

# The BFFS DIGEST

## March 2015

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* *Fab Feb at Lost Hills CA*
* *Competition reports*
* *Making electronic timers part 3*
* *2015 Flying Calendar*



**2013 - 2014 Management Committee**

| | |
|---|---|
| President | John Lewis |
| Vice-President | Des Slattery |
| Secretary | Malcolm Campbell |
| Treasurer | Dale Jones |
| F/F Administrator | Graham Maynard |

**Enquiries regarding the BFFS Inc should be directed to :-**

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



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

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

**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:***

***Kathy Burford launches Albert Fathers' Li'l AL during the early rounds of the Kiwi Cup at Lost Hills California in February 2015. Kathy is a good helper and is never short of requests to launch for others.***

## PRESIDENT'S REPORT



The year has had a slow start with hotter than usual temperatures and some uncertainty regarding flying free flight models after reports CASA had concerns with Dalby as a suitable venue for the National's free flight events. Now that the CASA representatives have been made aware of DT devices that limit our flights to 3 minutes things have mainly returned to normal throughout Australia with the exception of the Dalby field. There remains some concern about the Dalby gliding club 12 kilometres away on the opposite side of the Dalby Township. Providing the gliding club has no objections we should be able to resume flying our 3 minute classes but in the meantime we are restricted to two minute classes to ensure we stay below 400 feet. Hence we are (for the moment at least) unable to schedule any 3 minute classes on our calendar including team selection trials for our members.

I have been able to secure the use of our Indoor venue at BSHS on 5 occasions for this year. Some dates have been changed from the current calendar to avoid classes with the school sports program so check the revised Indoor dates in this newsletter. It may be better to look at Sundays rather than Saturdays for next year's indoor events in terms of booking availability and flyer attendance. Please let me know if you would prefer Sunday afternoons in future.

Recently there has been some interest shown in E-36 and as a result Dale has ordered a number of kits. Electric free flight has been slow to take off in Australia in contrast to RC. The advantages such as quiet, clean operation are easily appreciated but in lots of cases the stumbling block has been acquiring timers and knowing which motors, ESC, props, batteries to choose. With the exception of batteries everything else is provided in the kit so we should see some electric free flight in the next newsletter.

Our BFFS rule book is due to be upgraded this year so suggestions for rule changes should be forwarded to Malcolm. Some events are no longer flown and may be deleted while new classes like E-36 may be included.

With our flying season for 2015 now under way it is hoped we will have some good weather (cyclone free) and some enjoyable Free Flight events throughout the year.

Cheers

John

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**This is a small edition, huh? I think you know how to fix this. Articles for next Digest now being accepted!**



**Do you want to see thermals better? Maybe you need one of these! Seen at Lost Hills.**

**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



Reading my last Secretary's Report, it's sad how quickly things can change. The 68th FF Nationals were torpedoed in an unfortunate way. I'm sure you all know the story and how we, the MAAA and CASA are working to ensure the safety and future of Free Flight in Australia? No? Well, I've enclosed a two page report from Kevin Dodd, MAAA Secretary.

Certainly, we all know how safe free flight has been since it started, a century ago. But things have changed; the country is more crowded, there are so many more light aircraft in the air and various forms of radio controlled aircraft including the unlicensed park flyers. CASA now has a much bigger job to do. They are on our side and I am hopeful that we will soon have a more positive outlook for competition free flight.

On a lighter note, not sure about you but I think this summer has been hotter and certainly more humid. Kathy, Albert and I were spoilt having a couple of weeks at Lost Hills where the temps were between 10 and 20 degrees - so pleasant. So it was a shock to get back to the thick hot air of Brisbane. Competition over there is so much fun - F1A and F1B both had over 50 entries in each of the three World Cup events flown.

As for big Aussie comps, Graham, Des, Albert, Adrian, Kathy and I head south next month for the AFFS Champs and the SCC, where a small invasion of Asians are expected, plus some Kiwis and the usual USA visitors.

And then it's preparation for the World Champs in Mongolia. I'm a bit apprehensive about that one!

*Cheers, Malcolm Campbell*

# LETTERS TO THE EDITOR:

Thanks Malcolm for this new issue of the Digest. Fascinating as usual! Oz seems to be FF paradise.
Bernard Boutillier (France)

Thanks for both mags.....I do enjoy reading your good work.
I must tell you I got a kick out of seeing Adrian flying the 1948 Open Rubber Nats. winner by Col. Williamson in BFFS mag. I've only ever seen two others.....My Dad built one in early 1949 when the magazine with the plan came out, and I built one about 20 years ago. Did you know Adrian got 3rd in that Nats. 1948 Open Rubber comp. at Bankstown? Regards, Howard

Malcolm,

I just wanted to let you know how much I enjoy reading the BFFS Digest. I wish everyone a Merry Christmas and a Happy New Year.

"*I never really grew up, I just learned how to act in public*"

Jim Bradley USA

Thanks you Malcolm !

The digest is a nice Xmas present by itself !

Frederic Nikitenko (France)

Hi Malcolm,
Just had a quick scan - great lighthearted finish. I liked the way you inserted Ben, Phil etc as award recipients. Good photos throughout including the front cover.
All good work. Cheers John Lewis

Hi Malcolm.
I appreciate the time and effort that you put into the Digest. I read every word from beginning to end.
Regards Ian McEldowney

# Fab Feb 2015
# Lost Hills CA



Report and photos by Malcolm Campbell

Lost Hills California is a place every free flight enthusiast should go to, at least once. Whether to compete or observe, the experience is a real buzz.

The east coast of America is very cold this time of the year but the west coast is almost always very pleasant, ideal for a holiday before or after the Fab Feb event. We've done various trips of between 1,000 and 4,000 miles and the roads are easy to negotiate. Well, maybe LA in peak hour might not be everyone's "cup of tea".

This year we drove out of LA, to Oxnard about 100 miles north, to a very nice resort right on the beach that Kathy found on the Internet. We spent two nights there. They even put on a 2-hour "Happy Hour" each night with free wine and spirits, plus nibbles. Bonus, it was almost a free meal! The weather was perfect both night and day and heralded the type of weather we would get at Lost Hills.

On Wednesday we left the coast heading to our motel at Lost Hills, a few hours away. The 3 star Days Inn, right next to Denny's. US road systems are easy to navigate. Even-numbered highways traverse the State, and odd-numbered ones go north and south.

We'd done our shopping before leaving Oxnard, stocking up on food and the all-important liquor supply at much cheaper prices than Australia.

WEDNESDAY: After checking and unloading some stuff, we were off to the flying field, ten minutes away. Only a couple of RVs had arrived by then, and Brian Van Nest and Lee Hines were there to greet us. We were over jet lag but elected to fly only our CLGs to get accustomed to the place. Roy, Vin and Albert arrived later in the day. A Denny's dinner for us, with Lee Hines, Ralda and Roger Simpson, and Charlie Stiles (both F1C flyers).

THURSDAY: Phil and Noels were set up by the next morning. The RV park was still pretty empty but it's amazing to see how quickly it fills up by Friday evening. I test flew all my F1As and went back to the motel for lunch and a little rest before returning to the field for Kathy to fly her F1H and me to trim CLGs. Back to our motel and Happy Hour before another Delicious Denny's meal.

FRIDAY: It's going to be 83ºF today, almost a record for the area, so we got into the air early. The Russian and Ukrainian camps were very small this year, but over 30 countries were expected.

Home to the motel for lunch, feet up and then back to the field at 2pm. It's blowing a gale, so I help Phil make up some towlines and then Kathy and I adjourn to their van for drinks before more Denny's Delights with Ralda and Roger Simpson.

THE COMPETITIONS BEGIN: I am finding it increasingly difficult to notice what others are doing with my additional duties of photography and helping Kathy, so the report doesn't and cannot have a comprehensive coverage. More detail in my FFDU report; this is just for the BFFS Digest people.



It's getting increasingly harder to notice everything that happens

SATURDAY: It rained overnight, as predicted, and it was overcast and cool, 20 degrees cooler than Friday. The first events were on Saturday – the Kiwi Cup and Ike events, the former for



It was too muddy for Albert's bike

F1A classes and the latter for nostalgic classes and the stick and tissue fraternity. Balsa gliders, HLG, CLG and hurl ups had their own little pen to fly from.

We are at the field by 7 and it was very calm. Slow runners (like me) found it slightly difficult towing up our models. Each year I notice how much more reliable the LDA gliders are and they all seem to punch past 100 metres. The number of conventional section models are fewer but the weather this day suited them. The F1B flyers adjoined the F1A flight line and the E-36 and balsa gliders flew from a place 200 meters away.

It seemed to shower each time I walked out to retrieve my model, and the top inch of the soggy ground resoled my shoes. Those on motorbikes had to regularly scrape mud from under their guards and those without guards had the backs of their clothes splattered. I didn't see any push bikes being used. Phil Mitchell had a brand spanking new 125 and Vin Morgan and Roy Summersby shared the Aussie bike purchased some years back. Albert had a push bike but it was too greasy to ride, so he, Kathy and I walked to retrieve. The Israelis had several golf karts and they regularly put on drifting displays to make a nuisance of themselves.



Alan Jack (UK) had the smallest bike

There were plenty of maxes in both A and B and, even though models were reaching the pistachio trees and beyond, the flight line stayed in place for the duration of the competition. Phil and I maxed the first 5 rounds but Albert was plagued by gremlins and he spent a lot of time sorting things out. Before round 6 commenced, CD Roger Morrell announced a hold to see what the weather would do. He was concerned for flyer safety - the ground was slippery and that didn't seem too good for winding F1Bs or launching fast F1As. After consulting the weather radar, he declared both events at the end of 5 rounds, with flyoffs to take place from 7.20am the next morning.



Long models come out in the early rounds

Then the fun started. Getting the cars off the field was a challenge for those unaccustomed to mud or ice. The Aussies helped push one large vehicle out of the hole it had dug for itself and Kathy and I with our FWD VW's tyre treads full of mud carefully slithered our way up to the RV park. Vin did a great job of extracting the much heavier RWD RV from the flight line treacle.

We had drinks with Roy, Albert and Vin, and Vin did some rudder line soldering for me. By 5pm the weather was nice again so I tested the repair and Phil did some practice in the field adjoining the vans. We went back to the hotel and spent over an hour getting the sticky mud out of or shoes before adjourning to Denny's for dinner with Brian Lavis and John Cooper.

SUNDAY: The start of a tiring day, sunny but no wind. I found it difficult to get ground speed and stumbled during the launch, creating a stall that took two circuits to settle. Still, it recorded 216 seconds, which wasn't a terrible score. Phil Mitchell also had a mishap. After a couple of encouraging test circles prior to launch he had the model in a really good place and piled on the speed, only to break a line just prior to launch. He felt his time could have been a lot better.

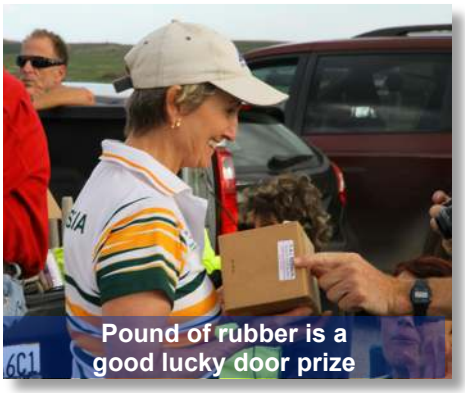
The Isaacson Winter Classic was also in full swing, with P-30s, various Gas classes, Classic Glider and big NOS Rubber being flown concurrently.

Round 1 for F1H was a "time to ground" flyoff avoider and Kathy and I struggled in the very light breeze. It took me until R3 to be happy with my model, maxing the last three rounds. Kathy worked her way up to a max before the winds beat her in R5. Phil Mitchell was he stand-out Aussie.

Then, with 90 minutes to spare, we rushed over to fly CLG. This class is much revered by the US flyers and they all struggled to find the maxes they enjoyed last year. Kathy managed four flights, three exceeding 55 secs which is a good Aussie score and I got in 6 flights, 4 of around 70



Kathy impressed the US CLG flyers


Pound of rubber is a good lucky door prize


F1E is becoming more popular


I saw some neat launchers

secs. So we were both pretty happy. Top US flyers commented on the improvement in our flying since last year, and many photos were taken of Kathy and her colourful little CLG. She was their favourite!

Home by 6pm for wine and cheese then a Pizza Hut dinner with Rob Wallace and Antony Koerbin. Antony was nurturing a throat bug that he acquired from Vivchar, a bug that really flattened him and one that he would later kindly pass on to Rob.

MONDAY: A rest day for all except Per Findahl who seemed to be towing all day every day, from dawn until dusk. Lee Hines and Pierre Brun performed heart surgery on one of my older gliders and Geralyn Jones took 5 girls to Bakersfield for shopping, lunch and ice cream, and whatever else girls do when they get together. They all came home happy around 5.30pm.

It was F1E day so I spent 4 hours in the morning up on Holloway's Hill taking photographs of this specialised form of gliding. Eugeny Gorbov has taken to this and has shown very good form. I had a late lunch with Phil and then spent time with Albert sorting out my #3 model. The stab had been damaged, perhaps on one landing that day, but my spare stab seemed to help fix its problems. Off to Denny's for tea, again.

TUESDAY: This is the North American Cup, with F1A, B and C classes flying from one long flight line. It was a slightly cooler day and there were over 50 flying in both A and B, maybe 14 in C. Phil and Albert both had a bad day, dropping some rounds. My own performance was good, maxing 6 rounds and only dropping one where I was baulked by traffic, launching off to the side of the thermal. Mental note: *Don't rush things when there is plenty of time.* Spaghetti Bol "al la Albert" in the boys' van then home tired by 7 pm.


Noels and Kathy had a great time at Dewers' Ice Creamery

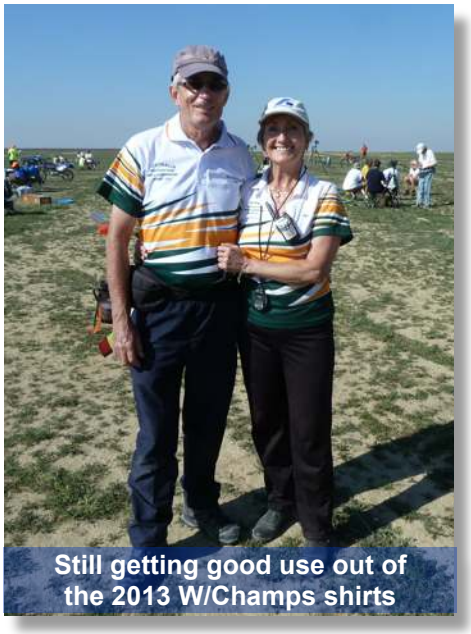
WEDNESDAY: A, B and C flyoffs today and we arrived just after the As commenced. In F1B, Alex Andruikov was the master of cool. He broke 4 motors in the flyoff prep, before he got one in the model, and then broke that one putting on hand turns, 3 minutes before the end of the 10 minute window. He grabbed another model, piled on the turns, loaded it in the model and walked to his launch area. With one minute to go, more hand turns and a competent launch to easily win the event! His face showed no emotion throughout the experience!

The girls had their customary high tea in the RV quadrangle and they put on a great spread of delicious and naughty food, for themselves. No males allowed.

In the morning I tested the mods to my #5 model (new servo) and also helped Albert with his ex Phil Mitchell F1A. I had my lunch on the field, watching and launching for Jim Parker, Siggy Limberger and Pierre Brun. Jim had a very well constructed self launcher that worked very consistently. When Kathy's high tea was over, we went up the highway to James Dean's Last Stop, a pistachio and almond shop with a huge variety of product. It was at the intersection that James Dean's Porsche Speedster


The F1Cs were impressive


As were the mass launches in F1B



Still getting good use out of the 2013 W/Champs shirts



Look closely at the boom and wing; lots of damage

failed to get through, many years ago. Back to the field and four more flights of #5 glider to test its behaviour then pre-dinner drinks and another Denny's culinary experience.

THURSDAY: Another lay day so another welcome late start, getting to the field by 10 am and then up Holloway's Hill to watch the second F1E comp. During the morning a number of key F1 flyers also attended so the class is drawing some interest. Kathy and I then went down to the practice field, joining the Aussie contingent of Roy, Vin, Phil and Albert.

Having missed lunch we went back to Denny's for a late lunch/early tea, before returning to the field for Happy Hour with Phil and Noels, Per Findahl and some of the Americans. On our way out of the field, we dropped by Jeff Ellington's RV and he stoked the fire for an enjoyable hour of conversation, fuelled by Kathy's NZ Sav Blanc and Jeff's newly baked peanut butter cookies. Phil and Noels walked down to join us, as did Bill Garmon. Phil top billed on the night, reciting the complete version of "*The Man From Ironbark*".

FRIDAY: The Big One for me, Maxmen F1A and there is no breeze. Weather forecast said 0 mph for the first 4 hours. Delightful. Fortunately, my first three rounds went well with maxes, but I dropped three of the final four. It was a difficult day for most, as the air was light and tricky, causing many to not stray far from the flight line, causing congestion and traffic problems. Albert had a few tow-ins and he also picked up some more lessons in extricating himself from tangles. There were many line tangles and several models were damaged. Jama Danier cut through my line as he cut across a launch I was committed to. Many “Big Names” dropped one or more rounds.

Still the 5 min flyoff had 23 in it, and 19 made it to the 7 minutes. The 9 minutes finally found a winner.

Home by 6.15 pm to wash some clothes followed by Denny's, yet again.

SATURDAY: This was F1B day and the weather was better than Friday. Vin Morgan flew extremely well and was unlucky to drop the fourth round, electing to go late in a mass launch when he usually preferred to successfully pick his own air. The preferred launch style by many was to wait until a few went, then fill the sky with models. In the light air it looked fantastic.



Always something to see at Lost Hills

Babenko models looked strong in F1C; there were quite a few of them. Verbitsky and Alan Jack also put up good flights. Jeff Ellington's model needed major repairs after a low arcing flight into the ground under power. Roger Simpson, coming to grips with an electronic timer start, had his motor stop at 2 secs. They don't recover from that but a lucky landing meant he could continue in the comp. Finnish speed and combat flyer Jari Valo mesmerised us with how he


External Aberlenc altimeter on this F1B

started the engine on his parasol-winged Babenko model. He flicked the little folding prop by hand, without any plaster protection! Veteran flyer Gil Morris lost two wings over the morning, and wisely retired. Apart from that the launches from the F1C veterans were remarkable. Our Roy did his best and made the flyoff.

The flyoff surprised us all. The air looked good, the flyers agreed and most went up together, getting good height, and then they fell from the sky. Reinhard Truppe waited, then went on his own to successfully win the event.

Then it was off to Denny's for us, for yet another late lunch/early dinner at 4.30 pm before going back to the RVs for an enjoyable drink and nibbles with the Aus camp, then into bed by 9.30 pm.

SUNDAY: Mini day, and the last day of competition started in full sun with extremely light winds. I quickly made and tested a little mechanical device to give Kath's stab some more incidence on tow - she would need it all day. There were good entries in F1G and F1H, but I didn't see much of the Gs. Phil really flew well to make the flyoff. Kathy had a great day with 4 maxes, dropping only the flight in which I picked the air for her! And my model misbehaved badly, so I retired it after 2 rounds.

Both G and H had 3, 5 and 7 minute flyoffs to determine the winner, so those who remained got lots of air time. Phil had a great deal of trouble getting his glider to unlatch in the 3 min flight, straining his groin in the process.

Standouts were Blake Jensen and Tiffany O'Dell in F1G, both going early and getting very high from near vertical launches. Last year's F1H winner Rob Wallace was exceedingly unlucky, getting into a line tangle with Chris Edge, that also involved a retrieval bike. The ensuing struggle saw Rob's Stamov model hit hard, breaking the boom and Chris's landing more gently to fly again.

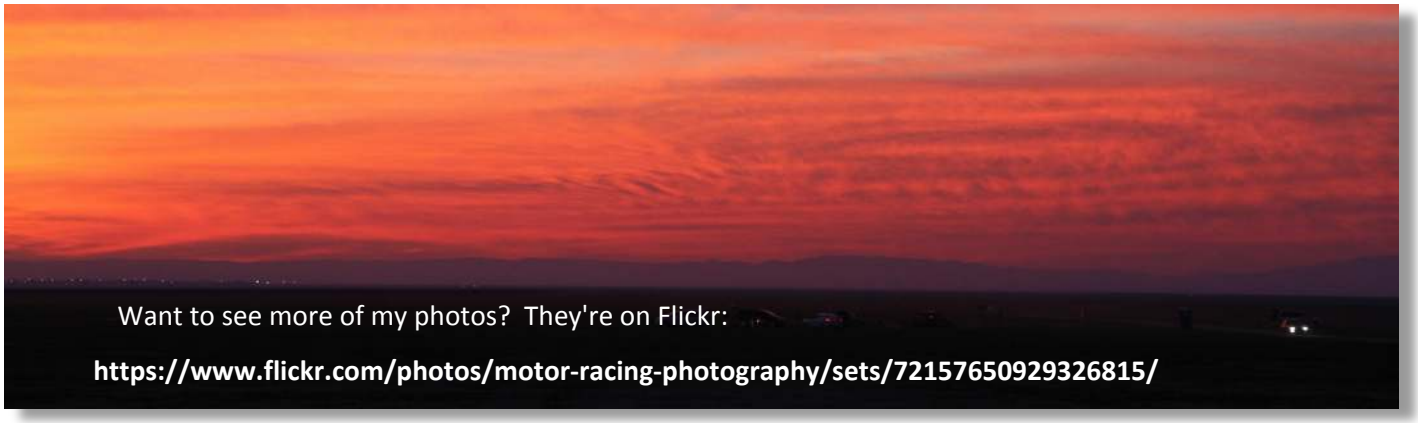
The 4-man 7 minute F1H flyoff was Sweden (1) versus Israel (3) and the odds were stacked against Per. Two Israelis went downwind and the other waited on the line, watching Per who was circling upwind, over what may have been warmer soil. He launched as did the other Israeli, but Per's model found better air and he went on to win.

Soon after, Per, Javier Abad and a few others used the last of the available light plus some to continue testing their F1As with their strobe lights brilliant against the black mountains and red sky sunset. Trophy presentations for Sunday's Maxmen events were surreal against perhaps the best sunset of the week.

A large international group congregated in the central RV quadrangle for farewell drinks and nibbles and then, just as Kathy and I were leaving, Brian Van Nest invited us into their van for a farewell dinner - it was an excellent way to finish a great week of flying.

We all agreed it was an superb Fab Feb although we were all so tired from the warm days and light winds. I guess that will always be better than the bitter cold and strong winds in 2011!

We drove back to LA the next day in President's Day traffic, stopping to prise the concrete-like mud from under the guards before washing the hire car so that it looked something like it was when we took delivery. Our flight out to Brisbane was at 11.05 pm, leaving about an hour after the other Aussies departed for Sydney. A long haul in economy, like it always is. Glad to be home, with good memories and lots of photos.


Want to see more of my photos? They're on Flickr:

**https://www.flickr.com/photos/motor-racing-photography/sets/72157650929326815/**

# Kiwi World Cup and Ike Winter Classic Results

**Kiwi Cup 2015 F1A**

| Place | Name | Nat | 1 | 2 | 3 | 4 | 5 | FO1 | Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Ivan Bezak | SVK | 210 | 180 | 180 | 180 | 180 | 452 | 1382 |
| 2 | Roland Koglot | SLO | 210 | 180 | 180 | 180 | 180 | 426 | 1356 |
| 3 | Per Findahl | SWE | 210 | 180 | 180 | 180 | 180 | 415 | 1345 |
| 19 | Phil Mitchell | AUS | 210 | 180 | 180 | 180 | 180 | 236 | 1166 |
| 24 | Malcolm Campbell | AUS | 210 | 180 | 180 | 180 | 180 | 216 | 1146 |
| 52 | Albert Fathers | AUS | 109 | 180 | 139 | 180 | 57 | | 665 |

**Kiwi Cup 2015 F1B**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Evgeny Gorban | UKR | 240 | 180 | 180 | 180 | 180 | 417 | 1377 |
| 2 | Dag Edvard Larsen | NOR | 240 | 180 | 180 | 180 | 180 | 389 | 1349 |
| 3 | Mike Woolner | GBR | 240 | 180 | 180 | 180 | 180 | 382 | 1342 |
| 15 | Vin Morgan | AUS | 240 | 180 | 180 | 180 | 180 | 339 | 1299 |

**Kiwi Cup 2015 F1C**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Alexander Vyazov | RUS | 240 | 180 | 180 | 180 | 180 | 600 | 1560 |
| 2 | Roy Summersby | AUS | 240 | 180 | 180 | 180 | 180 | 556 | 1516 |
| 3 | Reinhard Truppe | AUT | 240 | 180 | 180 | 180 | 180 | 506 | 1466 |

**Ike Winter Classic 2015 F1H**

| Place | Name | Nat | 1 | 2 | 3 | 4 | 5 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Per Findahl | SWE | 120 | 120 | 120 | 120 | 120 | 180 | 240 | 345 | 1365 |
| 2 | Phil Mitchell | AUS | 120 | 120 | 120 | 120 | 120 | 180 | 240 | 228 | 1248 |
| 3 | Omri Shechter – JR | ISR | 120 | 120 | 120 | 120 | 120 | 180 | 240 | 190 | 1210 |
| 13 | Malcolm Campbell | AUS | 105 | 65 | 120 | 120 | 120 | | | | 530 |
| 15 | Kathy Burford | AUS | 102 | 95 | 118 | 120 | 55 | | | | 490 |

**Ike Winter Classic 2015 F1G**

| Place | Name | Nat | 1 | 2 | 3 | 4 | 5 | FO1 | FO2 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Or Shabat | ISR | 120 | 120 | 120 | 120 | 120 | 180 | 240 | 1020 |
| 2 | Tiffaney O'Dell | USA | 120 | 120 | 120 | 120 | 120 | 180 | 174 | 954 |
| 3 | Blake Jensen | USA | 120 | 120 | 120 | 120 | 120 | 180 | 173 | 953 |

**Sunday MacCready CLG**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Bill Koran | 88 | 50 | 59 | 82 | 80 | 120 | 290 | 1 |
| Jace Pivonka | 57 | 57 | 72 | 83 | 100 | 100 | 283 | 2 |
| Ralph Ray | 47 | 54 | 38 | 120 | 83 | 66 | 269 | 3 |
| Lee Hines | 63 | 108 | 52 | 74 | 65 | 87 | 269 | 3 |
| Malcolm Campbell | 56 | 71 | 64 | 64 | 38 | 43 | 199 | 5 |
| Kathy Burford | 40 | 55 | 59 | 59 | | | 173 | 7 |

# North American World Cup Results

## F1A

| Place & Name | Nat | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 Roland Koglot | SLO | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 468 | 1758 |
| 2 Jim Parker | USA | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 419 | 1709 |
| 3 Per Findahl | SWE | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 419 | 1709 |
| 22 Malcolm Campbell | AUS | 210 | 180 | 180 | 152 | 180 | 180 | 180 | | 1262 |
| 43 Phil Mitchell | AUS | 210 | 180 | 180 | 180 | 148 | 107 | 180 | | 1185 |
| 54 Albert Fathers | AUS | 119 | 60 | 180 | 0 | 180 | 135 | 180 | | 854 |

## F1B

| Place & Name | Nat | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 Alex Andriukov | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 443 | 1763 |
| 2 Michael Siefert | GER | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 385 | 1705 |
| 3 Russell Peers | GBR | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 383 | 1703 |
| 19 Vin Morgan | AUS | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 298 | 1618 |

## F1C

| Place & Name | Nat | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 Artem Babenko | UKR | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 600 | 1920 |
| 2 Evgeny Verbitsky | UKR | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 472 | 1792 |
| 3 Ron McBurnett | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 383 | 1703 |
| 9 Roy Summersby | AUS | 240 | 180 | 180 | 180 | 140 | 180 | 180 | | 1280 |

# Max Men 2015

## F1A

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Ivan Bezak | SVK | SVK-1078 | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 481 | | 2191 |
| 2 | Jama Danier | CAN | CAN-84286 | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 436 | | 2146 |
| 3 | Eyal Galor | ISR | ISR-4-41486 | 210 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 404 | | 2114 |
| 33 | Phil Mitchell | AUS | AUS-12594 | 210 | 180 | 180 | 180 | 148 | 180 | 180 | | | | 1258 |
| 34 | Antony Koerbin | NZL | NZL-AM4499 | 210 | 180 | 180 | 180 | 180 | 147 | 180 | | | | 1257 |
| 38 | Robert Wallace | NZL | NZL-2550 | 210 | 180 | 180 | 180 | 180 | 125 | 180 | | | | 1235 |
| 48 | Malcolm Campbell | AUS | AUS-52060 | 210 | 180 | 180 | 110 | 134 | 180 | 91 | | | | 1085 |
| 53 | Albert Fathers | AUS | AUS-65586 | 210 | 87 | 180 | 116 | 180 | 180 | 55 | | | | 1008 |

## F1B

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Alex Andriukov | USA | USA-548719 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 428 | | 2168 |
| 2 | Igor Vivchar | UKR | UKR-106 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 411 | | 2151 |
| 3 | Blake Jensen | USA | USA-35000 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | 360 | | 2100 |
| 21 | Roger Morrell | NZL | NZL-AM10530 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 337 | | | 1657 |
| 38 | Vin Morgan | AUS | AUS-19046 | 240 | 180 | 180 | 150 | 180 | 180 | 180 | | | | 1290 |

## F1C

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Reinhard Truppe | AUT | AUT-712 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 420 | | | 1740 |
| 2 | Charlie Stiles | USA | USA-420 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 335 | | | 1655 |
| 3 | Jari Valo | FIN | FIN-1654 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 297 | | | 1617 |
| 10 | Roy Summersby | AUS | AUS-2153 | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 203 | | | 1523 |

## F1G

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Blake Jensen | USA | USA-35000 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 356 | 1436 |
| 2 | Tiffaney O'Dell | USA | USA-806170 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 300 | 1380 |
| 3 | Stepan Stefanchuk | UKR | URK-102 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 298 | 1378 |

## F1H

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Per Findahl | SWE | SWE-15125 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 233 | 1313 |
| 2 | Aviv Balassiano | ISR | ISR-4-11649 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 223 | 1303 |
| 3 | Avner Studnik | ISR | ISR-4-141095 | 120 | 120 | 120 | 120 | 120 | | | 180 | 300 | 167 | 1247 |
| 8 | Phil Mitchell | AUS | AUS-12594 | 120 | 120 | 120 | 120 | 120 | | | 180 | 137 | | 917 |
| 9 | Robert Wallace | NZL | NZL-2550 | 120 | 120 | 120 | 120 | 120 | | | 180 | 0 | | 780 |
| 15 | Kathy Burford | AUS | AUS-75222 | 120 | 45 | 120 | 120 | 120 | | | | | | 525 |
| 18 | Malcolm Campbell | AUS | AUS-52060 | 48 | 93 | 0 | 0 | 0 | | | | | | 141 |

## F1J

| Place | Name | Nat | FAI Lic.No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Randy Secor** | USA | USA-79878 | 120 | 105 | 120 | 114 | 120 | | | | | | 579 |
| 2 | Glenn Schneider | USA | USA-1648 | 120 | 93 | 120 | 120 | 120 | | | | | | 573 |



Kathy had her hands full at Lost Hills. We took over 4 big ones and two little ones, plus 6 CLGs

# Message from the Secretary of the MAAA

Dear Free Flight Members,

A meeting was held with CASA in Brisbane on Thursday afternoon 5 March. Those in attendance were Mr Lee Ungermann, team leader of the Self Administering Sport Aviation Organisations Section (SASAO), Mr Kevin Scrimshaw Sport Aviation Safety Assurance Officer, Mr Neil Tank, President MAAA, Kevin Dodd Secretary MAAA, Graham Maynard, Brisbane Free Flight Society, and Malcolm Campbell Brisbane Free Flight Society.

CASA opened the meeting, outlining the facts that had culminated for a need to hold this meeting. These facts included:

- General aviation in all aspects had grown over the years to a position of being 43% of aviation movements today in Australia.
- These movements covered a vast variety of aircraft and areas over Australia
- In considering overseas rules CASA stated that many overseas countries are adopting the Australian CASA standards as part of their own regulations
- The general public have greater awareness of unmanned aerial vehicles in today's society and request answers and information on their movements
- CASA did not fully comprehend the scope of free flight model aircraft
- It was the request for approval to use the Dalby model flying area for the 68th free flight Nationals and operations above 400 ft which raised concerns within CASA.
- Members of Free Flight who contacted CASA individually, raised the concerns of CASA even higher.

The meeting then continued with the BFFS members and the MAAA Secretary outlining the basics of free flight in Australia. Items discussed and demonstrated with FF models provided for the occasion were:

- What DTs were and how they operated
- Different methods of timing DTs
- Various types of FF models and their expected performance under normal conditions. Malcolm Campbell provided a comprehensive list of FF performance data based on sizes, mass and altimeter readouts.
- Number of FF members registered in Australia
- Age demographics, 67 for BFFS an 77 for NSWFFS
- Approximate number of FF modellers who actually flew FF
- Number of FF members who contested International team positions
- Rural Locations for FF clear of trees and population
- The main known FF areas. (excluding Richmond Sydney which is part of a separate joint instrument of clubs within the Richmond military airspace area)

The meeting then worked through the various CASR Part 101 subsections A,B,C and G which govern unmanned aerial vehicles and model aircraft in Australia to establish where and how FF flying could be contained within the regulations and what approvals may need to be applied for to allow normal FF operations. If it could be guaranteed that all FF flying was able to be limited to below 400ft then no further action would be required. However it was not possible to give this guarantee, so an approval under 101.085 was discussed.

.....this important message continues on the next page

**101.085 Maximum operating height**

(1) A person may operate an unmanned aircraft at above 400 feet AGL only:

(a) in an area approved under regulation 101.030 as an area for the operation of unmanned aircraft of the same class as the aircraft concerned, and in accordance with any conditions of the approval; or

(b) as otherwise permitted by this Part.

Penalty: 50 penalty units

Note: AGL = above ground level (see the Dictionary).

(2) An offence against subregulation (1) is an offence of strict liability.

Note: For ***strict liability***, see section 6.1 of the *Criminal Code*.

Given that an area approval could be applied for and approved under 101.085 for FF, the meeting was asked what dimensions (flying area) would be sufficient to contain any FF model under normal average conditions. To apply safety margins it was considered that an area 3 to 5 NM diameter and 2000 ft AGL would be suitable to achieve this (final diameter yet to be determined, obviously the greatest distance will be requested).

The meeting elected to move down this path, with an application to be submitted for bulk area approvals for West Wyalong, Narrandera and Meckering. Dalby was a probability but would require several aviation operators and Government/Transport Department individual approvals.

The actions to be taken once area approvals were in place would mean that, when FF were holding any activities on these sites where it was expected that models would operate at heights in excess of 400ft, CASA would be notified in advance (time yet to be specified) and a NOTAM would be raised activating/notifying that the area had model flying activities up to 2000 ft for a specific time/days. It should be noted that activation does not restrict movements of manned aircraft through this airspace; this will be dealt with in the risk assessments supplied with the applications.

The meeting agreed that this was acceptable.

The issue of the World Cup events to be held at Narrandera and West Wyalong in April 2015 were discussed and confirmed again, as per previous emails to FF, that these events could be held as normal (area approvals will be in place ) and that CASA in all probability may attempt to place an officer at one or both locations to widen their knowledge of FF operations.

The meeting closed.

As a consequence of the meeting, area approvals will be coordinated and submitted through the office of the MAAA Secretary. MAAA will fund the approvals.

The FF Working Group established by the MAAA Executive is thanked for their input during this process and now that a final outcome has been reached, the Working Group is disbanded.

The MAAA wish to thank all who have given their time and input into this issue. Please distribute this information within the MAAA Free Flight membership.

Regards

Kevin Dodd
MAAA Secretary
Office: 07 3207 9067 Mobile: 0411 645 637

**AERO MODELLERS WORKING FOR AERO MODELLERS**











# Two Minute Class Cub Event

## Coominya 8 March 2015

*John Lewis reports …*

In addition to the 2 minute class there was a Vic Smeed event flown that only attracted two entries. Perhaps the distraction of recent Free Flight uncertainty meant I and others failed to pick this up on the calendar. Des won the event with his Tomboy and Ron was second with his Pushycat. I must admit to liking the look of the Pushycat which is on my must build one day list.

Conditions on the day were quite pleasant especially under the club shade tent however the air proved to be quite tricky. It worked out to be a woman supremacy day with Kathy maxing out to take 1st place. Kathy flew a conventional A1 glider and Dale flew a no frills coupe into 2nd place.

Des shared 3rd spot with his impressive F1J. Apart from his first launch a bit too much to the right he gained good height and produced a nice glide. Mark shared 3rd place with Des, using his P30 that looked well set in lift initally only to drop out on two occasions.

Good to see Brian Taylor outdoors who except for one poor score could have easily made it to a fly-off. William also had the misfortune to find his share of sink after a good start. John's second flight landed in the nearby dam necessitating a wet retrieval, which may have made a good picture for Malcolm had he been aware. Malcolm had a disastrous score on his second flight trying to tow in very still and hot conditions late in the morning. It didn't help to hear the commentary and enthusiastic remarks from the shade of the tent! He finished the contest with a max.

Graham had a screw come loose and was unable to fly his F1G. David Brawn also attended later in the morning as a spectator. It was a good day to start the year both in terms of the flying and attendance.

## RESULTS

| | Name | Fl. 1 | Fl. 2 | Fl. 3 | Total |
|---|---|---|---|---|---|
| 1 | Kathy Burford | 120 | 120 | 120 | 360 |
| 2 | Dale Jones | 120 | 84 | 120 | 324 |
| 3 | Des Slattery | 64 | 120 | 120 | 304 |
| 4 | Marrk Armour | 120 | 76 | 108 | 304 |
| 5 | Brian Taylor | 120 | 58 | 120 | 298 |
| 6 | William Jones | 112 | 120 | 59 | 291 |
| 7 | John Lewis | 84 | 91 | 105 | 280 |
| 8 | Malcolm Campbell | 86 | 20 | 120 | 226 |



Ron Munden had fun



And so did Des Slattery



Dale Jones had the model for the day

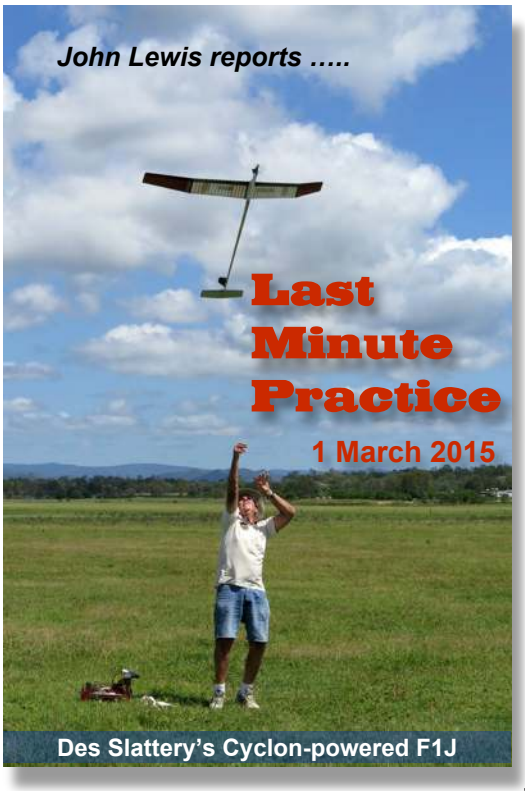


And so did Brian Taylor



Kathy launches John Lewis's new A1

Everyone thought the day was made for Coupes but that wasn't the case



Des Slattery's Cyclon-powered F1J

A few club members were at Coominya doing some last minute testing in preparation for the first club event of the year – the 2 Minute Class (Dale's Fun Day was postponed due to the Marcia cyclone). It was good to see Adrian Bryant there. Thanks to Albert for bringing him.

The day was a bit warm with virtually no wind. Consequently John elected not to attempt towing his new A1 and flew his RC Just Junior. William, Dale and Albert flew F1G models which landed close by in the calm conditions. Des after breaking his Limey power model made a few F1J flights with the last one achieving a near perfect climb and transition.


Albert Fathers heaves his F1G

Apart from the good flying conditions, the lake hasn't returned (which was surprising after all the recent rain) providing us with a nice flat short grassed flying area.

---




**RATIONALE:**

The class is basically for existing ½ A style models (Cox powered outdated F1J). Since the 1/2A class is or was flown in different countries there is some debate on the interpretation of the rules. To provide a class for the specific requirements of our club members I propose the name change and the limit of engine size to .051.

I assume the only area of debate will hopefully then centre on the engine run. Some prefer 7sec for all models while others may see merit in allowing 8sec for the older designs.

Hopefully this can be resolved peacefully at the next club meeting.

*John Lewis*

## BFFS Mini Power

F.9 **Definition:** A restricted power class of model aircraft (primarily to make use of existing Cox powered models)

F.10 **Model Design:** There is no restriction on the design of the model, materials, covering materials or construction used.

**F.11 Specifications:**

*** Any engine up to .051 PB**
*** 7 second engine run (8 second for fixed surfaces)**
*** VIT and Auto Rudder allowed**
*** Pressure and any fuel allowed**

F.12 **Official Flights:** Each competitor is entitled to five (5) official flights

**F.13 Definition of an official Flight:**

(1) The duration achieved on the first attempt unless the model has flown less than 20 seconds or part of the model becomes detached during the launch or flight.

(2) The duration achieved on the second attempt unless the second attempt is also unsuccessful under (1) a zero time is recorded for that flight.

F.14 **Scoring:** One point will be awarded for each second of flight time to a maximum of 120 points.

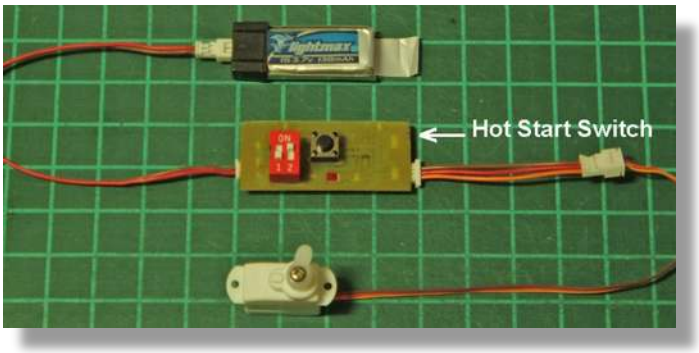
F.15 **Classification:** In breaking a tie between competitors with equal scores an extra flight shall be flown with an increase in maximum duration of 60 seconds for each subsequent flight.



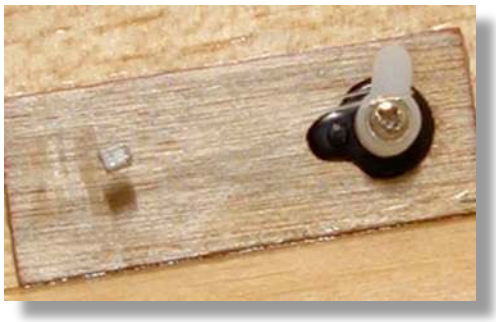
# FIDDLING WITH ELECTRONIC TIMERS – Part 3

by Brian Taylor

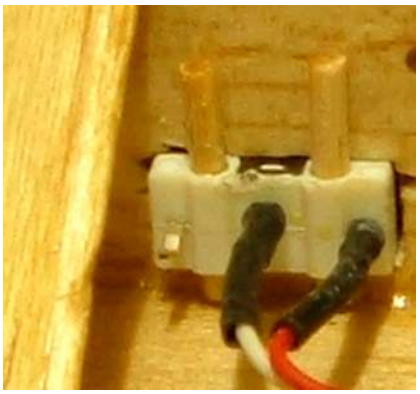
*Following on from Part 2 that appeared in the December 2014 edition of the BFFS Digest*



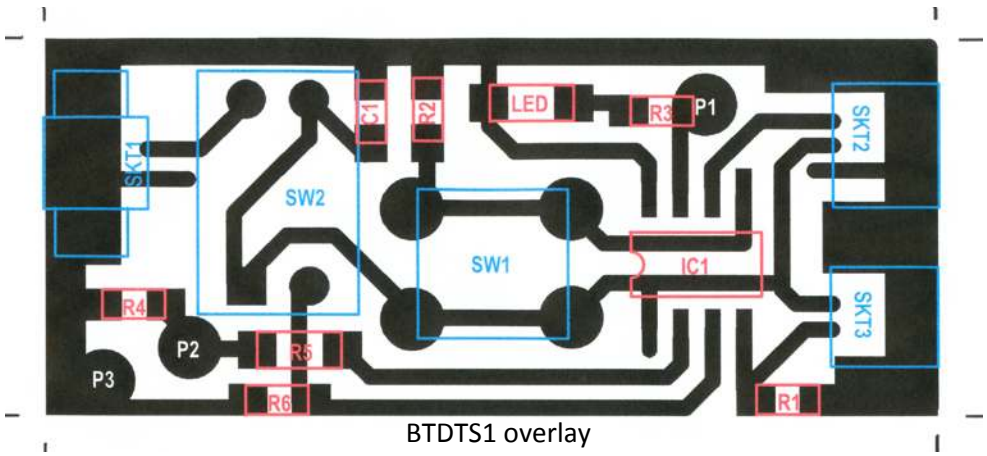

Seen one the left is one of the later versions of the DT timer. The battery, hot start switch and servo now plug into sockets instead of being hard wired to the circuit board. The battery can be connected via an extension lead or directly to the timer. I've used the smaller JST-SH sockets for the hot start and the servo because I had planned on using one of the miniature linear servos such as the HK1300 which comes with a JST-SH plug but I'm currently using a HKM-282A servo connected via a short adaptor lead.



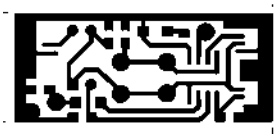
The DT line is attached directly to the servo via a cut down output arm. There are many different small servos around today and the travel and direction may need to be altered via the Picaxe programming. The Picaxe programming socket has been left off to help save weight and programming is now done via a temporary socket soldered to pads P1,P2 and P3.
The circuit board itself weighs 2 grams. The Picaxe program is much the same as the one used on the timer in the F1G but it can now use the tactile switch or a separate micro switch as the hot start and or reset.



Micro switch mounted on an Open Rubber model.




BTDTS1 overlay



Full size circuit board
36.5mm x 15.4mm

**Parts list for BTDTS1**

| | |
|---|---|
| R1 | 10K 0805 |
| R2 | 10K 0805 |
| R3 | 330 0805 |
| R4 | 10K 0805 |
| R5 | 22K 1206 |
| R6 | 10K 0805 |
| C1 | 104 0805 |
| LED | Red 1206 |
| IC1 | Picaxe 08M2 |
| SW1 | Tactile Switch |
| SW2 | 2 way DIP Switch |
| SKT1 | PicoBlade 2 Pin Socket (Battery) |
| SKT2 | JST SH 3 Pin Socket (Servo) |
| SKT3 | JST SH 2 Pin Socket (Hot start) |
| P1 | To Pin 1 of a Picaxe Programming Socket (Temporary) |
| P2 | To Pin 2 of a Picaxe Programming Socket (Temporary) |
| P3 | To Pin 3 of a Picaxe Programming Socket (Temporary) |

Brian has also provided me with the programming code to "*program the BTDTS1 Picaxe 08M2 with hot start and reset* "activated by tactile switch or micro switch.

I can email this code to those who are interested.

## BTDTS1 Instructions




**Setting Time**

1. Hold down the Tactile Push Button Switch.
2. Turn Main Switch 1 ON.
   (Servo will stay in DT position)
3. The LED will flash once then 11 quick flashes then flash once more.
   (This erases previous DT time so that the new time can be set)
4. Release the Tactile Switch before the LED has finished flashing.
5. Once the LED has stopped flashing, the Timer is now ready to set the DT time.
6. Select Seconds(Switch 2 on) or Minutes(Switch 2 off).
7. Press the Tactile Switch, the LED will flash to indicate 1 Second or 1 Minute depending whether Switch 2 is set for Seconds or Minutes.
8. A combination of Minutes and Seconds is possible by moving Switch 2.
9. When the DT time has been set, turn Main Switch 1 off.

**Running DT timer**

1. Turn Main Switch 1 to ON.
2. The LED will flash to indicate total DT time set in Seconds.
3. If you don't need to know total DT time, press the Hot Start or the Tactile Switch until the servo moves to the DT set position.
4. The Servo moves through a test sequence.
5. Once the Servo is in the DT set position, the timer is running.
6. When the timer is running it can be reset by pressing the Hot Start or the Tactile Switch for at least 1 second.
   (Insure the Hot Start or the Tactile switch is pressed and held for at least 1 second before launching model)
7. After the DT has operated, the Timer can be reset by pressing the Hot Start or the Tactile Switch.
8. Go to step 4

---

Paddy bought a donkey from a farmer for £100.
The farmer agreed to deliver the donkey the next day.
In the morning he drove up and said, 'Sorry son, but I have some bad news. The donkey's died.'
Paddy replied, 'Well just give me my money back then.'
The farmer said, 'Can't do that. I've already spent it.'
Paddy said, 'OK then, just bring me the dead donkey.'
The farmer asked, 'What are you going to do with him?'
Paddy said, 'I'm going to raffle him off.'
The farmer said, 'You can't raffle a dead donkey!'
Paddy said, 'Sure I can. Watch me. I just won't tell anybody he's dead.'
A month later, the farmer met up with Paddy and asked, 'What happened with that dead donkey?'
Paddy said, 'I raffled him off. I sold 500 tickets at £2 each and made a profit of £998'
The farmer said, 'Didn't anyone complain?'
Paddy said, 'Just the guy who won. So I gave him his £2 back.'
Paddy now works for the Commonwealth Bank as a financial adviser.




**Model landed in water? Perhaps you need one of these?**

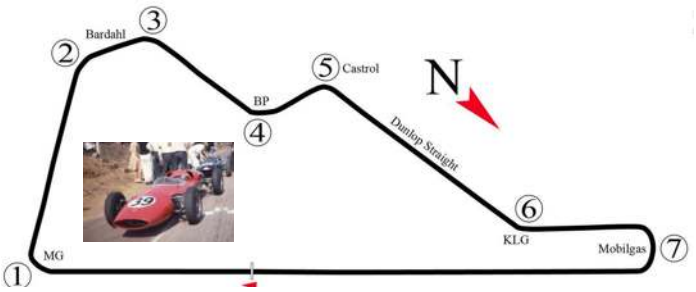
## THE BFFS HAS A CLOSE ASSOCIATION WITH LOWOOD HISTORY

Some of you may have driven past what remains of the Lowood motor racing circuit when coming home for a days flying at Coominya. The Lowood motor racing circuit utilised the main runway and taxiways of the WW2 RAAF base at nearby Lowood (70 kms west of Brisbane and not far from the present RAAF base at Amberley).

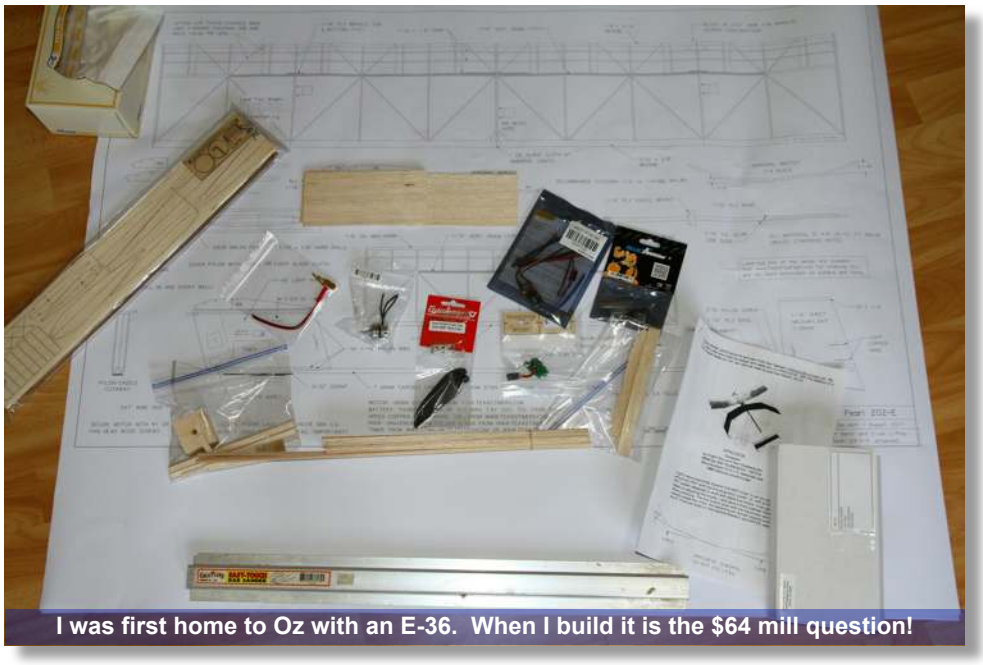
Several race meetings were held in the late 40's and early 50's on the 4.5 km track but from 1956 till its closure in 1966 it was one of Queensland's major motor racing venues staging the Australian Grand Prix in 1960, the Australian Touring Car Championship in 1961 and the Australian T.T. in 1959 and 1963 for sports racing cars. Three 4-Hour touring car races were held in 1964,'65 & '66.

I've been there twice and sprinted on it once, Des has been a flaggie there and William Jones has raced there.

*Malcolm Campbell*




# Who's Ready for an E-36?



I was first home to Oz with an E-36. When I build it is the $64 mill question!



Southern Californian flyers are right into these little power models

# The First BFFS E-36 is ready to fly.

## Albert Fathers' model is finished! Who will be SECOND?



Albert's model sports a Stamov F1A boom



I like the spinner. Found in a Lismore hobby shop!

## OLD AEROMODELLERS MEETING

**A group of English chaps, all aged 40, discussed where they should meet for a reunion lunch . Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the waitresses had big breasts and wore mini-skirts.**

**Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the food and service was good and the beer selection was excellent.**

**Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because there was plenty of parking, they could dine in peace and quiet, and it was good value for money.**

**Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the restaurant was wheelchair accessible and had a toilet for the disabled.**

**Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because they had never been there before.**





## TWO OLD LADIES MEET IN HEAVEN

SYLVIA: *Hi! Wanda.*

WANDA: *Hi! Sylvia. How'd you die?*

SYLVIA: *I froze to death.*

WANDA: *How horrible!*

SYLVIA: *It wasn't so bad. After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death.*
*What about you?*

WANDA: *I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.*

SYLVIA: *So, what happened?*

WANDA: *I was so sure there was another woman there somewhere that I started running all over the house looking.I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died!*

SYLVIA: *Too bad you didn't look in the freezer -- we'd both still be alive.*

# BRISBANE FREE FLIGHT SOCIETY

| MONTH | DATE | START | EVENT | LOCATION |
|---|---|---|---|---|
| **January** | Saturday 31st | 12pm-4pm | Club meeting plus "show and tell" | John's place |
| **March** | Sunday 8th | 7am-2pm | ✈ 2 Minute class models (all in, 3 flights)<br>✈ Vic Smeed event | Coominya |
| | ~~Saturday 21st~~ | ~~7am-12pm~~<br>~~1pm-4pm~~ | ~~F1C State Champs (5 flights)~~<br>~~Open Power State Champs (3 flights)~~ | ~~Dalby~~ |
| | ~~Sunday22nd~~<br>Sunday 22nd | ~~7am-2pm~~<br>7am–1pm | ~~F1J State Champs (5 flights)~~<br>Dale's Fun and Friend's Day<br>(P20,CLG and special Ladies event, Sport and limited RC) | Coominya |
| | Saturday 28th | 4pm-7pm | **Indoor** IHLG/Catapult State Champs | BSHS |
| **April** | Saturday 11th – Sunday 19th | | 68th Nationals (R/C, C/L ~~and Indoor~~) | Various |
| | Friday 17th – Friday 24th | | Southern Cross, (Kotuku Cup) and AFFS Champs | W-Wyalong and Narrandera |
| **May** | Saturday 2nd | 4pm-7pm | **Indoor** F1L State Champs | BSHS |
| | ~~Saturday 16th~~ | ~~7am-2pm~~ | ~~F1A State Champs (5 rounds + 2 for team selection)~~ | ~~Dalby~~ |
| | ~~Sunday 17th~~ | ~~7am-2pm~~ | ~~F1B State Champs (5 rounds + 2 for team selection)~~ | |
| | ~~Monday 18th – Sunday 24th~~ | | ~~68th Nationals (Free Flight)~~ | ~~Dalby~~ |
| | Sunday 31st | 7am-2pm | Scale, HLG and CLG State Champs | Coominya |
| **June** | Saturday 6th | 4pm-7pm | **Indoor** Hanger Rat State Champs | BSHS |
| | Sunday 14th | 7am-1pm | F1G State Champs (5 flights) | Coominya |
| | Saturday 27th | 12pm-4pm | Club AGM meeting plus "show and tell" | John's place |
| | Sunday 28th | 7am-2pm | ✈ P30 ✈ A1 Sailplane (both 3 X 2 min flights) | Coominya |
| **July** | Saturday 11th | 4pm-7pm | **Indoor** P18 club sponsored State Champs | BSHS |
| | Sunday 12th | 7am-2pm | ✈ 100gm Coupe ✈ KKK (both 3 flights) | Coominya |
| | Sunday 26th | 7am-1pm | Dale's Fun and Friend's Day<br>(P20,CLG, ½ hour Scramble, special Ladies event, Sport and limited RC) | |
| **August** | Saturday 1st | 4pm-7pm | **Indoor** Peanut Scale State Champs | BSHS |
| | Sunday 16th | 7am-2pm | ✈ ½A Power ✈ QDP ( both 3 X 2 min flights) | |
| **September** | Saturday 12th | 4pm-7pm | **Indoor** Peanut Scale State Champs | BSHS |
| | Sunday 13th | 7am-1pm | F1H State Champs (5 X 2 min flights) | Coominya |
| | Sunday 27th | 7am-2pm | ✈ Open Rubber State Champs (3 X 3 min)<br>✈ Comb. Open % (3 flights) | |
| **October** | Sunday 11th | 7am-3pm | ✈ LSq/100 (3 X 3 min) ✈ No Frills (5 X 3 min) | Coominya |
| | Sunday 25th | 7am-1pm | Dale's Fun and Friend's Day<br>(P20,CLG, ½ hour Scramble, special Ladies event, Frog, Sport & Ltd RC) | |
| **November** | Sunday 8th | 7am-3pm | ✈ Col's Comb. Vintage (3 X 3 min) plus<br>✈ 2 Minute class models (all in, 3 flights) | Coominya |
| | Sunday 22nd | 12 noon | Xmas party and presentation | Bremer Waters |
| | Sunday 29th | 7am-1pm | General flying day | TBA |

**CONTACTS:**

▶ John Lewis 3848 4280 ▶ Malcolm Campbell 3263 9339 ▶ Albert Fathers 0755 343490

## 2015 FREE FLIGHT CALENDAR