturday 12th	7am-12pm	F1C State Champs (5 rounds + 2 for team selection)	Dalby
		1pm-4pm	Open Power (3 flights)	Dalby
	Sunday 13th	7am-12pm	F1J State Champs (5 flights)	Dalby
	Friday 25th –		Southern Cross and AFFS	Narrandera
May	Friday 2nd		Southern Cross and AFFS	Narrandera
	Saturday 3rd	3pm-6pm	Indoor (F1L/MiniStick/Delta Dart Club Events)	BSHS
	Saturday 17th	7am-12pm	F1B State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 18th	7am-12pm	F1G State Champs (5 flights)	Dalby
	Sunday 25th	8am-1pm	Scale, HLG & CLG	Coominya
June	Saturday 7th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 8th	8am–12pm	P-30 (3 flights 120sec max)	Coominya
	Saturday 21st	8am–12pm	F1H State Champs (5 flights)	Dalby Dalby
		From 2pm	A1 Sailplane (3 flights)	Dalby
	Sunday 22nd	8am-2pm	F1A State Champs (5 rounds + 2 for team selection)	John's Place
	Saturday28th	12pm – 4pm	AGM	
July	Saturday 5th	3pm-6pm	Indoor (P-18 State Champs)	BSHS
	Sunday13th	8am–12pm	100gm coupe (3 flights)	Coominya
	Sunday 27th	8am - 1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
August	Saturday 2nd	3pm-6pm	Indoor (Peanut Scale State Champs)	BSHS
	Sunday 10th	8am–12pm	1/2A Power (3 flights)	Coominya
	Sunday 24th	8am–12pm	QDP (3 flights)	Coominya
September	Saturday 6th	3pm-6pm	Indoor (General Indoor Flying)	BSHS
	Sunday 7th	8am–1pm	Col's Vintage Rally Combined	Coominya
	Sunday 21st	8am–1pm	% (3 flights)	Coominya
October	Sunday 5th	8am-1pm	Vic Smeed and KKK	Coominya
	Thursday23rd	7am-2pm	F1A & F1CTeam Selection Trial (7 rounds)	Dalby
	Friday 24th	7am-2pm	F1B Team Selection Trial (7 rounds)	Dalby
	Saturday25th	7am-9am	LSq/100 (3 rounds)	Dalby
		9am-12pm	Open Rubber State Champs (3 flights – flyoff 7am Sun)	Dalby
	Sunday 26th	8am – 12pm	No Frills Wakefield (3 flights)	Dalby
November	Sunday 2nd	8am – 12pm	Frog rally and P-20 (3 flights 60sec)	Coominya
	Sunday 9th	8am-12pm	Club reserve day (general flying)	Coominya
	Saturday22nd	12 noon	Xmas party and presentation	TBA

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2014 CALENDAR