

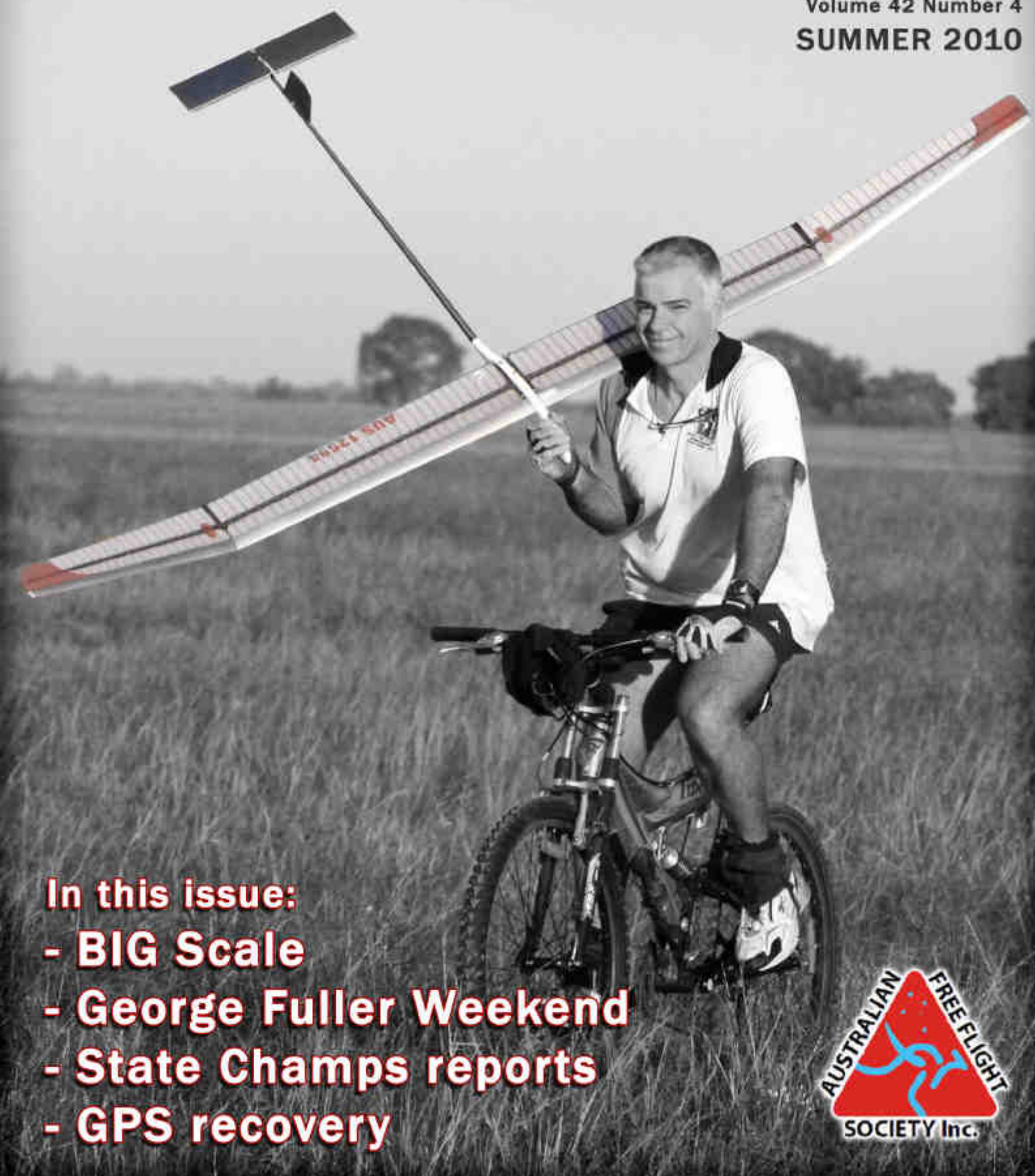
FREE FLIGHT DOWN UNDER



Newsletter of the Australian Free Flight Society Inc

Volume 42 Number 4

SUMMER 2010



In this issue:

- BIG Scale**
- George Fuller Weekend**
- State Champs reports**
- GPS recovery**



FRONT COVER: Australia's top F1A flyer, Phil Mitchell, has reason to look pleased as he cycles back from the fly off. Phil's bunt to 92 m with his new M&K flapper was the reason for the smile (Narrandera 2010).

Free Flight Down Under Summer 2010

Volume 42, Number 4

This edition of **Free Flight Down Under** is edited by Malcolm Campbell, 1 Rex Street, Aspley 4034 Australia
actrain@ozemail.com.au

Free Flight Down Under is the newsletter of the Australian Free Flight Society Inc, a Special Interest Group of the Model Aircraft Association of Australia. FFDU welcomes contributions in the form of articles, letters, pictures, etc on any aspect of Free Flight or related topics. Contributions can be sent to the above address or emailed to the editor. Electronically prepared material is preferred.

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

INSIDE THIS ISSUE:

with special reports on

President's Prattle.....	3
Words from the Editor.....	3
State Champs reports from Q'ld and WA.....	5
The George Fuller weekend.....	11
BIG Scale.....	13
GPS Assisted Off Field Recovery.....	16
"Flying North" book review.....	18
How I started in Aeromodelling.....	19
½ A Thoughts.....	20
Four Classic '49 Wakefield Plans.....	21
Support for the World Champs.....	25
Team Trials Selection Rules.....	26
A Holiday with a Twist.....	28
Free flight items For Sale.....	30
AFFS / SCC program for 2011.....	31
Free Flight In Space.....	32
64th Nationals program.....	33
Team Trials - the final scores.....	34
2011 NSW and Q'ld Calendars.....	35

WA State Champs

Page 5

GPS Assisted Recovery

Page 16

The George Fuller Weekend

Page 11

Page 13

BIG Scale

Page 6

Q'ld State Champs

CALENDAR: Last major event for 2010

DATE	EVENT	LOCATION	CONTACT
Dec 29 - Jan 7 2011	64th Nationals	Dalby QLD	Dale Jones

PRESIDENT'S REPORT:

Welcome everyone to the last edition of FFDU for 2010. Christmas, the Dalby Nats and 2011 are looming large on the horizon. I hope for everyone 2010 was an enjoyable and fruitful year, but where did it go?.

This year has been again busy, with a schedule of flying competitions including the Trans Tasman and Skyman series, the local Narrandera bonanza of the Southern Cross Cup and the AFFS Champs, and all the state and club championships. Attendances at events I believe have been good with plenty of competition and competitors for the four local (OZ and NZ) international comps, and strong support for the state champs as well. Certainly there has been strong competition for places on next years World Champs team, especially in F1B.

In addition we saw strong international representations at the World Cup events with competitors from China, USA, England, Israel, and Germany flying here and in New Zealand. We also had a number of our ranks competing in NZ and beyond, with ex Australian representative Nikolay Nikolov winning F1A at the European Championships.

We have also been fortunate at many of the competition to have excellent weather. Certainly the weather at Narrandera was the best I have experienced in six attendances, while the weather for the NSW State Champs at Lake George, and the final six rounds of F1B at Dalby (QLD State champs) was almost sublime, albeit still very tricky at times.

Next year's flying calendar will be a little different in that Narrandera has been pushed out to late May/early June to avoid a clash with the World Champs in Argentina. While this unfortunately takes the event away from the Easter long weekend time-slot, I hope that we will still see all the usual faces next year. Our weather expert Vin tells us that the flying conditions at that time of the year should be as good as they get at Narrandera, however bring the woolies!

Before I close this prattle I would like to thank all those involved with the production of FFDU, including Malcolm Campbell for his tireless work in editing and compiling this years FFDUs'. Malcolm has put together a very professional newsletter, along with his other interests (including the BFFS Digest), so again thank you Malcolm. To those who have made contributions to FFDU (and any other FF newsletters or periodicals) I would also like to thank you. Without such inputs, production of these publications would be very difficult to maintain, and would lessen our ability to continue to be a sustainable hobby. To those who have participated or assisted in AFFS and FF events for the year again thank you.

So to all, have a Merry Christmas and a Happy New Year, and hopefully we see as many of you as possible at Dalby for what should be a great Nats event. Safe travels and happy thermals,

Ted Burfein

FROM THE EDITOR:

In my previous edition, I said, "*Well this is my third edition and the hard work begins*". I was correct. Getting contributions was my biggest worry. So I was very pleased you heard my plea. We are a small country but blessed with a good number of free flight flyers, some with journalistic flair. I'd like to thank Roy Suumersby, Tahn Stowe, Mike Glaister, David Brawn, Paul Rossiter, John Lewis, George Car, Maris Dislers, Tim Hayward-Brown, Peter Greenhill and Terry Bond for their input. If you want to help, please forward contributions electronically, with photos as separate JPEGs, and I would be delirious with joy if I ended up with a backlog of articles!

The end of December heralds the 64th Nationals, and it will be run in my home state. At last a comp that only takes me 3 hours to get to, rather than 2 days! All disciplines are so close to one another this year; something that is not readily achieved. I commend the organising committee for their effective planning. Now, us free fliers fly over a "salad bowl" area and that means black soil. Rain will not be welcome, but it is summer and that's what can happen. However, it is flat and extensive without fences, and so are the adjoining properties, and only 8 minutes from town. Fantastic! I have been to many National events since rejoining the sport in 1997 and all have been great fun, providing any shortfalls are not focused upon. All Nationals have had a few "issues", and it isn't fair to the organisers to broadcast that. So come up and enjoy what Queensland has to offer.

And a Merry Christmas to all; may you get all the motors, kits or supplies that you have wished for, and I hope to see many of you at Dalby in 2011.



Letters to the Editor

Hi Malcolm,

I just finished printing out both your last BFFS newsletter and FFDU. I know it's taken me a little while but as I was printing them out I started getting sucked into reading them all again. They are just great publications but the thing I most wanted to comment on is the cover of the latest FFDU – I think it is your best ever (I know this comment seems a bit repetitive but seriously) it looks exactly the sort of thing that catches your eye in the newsagent.

A great effort and great photography. In my opinion it's the photos of our flying that brings back the memories so vividly – keep on snapping.

Cheers
John L

Just got the third sub as a result of the (FFDU) mailout - and the great mag. Fred Tower says photos look great on screen and Malcolm has set a very high standard.

V

Hi Malcolm,

Another impressive publication, I thought I was looking at a commercial publication when I opened the email. Keep up the great work, will keep trying to find contributions/contributors for #4,

Regards
Ted

M,

As far as presentation and magazine quality it's the best yet. The photos are noticeably better - though some are small they still have plenty of colour, definition and lots of light. The flying field photos are quite evocative. Should be a popular read.

J

Malcolm,

I just got my copy. I think it is a wonderful mag. Please keep it up.

cheers
Gary Pope

Dear Malcolm

The report in your Spring issue of holding the NSW State Championships on Lake George took me back 70 years to a meeting that I attended in Sydney, where leading modeller of the day, Jack Cavill, made a strong plea to hold their next championships on the same lake.

I was then living in Sydney, and Jack was conducting a regular section on model aeroplanes in a long defunct publication called "World News". He spoke very persuasively of the advantages of this vast treeless expanse, which was then bone dry after seven years of drought.

As I remember, the meeting did decide in favour of Jack's proposal, but the war intervened and we had to wait seventy years for his dream to be realised.

To change the subject, I was pleased to note that the old Adrian is still reeling off maximums. There might be hope for me yet! Finally, I would like to congratulate you on the very professional presentation of the F.F.D.U.. As one who has done a fair bit of this sort of thing myself, I can appreciate the effort involved. Keep up the good work!

Jim Fullarton



VALE: John Bailey

British power flyer, John Bailey, passed away on 1 December 2010, after a long battle with cancer. I met John for the first time at Narrandera and then at Omarama and found him to be a thorough gentleman, and an excellent and methodical flyer. He will be missed by all who knew and flew with him.

His wife Glenys said: *“He looked peaceful at the end after a long and a very brave journey on his part. He was so uncomplaining and it was a real privilege to care for him.”*

Our condolences to Glenys and John’s family.

WA Open Power State Championships and Crowley Cup

Meckering 26-27 September 2010

Two free flight competitions were held over the long weekend on 26 and 27th September. The first of these was the **Open Power State Championships** flown in a breeze averaging about 4 m/sec. Fortunately, the new paddock that we are using can accommodate such winds without presenting too many problems retrieving the models.

Five entrants participated, though intervention by timer malfunctions (the mechanical kind, not the people time-keeping!) saw a fairly rapid rate of attrition. It was also great to see Trevor Letchford there for a bit of moral (or immoral?) support. Rod McDonald was probably the favourite to win with his OD open power model but his timer failed on the third flight leading to a lost model. This left a field of four Dixielanders to fight it out for the honours. Chris Behr was looking good up to his fourth flight, but another timer failure saw his Dixielander zoom across the sky and develop a fatal dose of wing flutter. He started to prepare one of his F1C models to finish the competition but decided that maybe more time and preparation might be called for. Greg McClure actually made it to the last flight when another timer failure saw his model vanish over the horizon. He was flying a very light Dixielander with an Albion 10 that sputtered into the sky but always managed to seek out some lift. He finished second with three maxes after he sorted out the length of motor run. Phil flew consistently to take out first place (and still has his model!) while I managed to find some bad sink on the last flight to finish third.

Open Power results were:

	Score	Place	
Phil	712	1	Chris and Kathy and I were joined by Neil and Eileen Murray for an overnight stay at the Homestead Red farm near the flying field. We had a very enjoyable BBQ for dinner and were entertained by Chris and the Murray’s recollecting the culinary delights of South Africa, which seemed to be just about anything so long as it was sprinkled with grated Biltong!
Greg	674	2	
Paul	641	3	
Chris	467		
Rod	268		

The breeze moderated a bit for the **Crowley Cup F1B competition** and finally settled down to just a couple of m/sec in the sunshine under a nice blue sky. There were only three participants, Neil, Chris and I, and we decided to fly just three rounds to allow some time for trimming and generally mucking around. We all missed a max on the first flight, with the breeze taking Neil’s and my models behind the brow of a hill so they couldn’t be seen right to the ground. Neil and I maxed the next two flights, while Chris was hampered by some rather dubious rubber that restricted the climb of his model. Final results were:

F1B results were:

	Score	Place	
Neil	494	1	After the competition, Neil played around with an RC discus launched chucky to suss out the lift (and managed a flight over 4 minutes) and I put in a couple of F1B flights to practice picking the lift.
Paul	485	2	
Chris	353	3	

Paul Rossiter.



John Lewis was keen to get away early, ably assisted by his wife Julie, on the magnificent Dalby field

Competitors were keen to get in their 3 flights as soon as possible with the threat of rain ever present and the calm conditions continuing after the Lsq/100 event. With little signs of lift John and Albert managed to find what lift was available to record easy maxes although John had some anxious moments when his model didn't DT until close to 5 minutes. The day had warmed a little in time for the second flight where everyone except Adrian recorded an easy max but in Malcolm's case a bit too good with a flight of nearly 10 minutes and a long retrieve. Fortunately the ground was dry and the crops had been harvested providing a hard flat walking surface. The third flight produced maxes for 50% of the field with Graham being a bit unlucky dropping 4 seconds short. Both Albert and John went up in the same air to score easy maxes but it was obvious from the serious open rubber model Albert was flying he would be short odds favorite for the fly off that was scheduled for 6.30am the following morning. With both John and Albert on a full house and Graham in third spot everyone settled down to a

magnificent lunch – many commented it was the best lunch we have had at Dalby – congratulations to Ken and his helpers from Dalby MAC.

The following morning both Albert and John were ready to start winding at 6.30am when a few drops of rain started falling. Albert was away first gaining great height with his slow climbing model. John launched nearly a minute later after checking the air with some soggy fluffies.

Although gaining similar height John's model had a much shorter motor run and as both models crossed paths in the beautifully smooth air as they headed in the direction of the Cecil plains' highway eventually landing only a few meters apart. We quickly packed up and drove down to the highway only to discover the models were nowhere in sight and no tracker signal. After discovering only John's model in fact had a tracker installed it was a somewhat of a relief when John obtained a weak signal as we walked the line back towards the launch area. Unfortunately this took us about half a kilometer across a low wet crop and of course the sticky wet black soil. I guess the grey skies and rain falling at the time had reduced visibility making us think the models had gone further than they had. All ended well after Malcolm spotted both models and retrieved them for their grateful owners.

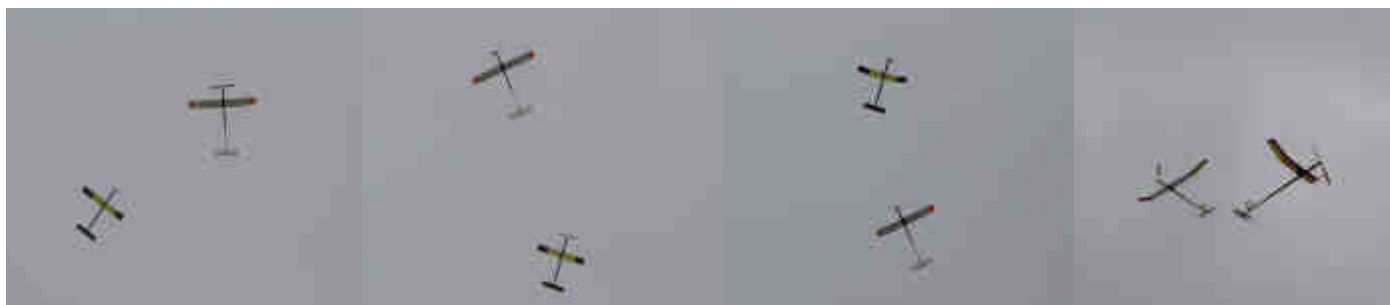
So ended a great weekend, with Malcolm's willingness to suffer wet and cold feet for most of the trip home typical of the friendly happy flying supportive nature that everyone displayed on the weekend. For a weekend that promised so little it turned out to be one of the best flying weekends we have had at Dalby.



**Albert's awesome weapon, a 120% "Waif".
A bigger one is planned!**

Queensland Open Rubber State Champs results:

Name	Flt 1	Flt 2	Flt 3	Total	Fly off
Albert Fathers	180	180	180	540	351
John Lewis	180	180	180	540	305
Graham Maynard	148	180	176	504	
Malcolm Campbell	102	180	180	462	
Des Slattery	150	180	65	395	
Adrian Bryant	85	133	141	359	



Some days are diamonds - Open Rubber day at Dalby 2010

F1J State Champs at Dalby 30 October 2010

by John Lewis

Due to the wind direction the decision was made to move further into the field away from the Cecil plains highway. The event was held in 3 meters per second winds making for comfortable retrieves across the flat flying surface. John was away first with his Rex powered model but almost came to grief with a left rolling climb and a low pull



Ted was in form all weekend and no one came near him in F1J



It was good to see Peter Nash back on the field after a long absence from competition

out. John's model was obviously down on power possibly due to old fuel. Peter Nash's model also seemed to be off trim recording an even lower score. This disappointed Peter because the model behaved faultlessly in his Friday trimming sessions.

Des was also having a few trimming issues with test flying although the test was better than his first flight – as he ended up recording a zero in round 1, breaking his Cyclon powered model. Lucky he had a couple of reserve models. Ted

arrived a little after the start of the round with his serious looking ex-Roy Summersby Cyclon powered F1J and recorded an easy max.

Round 2 saw Des record a low score after almost hitting the ground at the end of the power run. John tried a different batch of fuel; however the under powered model reacted similarly after launch to the first flight but this time crashed breaking the wing. Resorting to flying his old trusty Cox TD model resulted in a comfortable max on his second attempt. Peter Nash also maxed the second round however Ted was less lucky finding some sink for a sub max result.

In round 3 and 4 Both Ted and John maxed with good launches while both Peter and Des found unhelpful air. By the fifth round the air was significantly both up and down with Des and John both back on the ground with low scoring flights after gaining good height on the climb. By contrast both Peter and Ted had spectacular climbs and easy maxes. Ted was the clear winner, John managed second and Peter third. Peter's results don't really represent his performance with most of his flights gaining good height on the power run only to fall out of the sky in sink. The loss of the Coominya site due to flooding etc prevented any last minute trimming which may explain the out of trim models in the first couple of rounds. Certainly in John's case having 2 new untried models which he had hoped to trim the weekend before but was unable to get on to the Coominya field may have limited his opportunities. When most of the F1J models did perform properly the high performance of this class was very evident.

Queensland F1J State Champs results:

Name	Rd 1	Rd2	Rd3	Rd4	Rd5	Total
Ted Burfein	120	93	120	120	120	573
John Lewis	55	120	120	120	49	464
Peter Nash	44	120	105	52	120	441
Des Slattery	0	23	72	51	36	182



F1B State Champs at Dalby 31 October 2010

by John Lewis



Arriving at the field at 6.30am we were faced with the problem of where to fly from with totally still conditions. Albert kindly put up a trimming flight with his Open Rubber model which identified slight drift in the same direction as the previous day. We therefore set up a kilometer away from the club house. During the day very light winds were evident from every direction with nearly all retrieves less than 100 meters (Ed. *Only if you didn't count Adrian's 6.5 min flight when it was 400 metres*). Usually it's a case of you should have been here last weekend but this time we got it right. Probably only the F1G day last year was stiller with this day being similar to the first F1C event held at Dalby a couple of years ago.

Unfortunately we had to continue the event from the first round flown a few months previously when the wind, rain and wet black soil forced us to postpone the remaining 6 rounds. The forecast prior to the F1B contest in May had resulted in people

from interstate being advised the event would probably be cancelled. Mark, George and Ben failed to fly round one on that occasion as it was obvious the event would be called off. Our decision to try and fly the event in May therefore reduced potential entries by at least 5 people when we were forced to continue the event rather than rerun the event. A curious rule forced on us which resulted in a reduction of entries on the day. Needless to say we won't start flying a team selection event in future when it's obvious it will be blown out after one round. After all we only have one team selection opportunity in Queensland and are faced with considerable travel to gain points in other State Championships.

Ben elected to fly even though he was restricted to the 6 remaining rounds and was leading the scores on the day until the last round. Five flyers were left to battle out the event having 7 rounds at their disposal. Conditions for the first 2 rounds on the day were perfect with nearly everyone scoring an easy max. Round 3 there were 5 maxes recorded the exception being Ben who contacted sink after a good climb. As the day wore on the conditions became similar to the previous day when it was a case of good lift or strong sink. This was very obvious when William, John and Adrian found the sink during round 4 to sub max. By contrast Round 6 produced a max for everyone.

Round 7 however changed potential placings when John reached spectacular height with a sure max in sight only to stall down in less than two and a half minutes. Both Adrian and Ben found super sink to only make around two minutes while everyone else scored the good air to easily max. With 6 maxes (a couple of squeakers) William finished on top, Ted also with 6 maxes was second and John suffering from stalling glides as the day wore on came in third. With the lightly overcast and calm conditions it was a great day to fly Wakefield making it interesting with the tricky conditions.

F1B Results Oct 31st 2010

Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Total
William Jones	180	180	180	150	180	180	180	1230
Ted Burfein	180	180	180	180	131	180	180	1211
John Lewis	180	180	180	177	147	180	144	1188
Adrian Bryant	180	180	180	144	146	180	117	1127
Albert Fathers	65	131	180	180	136	180	180	1052
Ben Lewis	-	180	159	180	180	180	123	1002
Van Richard Smith	113	-	-	-	-	-	-	113





F1H Queensland State Champs

30 October 2010

CD Dale Jones

report by John Lewis

With a Nats meeting scheduled for early in the evening it was decided to run the first round of F1H before lunch to allow us time to finish the event and have a shower before the Dalby Model Aero Club provided dinner. F1H therefore began at 11am. The wind speed had increased a little from the morning's F1J event but was quite flyable with an upper limit of 5 meters per second and the occasional calmer periods.

Both John and Malcolm were away early to score maxes. Ben over bunted finding poor air to be down in a little over a minute with Des Slattery a few seconds better off. Both Ted and Albert launched at the same time with both models crashing. It's not clear what happened with Ted's model going out of control and a possible line cross resulting in Albert being knocked out of the sky. Ted noticed after that his tailplane had moved up onto the stop, a possible cause. Both models sustained damage and were not flyable. Ted tried with a reserve model but crashed that model also on tow. As a result the field was reduced to 5 at the end of round 1.

After another great lunch provided by the Dalby club members and a chance to get out of the sun, sit down and relax in the middle of the day we resumed flying at 1pm. Ben, John and Malcolm all produced easy maxes while Des and Brian failed to break the one minute mark due to the strong lift or sink conditions. Round 3 John had a major brain fade failing to let the line go after unlatching the model and only released the model after a lot of height was lost. The timer main spring in John's M&K model had broken during round 1 so it may have resulted in some confusion flying an older zoom model in terms of launching technique. Ben managed to circle tow and launch into a massive thermal which resulted in a six and a half minute flight which covered 2 -3 kilometers almost down to Duncan's road. Malcolm and Des also maxed round 3 while Brian recorded his best score of the day twenty or so seconds short of a max.

Round 4 John recorded the only Max, Ben did his best launch of the day but failed to max missing the lift to be down 15 seconds short. Malcolm, who had recorded 3 maxes up till this point launched from the top

of the line only to fall out of the sky in just over half a minute. By the last round the air was cold with the sun hidden behind the clouds. John, Malcolm and Ben all waited for conditions to improve and were rewarded with a max a piece. Both Des and Brian found the dreaded sink recording scores of under a minute. The first 3 places were reasonably close with Ben first, John second and Malcolm 3rd.

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Total
Ben Lewis	74	120	120	105	120	539
John Lewis	120	120	42	120	120	522
Malcolm Campbell	120	120	120	33	120	513
Des Slattery	77	54	120	22	57	330
Brian Taylor	48	46	99	43	32	268
Ted Burfein	Broke 2					
Albert Fathers	Broke 1					

George Fuller Weekend

2 & 3 October



We missed the perfect weather by one day, Friday was just magic. Saturday morning started with a light southerly breeze but this dropped off, giving us four hours of just wonderful flying conditions before the northerly set in. Sunday was a repeat of Saturday, except the northerly came in much stronger. After the recent rains the field was covered in grass, no dust or flies this time of the year, although plenty of large mozzies due to the recent rains.

The number of flyers was down on last year, we only managed thirteen, last year we had nineteen, however there were 21 models counting the three types. Stomper, Zoot Suit, Dixielander.



Peter Greenhill scored the prettiest model.
Nice plane too Peter!



Steve Rothwell prepares to launch his rocket



Peter Lloyd prepares for another flight



Peter Lloyd's reworked OS15 & showing a control line cut out made to suit Free Flight

The top scorer was once again the old dog from way down south, Vin Morgan with a very creditable 1768 seconds
2nd Roy Summersby 1580 sec 3rd Harry Sokol 1159 sec.

On paying your entry fee, you received a bottle of Fullers Merry Merlot and a 20g bottle of super glue. The Merlot was given the thumbs up by our wine connoisseur and more than one bottle was emptied on Saturday night. The super glue did not get a lot of use as there was only one major crash over the weekend. Flying finished on Sunday when prizes were given, not only to the top three scorers but for a variety choices from the CD. For example there was Fred Roberts who came with all three George Fuller models, biggest models, Gary and Col with there 150% Dixie and Stomper, prettiest, Peter Greenhill this was a Stomper with a union jack tail and a wing in blue with the Southern Cross on it, and so the prizes went on, and on.

Overall a top weekend with lots of blokes and their ladies having fun. Make sure you attend next year!

GFW Statistics:

1 st Vin Morgan	1768 sec
2 nd Roy Summersby	1580 sec
3 rd Harry Sokol	1159 sec

Fastest climbing	Steve Rothwell R250 engine
Biggest models	Tie Col Collier & Gary Odgers
Prettiest model	Peter Greenhill
Fred Roberts	Having all three models and some light ones at that! See below:

Fred tells me the weights of his models are a Dixielander with a PAW 1.49cc and a weight of 450grams, a Stomper with an OS Pet .099 glow and a weight of 270 grams. Dixielander with an OS 15 Max 3 glow and a weight of 425 grams. Zoot Suit with a 2.5cc diesel yet to be decided and approx weight of 400grams. Fred sure builds them light!



Mr Bond was breaking in his new model!

In just two days, tomorrow will be yesterday

If everything seems to be going well, you have obviously overlooked something

You can't have everything. Where would you put it?

Inside every older person is a young person wondering what happened

Chaos, panic, pandemonium – my work here is done

BIG scale

Roy Summersby and Tahn Stowe prepare their weapons of choice for Big Rubber Scale.



Tahn's Hawker Hurricane (Pilot is Henning's monkey)



Roy's monster ME 109F - "bigger is better"

THE FULL CIRCLE - Part One

by Roy Summersby

Like most of us, my modelling started with a small rubber kit from the local newsagent. I think it was a Hurricane but, for this story, let's say it was a Messerschmitt 109F. I was about 10 or 11 years old at the time, and without any guidance, the box of 1/16sq strip and printed sheet balsa wood, never had a hope of resembling what was on the front of the box. The Toongabbie newsagent must have sold out of Spitfires, as no doubt I would have had one of those from choice, as all boys would. Christmas came along with a present from my Uncle, a Frog Goblin rubber kit. This I was able to build after having wasted time and precious pocket money on those little rubber scale kits, but gaining experience all the time. The Frog Goblin actually flew, probably not very well as it would have been heavy, and a no doubt had a few warps, which must have been in the right place. What the Frog kit did do was to start me on a hobby/sport that has lasted 58 years so far.

Where am I going with this dribble? Well it's been my aim to build another WW11 scale rubber model, not just a little Kiel Kraft kit, but something bigger. After reading articles by Bill Hein in FFQ, and having gained a little more knowledge in building over the years, I sent for the plans and partial kit for the Focke Wulf TA152H. This model was a pleasure to build and was finished in 2009. After what I considered two perfect flights at the AFFS champs I knew I just had to build a large scale rubber model. The FW152H is 40" (1000mm) span but I wanted something bigger, (we all know bigger is better). I thought of scaling the FW152H up by 50% and it might just be my next project. It would be a great sight seeing a 6 ft (1800mm) span WW11 rubber model in the sky. Before I thought too much about this, I came across a plan of the ME109F, which was 1/8th scale making it 50" (1300mm) span and this looked big enough, when I saw the size of the fuselage.



50 inch span and very light, this well engineered model looks magnificent

Studying the plan I could see that there was a lot less work in the fuselage than the FW. The first problem was to find suitable 1200mm sheet balsa from which to saw the longerons and stringers as this fuselage was going to be big. Apart from the size, the ME109 fuselage is much easier to build than the FW. It is built on what is really just a box from 1/8sq with formers added to give the shape. This method of construction allows you to get nice straight lines when the stringers are placed over the formers. The plan was vague in parts, so I did what I thought best, and with help from *"The Great Book of WW11 Airplanes"* the model is now taking shape. Some diversions that I have made from the plan, are to make the centre of the wing part of the fuselage, this allowed me to fit wing fairings; I didn't think the model would look right without them. I have also made provision for an undercarriage (none on the plan) which can stay fixed, drop off, or just make the model look right while sitting on the ground. As for the canopy, I could see problems, the plan called for making it out of 1/16 sheet balsa, somehow I didn't think this would work too well, also how does one get the right shape?



Wings halves plug into fairings, fixed to the body

I don't think any scale modelling, with the exception of the wings and stabs is easy, so I guess I was not surprised to have a few problems. Not being a scale modeller, I didn't know where to start with the canopy, so after pondering over it for a few days I decide the way to go would be to make a plug as this would give me the shape I needed. A large lump of western red cedar was found in the back shed and was promptly made the right shape, as well as fitting my fuselage. It also showed up a glaring mistake in the plan. The bottom front direct vision panels are straight and have to fit the round of the fuselage!!! After studying many books and photos it appears that Willy Messerschmitt just flattened this section of the fuselage out to meet up with the canopy.



"A large lump of cedar was found in the shed", as was lithographic plate. All modellers have such stuff filed away!

Making the canopy

As I stated I now have a solid plug the exact shape that I wanted. I decided to make the frame from aluminium, using lithographic plate as this is thin enough to cut, be bent at right angles and curve where needed to fit over the plug, the joints are held together with epoxy. The bottom edges were added after sheeting and are folded 180 degrees back on its self and crimped tight. Sheeting the inside with acetate sheet is not as easy as one would think, but the end result is a realistic looking aluminium framed canopy which fits the fuselage.



The end result was worth all the effort



Big certainly is better when making the instruments

Undercarriage.

This has been made from 3.00mm aluminium wire. As the 109 has only straight legs, I have had to add a spacer to hold them in place. The wheels are from blue foam sanded to shape on the lathe. Brass bushes and ply hubs were then

added. The wheels will be held on using the flat part of large aluminium pop rivets. Total weight of the undercarriage is only 27g and this is complete with the ply wheel covers, so maybe we will see an R.O.G.



Not bad for under one ounce!



And it looks good on the model too

Propeller & Front End

After having free wheeling blades break on landing with the FW 152 a folding system will be a must for the 109. What I have in mind is a 3 blade set up with F1B style blades and hinges, which will allow the blades to fold along the fuselage for the glide. I hope to mould the blades from carbon, and these will be set in a simple home made channel hinge which is then fixed to the prop hub. The prop hub will be made from Jelutong timber and will form the back part of the spinner.

To be continued, next issue I hope.



Parts of the prop assembly

Tahn's Hawker Hurricane

Tahn has not written a report on his model, but he has sent a few photos, and it's BIG!

Attention to detail in the cockpit and an operational retractable undercarriage should score a few bonus points..



The bottle of Wolf Blass Shiraz was consumed so that the size of the model could be shown. But only yellow label Tahn? I'm ashamed of you!



A lot of effort has gone into making the retractable undercarriage work. It may need more rubber than Roy's ME 109, but it will fly faster! More on Tahn's aircraft in the next edition. The "Battle of Britain" continues!

Following on from my original article on gps retrieving the technical world is moving along at breakneck pace, but first a few tips on what is now the 'classic' retrieval method:-

Reduce Errors

Compasses, including marine sighting binoculars, are not 100% accurate so remember you are subject to +/- 3 degrees to the reading you see on your compass. This error increases if you forget a few simple precautions such as:-

- ➔ Don't stand on the metal reinforced runway, try to be five metres off the runway when taking a sighting.
- ➔ Metal objects about your person and especially those near your binoculars will alter your compass reading so leave your watch in the car and even steel framed glasses can affect your compass by another +/- 3 degrees.

Improve Reception

Both your tracker and gps receivers will benefit from using external aerials to increase their received signal strength. For your gps get a magnetic aerial that will clip on the roof of your car so you can use your gps in-car without having to hold it against the windscreen - £10/\$16A on eBay but make sure you get one with the correct connector for your gps.

Trackers work on line of sight transmissions so the higher the tip of your aerial the further your receiver can 'see'. Roof mounted magnetic aerial is the one to go for. Brian Lavis' metre high roof aerial gives us excellent reception, especially when we used to use it atop my Discovery, but you do need to remember that this is a high aerial on a magnetic mount – at Moncontour/Poitou we had the aerial swept off the roof by overhanging trees, plus losing it off the roof when braking, John Cooper's new car bearing the scars of our French learning curve. Once we have maximum signal on the roof aerial then it is out of the car and on with the Yagi. (use pic of me with aerial – caption 'fixing Brian's roof aerial on my Honda at North Luffenham 24 Oct – note the clothing!)

New Technology in 2010.

So far our off-field recovery uses well tried old technology; a simple eTrex, aerials, Ruyter/Morgan trackers, but we are about to benefit from technology advances that could make retrieval both easier and more certain.

Calling Your Model. (CYM)

Picture this scenario – you model flies away into the great blue yonder and before you set off in pursuit you simply ask your model 'Where are you?'. When it tells you where it is then you simply go there and pick it up. Science fiction it might seem but in 2010 this is a reality.

The latest gps tracker units do not require expensive subscriptions, they consist of a phone chip linked to a gps chip (typically SirFIII) along with a patch aerial and a lipo battery plus a clip-in SIM phone card. These new 'personal trackers' are already available but with their packaging weigh in at around 30 grams, though when stripped down to basics it seems we will see 10 gram units before too long.

Once you have clipped in a pre-paid PAYG SIM card your tracker has a phone number. So when your model disappears downwind you keep watching it as long as possible and when you think it has landed, this could be an hour or more later, you simply phone the number of your gps tracker and it texts you back the grid coordinates of where it is – yes it really does this!

Then you simply input those coordinates into your gps as a waypoint, use the GoTo function and head off directly to the model.

A major advantage of these gps tracker units is that they will work anywhere that has mobile phone coverage, your model could be tens or hundreds of kilometres away but as long as there is a phone signal it will tell you where it is.

These 'Super-Spy' units are now becoming widely available at a range of prices from £20/\$35A upwards. Check out these websites, just a few of many, for more info:-

http://www.spy-craft.co.uk/gps_tracking_equipment.htm a bit pricey
http://www.chinavasion.com/product_info.php/pName/global-gps-tracker-with-two-way-calling-sms-alerts/
<http://www.chinavasion.com/index.php/cName/electronic-gadgets-gps-gadgets/>

where you will find some very reasonably priced units intended for domestic rather than M15 use.



Mapping GPS Units

I am currently trialing a new Lowrance Sierra mapping gps unit supplied by Mapyx Quo see <http://www.mapyx.com/> for details of these units which come with OS mapping so you can see where you are on a map rather than the usual gps blank map screen. These gps units mean that when you CYM then input the coordinates into your Sierra you can see on the OS map exactly where your model is.

Memory Map have the Adventurer 2800 and Adventurer 3500 mapping gps units also loaded with OS mapping having similar features. See <http://www.memory-map.co.uk/> for more info.

In Australia you have already had these mapping benefits with the Hema Navigator combined car Sat-Nav and handheld gps unit where it runs memory Map software.

These units are not cheap, weighing in at between £300-500 but compared to the cost of one bought FAI model would be a small price to pay if they assisted your recoveries. Compared to the non-mapping gps units most of us use they represent a quantum jump, 'Vorsprung Technik', in the usability of a gps unit – and are expected to be a big seller as Christmas presents for 'outdoor adventurers' in which category I include free flight aeromodellers even though they might not look too adventuresome.

Smart Phones (SP)

iPhone has led a rush of new Smart Phones onto the market in 2010. One of the advances is that most of these include gps chips (SirFIII again) and Apps running mapping software. Another advance is that these phones are more like PDAs in their computing power so that you can run the apps without having the phone connected.

This means that you can CYM and gps retrieve on the same unit. In the long run this latest generation of SPs might decimate the traditional gps unit market as we switch to multi-application PDA style phones.

What mapping you have in your SP can depend on what phone ory Map already have an App to use their OS mapping in the iPhone using an Andriod App you should have a look at my mate John Thorn's website where he is making available his pow software for just £10/\$16A and amongst the many things Mapc2Mapc will do is convert a digital map into the digital by your Android App in a single click operation – see:-



<http://www.the-thorns.org.uk/mapping/index.html>

2011 – Wherefore Art Thou Flashback/Makarov?

Do we need all this new technology?

In 2011 most of us will still be watching the model down and then trudging along the flight line with our Morgan/Ruyter receiver in hand; remember how quickly we adopted the 'tracker' technology. For most of us this combined with compass binoculars and a gps will probably be enough for the current decade.

But if you are regularly flying off-paddock/field for distant retrievals then the CYM chips could be a good investment for reliable long distance retrieval. Smart phones are the way ahead combining telephony with gps functions and digital mapping but might be thought costly if you are replacing your present system.

Certainly for fliers looking at their first retrieval technology you now have a wide choice of options. If this technology looks expensive then set it against the cost of your models, either in purchase cost or in your time to build, then you should see that investing a few hundred £s/\$s in the new technology could save its cost in just one off-paddock retrieve.

Happy teching.

David Brawn

Biggles FFT and Brisbane Free Flight Society



Roy Summersby's been busy building..
Di holds his OS 15 powered AMAZOOM



“FLYING NORTH”

*a book review by Martin Dilly
as printed in the “New Clarion”, November 2010*



There's been an encouraging response to the idea of a re-print of “Flying North”, the 163 page book covering the model flying career of Jack North, and including 23 previously unpublished plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

As a result, we've produced a spiral-bound version as a short print run, which is available now. If you have already expressed an interest you will have received your copy by now, but to get your own copy of this unique record of a major figure in British free-flight, contact:

*Martin Dilly on 020 8777 5533, or
write to 20, Links Road, West Wickham, Kent BR4 0QW or
e-mail: martindilly@compuserve.com.*

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22.

Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

continues next page.....

Readers of the first edition seem to have enjoyed it: comments as follows:

- *"...no other modeller's life and times can ever have been so comprehensively covered"*
- *"I hope it becomes a classic."*
- *"I am glad I bought Flying North. such a huge chunk of nostalgia"*
- *"... am immensely impressed. A splendid effort"*
- *"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"*
- *"A very balanced record of Jack's modelling and professional activities"*
- *"The best aeromodelling book since the Zaic Yearbooks"*

Martin Dilly

George Car said: *"I reviewed the first printing of the book in FFDU around 2005, it seems to have been very well received by modellers worldwide. Sadly, I gave my copy away....."*

HOW DID YOU GET INTO AEROMODELLING, GEORGE?

or why I should keep my trap shut..... by George Car

One blowy model aeroplane meeting (too windy to fly) we sat about chinwagging, one fellow ran his Brown Junior for public entertainment, and then the topic of how we got into model flying came about.



The article on Modelling in Rhodesia. It could be the be-spatted model (bottom right) that I saw, some 15 years after this picture was taken.



Mick Smith's Mercury, as it appears in "Design for Aeromodellers"

I mentioned that I have a faint memory that, as a tiny lad (around 1960), I was taken to the Salisbury MAC (Southern Rhodesia) model display one fine Sunday, and seeing a large, be-spatted, elliptical winged cabin monoplane (larger than I was); was very impressed. The image remains in my mind's eye even now, 3/4 view, front. The wonder of the model was truly seminal.

About a decade later, I saw the model again, as a picture - this time in the MAP book 'Design for Model Aircraft' published in 1962. It was a picture of Mick Smith's Mercury, a curvaceous, high wing cabin monoplane with elliptical tips - just the picture of elegance (the model in my mind's eye however lacked an engine). Mick had been posted to Rhodesia with the empire air training scheme in WW2, had designed and built the model

there and flew it with a Forster 99. It spurred about half a dozen other chaps in the air force with him to build one - it was one of those that I saw 15 years later at the MAC. Mick returned to the UK, AM published the plan in the late '40s, and a description of Aero-modelling in Rhodesia mentioning the popularity of the Mercury was published in the June, '46 edition.

I ended the yarn by saying, nostalgically - 'and if I ever came across the plan, I'd build one' (in the full knowledge that it was entirely unlikely!). Blow me down, a few weeks later, I received the plan in the mail - two whole sheets, the model is around 90" span. One listener had sent it with the words - had the plan for decades, you may as well have it, I shall never build one.....

Of course, I was still safe, as I had no suitable motor - the largest I had was a stunt 35 - I couldn't see the model fly with a 9x6 prop howling away. However, at another meeting of old modellers some 6 months later I repeated the story, with the ending, - "Of course, I'd like to build it, but no point - don't have a suitable motor". Well, blow me down, during the following week one of the listeners turned up - bearing just the motor needed. "You might as well have this - I've had it for years but shall never use it now - you can build the Mercury!"

So, I guess, shall have to build it.

If I can ever figure out how to fit a 1/4-32 spark plug into the much larger hole in the Forster 99's head, wind a coil, find a needle valve..... and actually can get the blighter running.

George Car



The Forster 99. The engine has a reputation of being very tractable, if not exactly a powerhouse. This one seems to have been little run, if at all, and should be a goer but needs a prop driver, needle valve and adaptor from whatever thread is in the head to 1/4-32.....one day.

A LITTLE BIT MORE ON 1/2A

Peter Lloyd & I were tossing around ideas for the proposed 1/2A FF duration class last weekend. I have to agree that it would be better to restrict the engine choice to Cox TD 049/051 period. None of the newer engines, as they do represent an advance over the Cox & are much harder to find. I rather like the idea of a two minute max, so that they can be flown on smaller fields & don't go out of sight so easily.

Perhaps a seven second engine run? I also like the idea of using the older 1/2A designs that pre-date carbon fibre, rolled fuselage mouldings and all the fancy stuff that is such a turn-off for people with only a casual interest in FF duration stuff. Otherwise I can see that this event will only interest the people who already fly FF duration & what's the point of that?

Maris Dislers

Well Maris, this was discussed on pages 20 and 21 of the Spring edition of FFDU. A summary of what the Brisbane Free Flight Society came up with after much discussion was:

- ✓ Any plain bearing motor up to 1cc
- ✓ 7 sec motor run
- ✓ 2min max
- ✓ VIT and AutoRudder allowed
- ✓ Pressure and any fuel allowed

So you're pretty much on the same track. Club members of the BFFS have built a few models to these rules and are currently testing them.

Editor

FOUR CLASSIC BEAUTIES ADORN THE NEXT 4 PAGES

- 20 -

quick, turn over!

WAKEFIELD TROPHY 1949 - 51

AUSTRALIAN TEAM ENTRY - ALAN LIM JOON

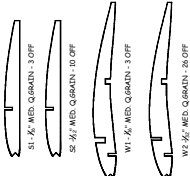
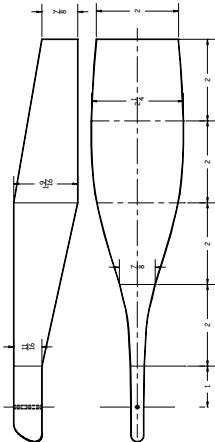
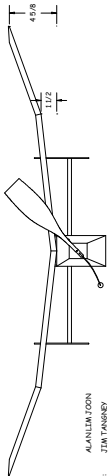
15th. PLACE ('49) : 2, 2, 2 Average: 123.2
25th. PLACE ('51) : 186.0, 64.1, 146.3 Tot: 396.4

PROJ. WING AREA: 13.54 Sq. Dm. (509.89 Sq. in.)
TAIL PLANE AREA: 4.37 Sq. Dm. (67.85 Sq. in.)
PROPELLER: 457 x 63.5 mm. (18" x 2 1/2")
WINGSPAN: 194 mm. (45") - 118 mm. (4 3/4") Proj.
OVERALL LENGTH: 971 mm. (38 1/4")
MOTOR: 18 Strands of $K_1 \times K_2$ - 40' long Green rubber

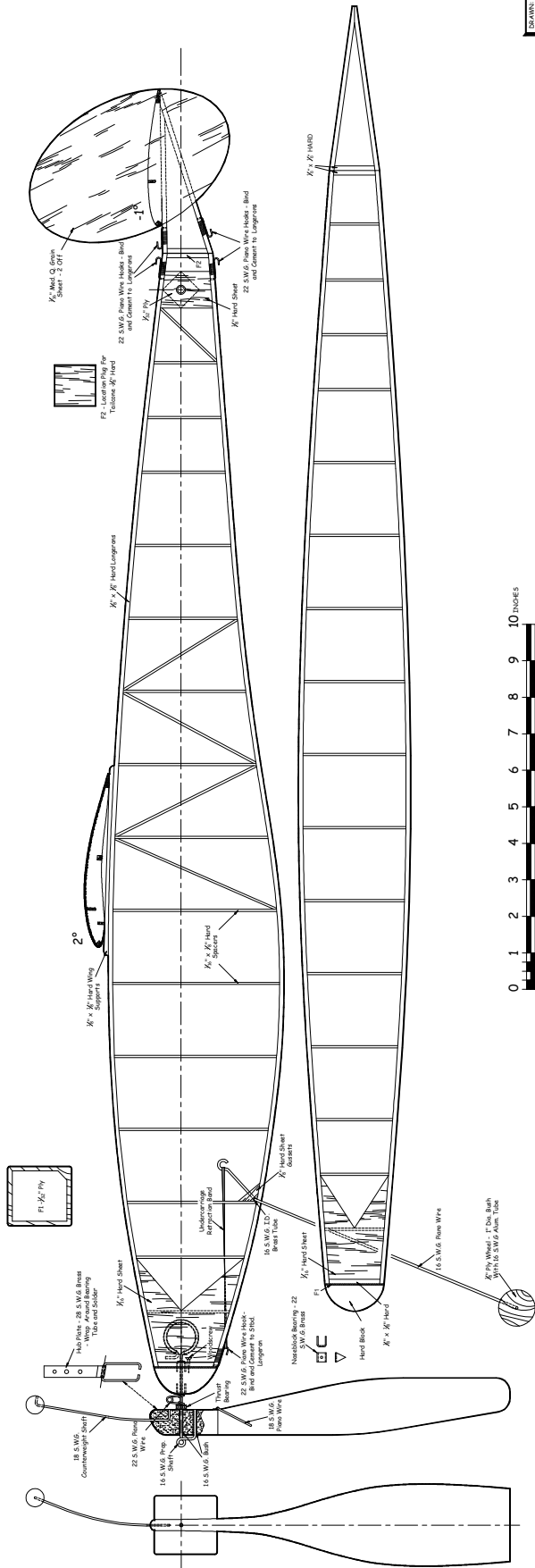
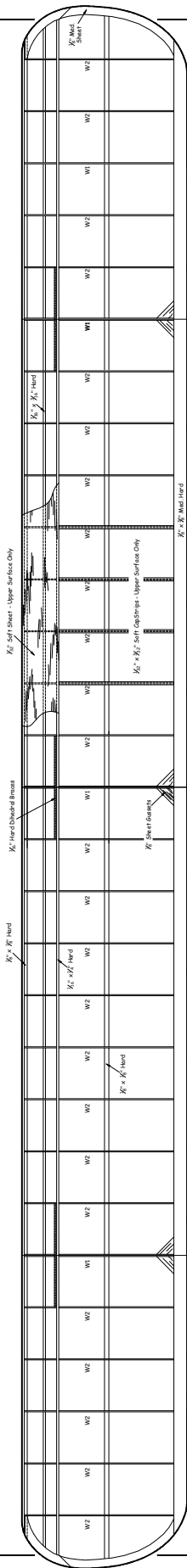
REFERENCE:

- Model Aeromarine Year Book 1951-52 / (Page 2nd)
- Year Flight Team Under / (AFS) Sept. 2009

DESIGNED AND BUILT BY : ALAN LIM JOON
FLOWN BY : TIM TANSEY



$K_1 \times K_2$ Med Hard									
51	52	52	52	52	52	52	52	52	51
$K_1 \times K_2$ Hard									
51	52	52	52	52	52	52	52	52	51



25-AUG-1951
WAT 1008

Alan Lim Joon's 1949 Wakefield entry

WAKEFIELD TROPHY 1951

AUSTRALIAN TEAM ENTRY - ART. LONERGAN

18th. PLACE: 164.7, 169.0, 103.0* Total: 436.7

PROJ. WING AREA: 4.50 Sq. Dm. (9.80 Sq. ft.)
TAIL PLANE AREA: 489 x 864 mm. (19 3/4" x 34")
PROPELLER: 118 mm. (4 3/4") - 1195 mm. (43 3/4") Prop.
WINGSPAN: 993 mm. (37 1/2")
OVERALL LENGTH: 16. Strands of $K_1 \times K_2 \times K_3$
MOTOR: Duple - 43" long (4 ft.)

1. Section Diagrams (Revised 48 April 1951)
2. Additional Sketches and Information from Art. Loneragan

SKETCHES

1. Section Diagrams (Revised 48 April 1951)
2. Additional Sketches and Information from Art. Loneragan

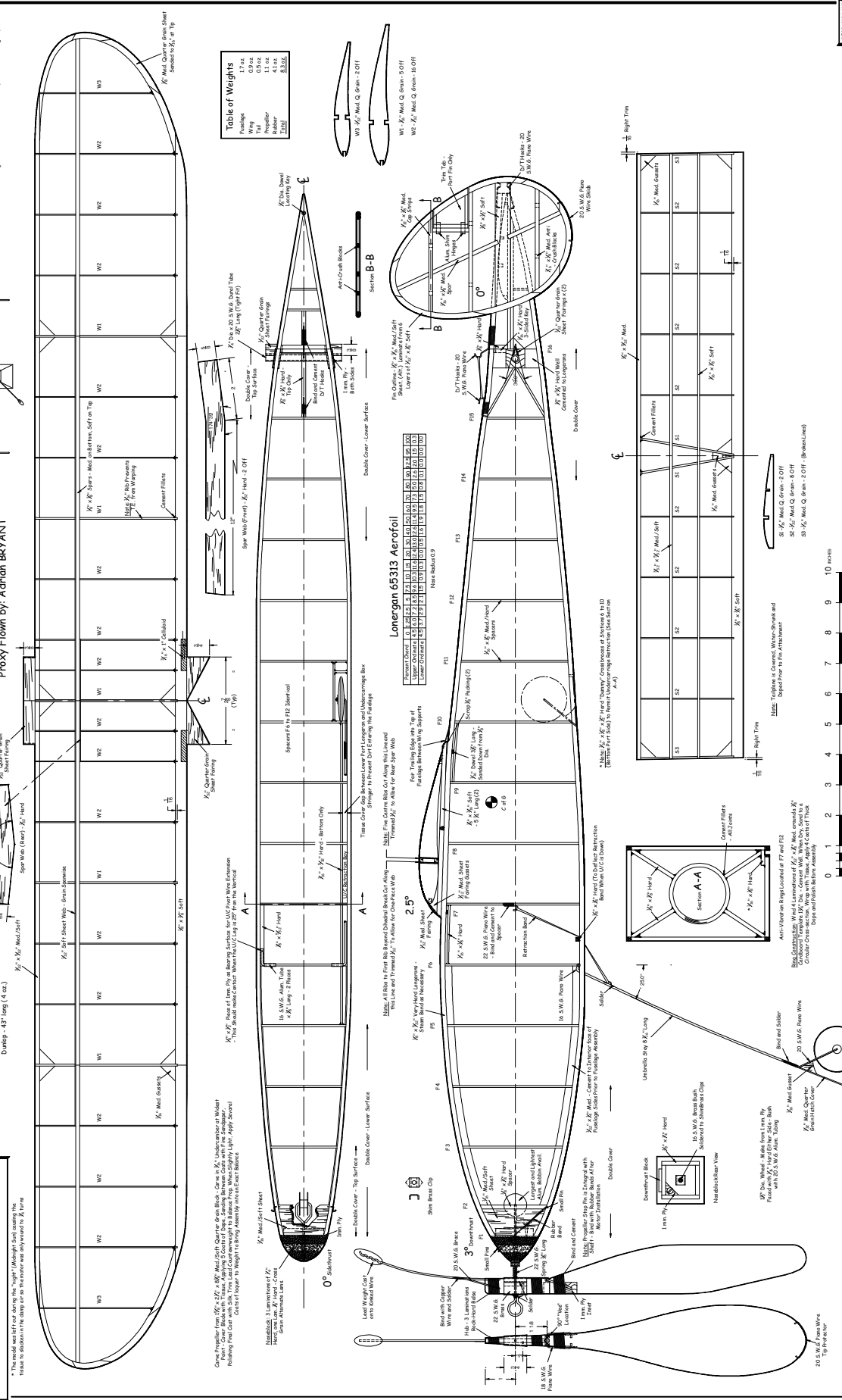
"MUSCLEMAN IV"

By Art. LONERGAN

Proxy Flown by: Adrian BRYANT

AUST. CONTEST RECORD:

1st. Australian Wakefield Team Trials 1951
300.269.5, 300.714.0 Total: 600.9 Average 28.98
Team 3rd Place Australian Wakefield Team Trials 1951
- Adelaide 1951 - Average 100.50 Sec.
1st U.S. W. Wakefield Team Trials 1951 - Average 100.50 Sec.
Average Wakefield Speed Time 1951 1.0 (0.269 in 1951)

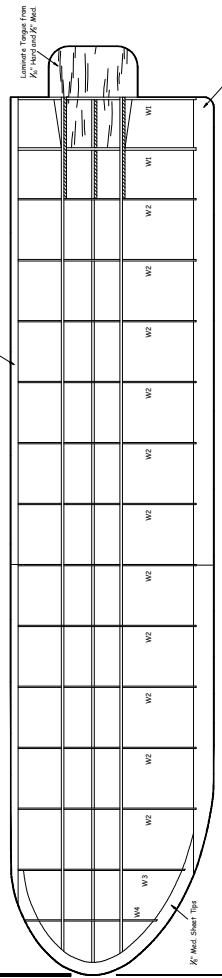
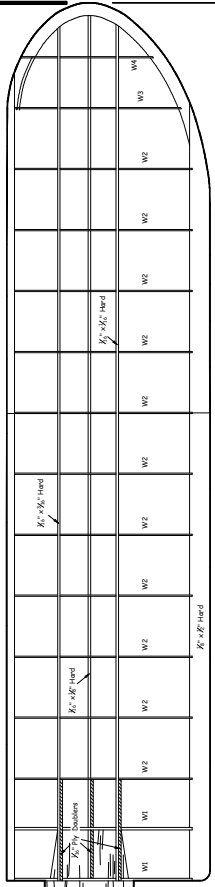


Art Loneragan's "Muscleman 4" - 1949 Wakefield Entry

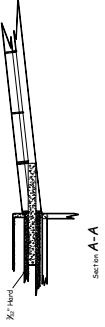
"49'er"

Designed By: Colin Williamson

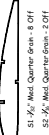
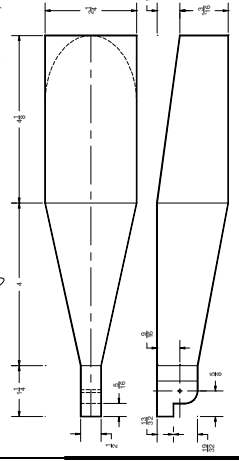
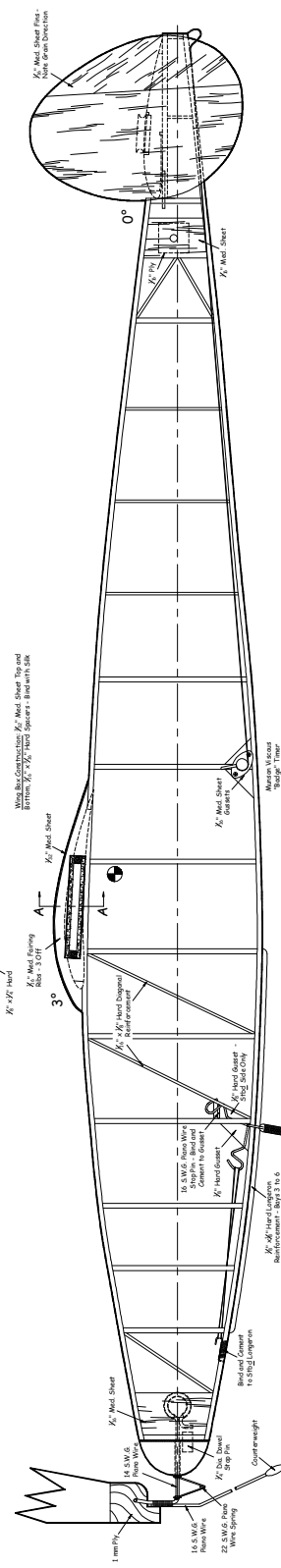
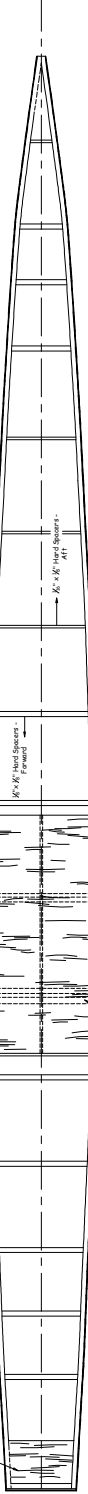
DESIGNER'S NOTE: This model was a wingman's machine. I flew this one from the United States and returned it to the designer. It was a very good machine and did not have any of the problems that I have seen in other models. It was a very good machine and did not have any of the problems that I have seen in other models. It was a very good machine and did not have any of the problems that I have seen in other models.



Radial Camera



Section A-A



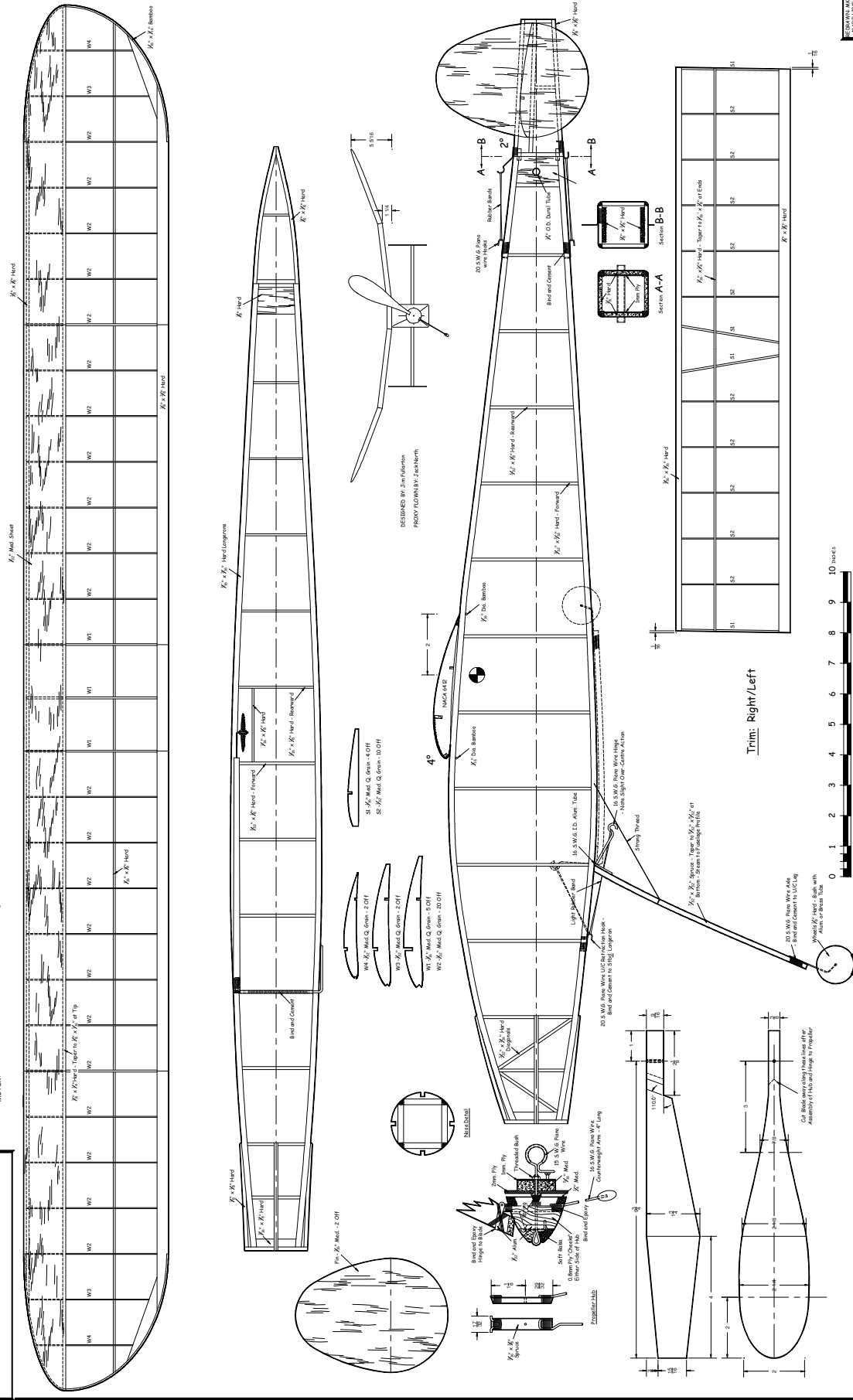
PROJ. WING AREA:
 12.85 sq. dm. (99.21 sq. in.)
PROJ. FUSELAGE AREA:
 4.97 sq. dm. (68.22 sq. in.)
WINGSPAN:
 144 mm (5.69 in.)
OVERALL LENGTH:
 1003 mm (39.47 in.)
MOTOR:
 16.5 mm (0.65 in.)



Col Williamson's '49er

WAKEFIELD TROPHY 1949
AUSTRALIAN TEAM ENTRY - JIM FULLARTON
25th Place: 5.8, 80.2, 209.9 Total: 295.9

WING AREA: 13.33 Sq. Dm. (206.66 Sq. in.)
TAIL PLANE AREA: 4.48 Sq. Dm. (69.50 Sq. in.)
PROPELLER: 495 x 690 mm. (19 1/2" x 27")
WINGSPAN: 1195 mm. (46 3/4") - 1107 mm. (43 1/8") Proj.
OVERALL LENGTH: 966 mm. (38")
MOTOR: 16 Strands of 1/4" x 1/4" Ton II 46" Long



Jim Fullarton's 1949 Wakefield Entry

IN SUPPORT OF THE WORLD FREE FLIGHT CHAMPS

I have wondered why (here in Australia) that prospective FF World Champs aspirants, who miss a team place, do not go to the World Champs. I am aware that a lot of time and money is involved and that there is a certain amount of disappointment to be overcome, however, **life is short**.

If you believed that you had a chance or wanted to experience a World Champs, had considered the logistics and were prepared to go, then **why not go?** Yes, you are not a "participant" but you can still be part of the team and fly with the team in the lead up comp against the same flyers.

In 1997 the F1A lead up comp in Sazena had 181 entrants, far more than the World Champs itself. All the **"stars"** were there, reigning and former World and European Champions, Stamov, Kochkarov, Makarov, Per Findhal, Tchop, Aringer, on the one flight line. This scenario has been repeated in all recent World Champs and the experience gained, friendships started or renewed and the ideas and information gathered cannot be bought or gleaned in local events.



In this article, Tahn Stowe comes up with some compelling reasons to attend the World Champs

The side **benefits** that follow on from this are many.

The flyer benefits:

By having to get to the destination with models and gear economically and safely transported, Colin Crowley learnt that a small lightweight starter would have prevented a 260 Euro excess baggage charge in Vienna.

By having to compete in a vast tournament in a foreign land, Alan Edwards learnt that you need someone familiar with the rules when he "jettisoned" a blade in the first round in Sazena and was able to have his max counted.

By seeing the performance and tactics of the world's best, Phil Mitchell and Richard Blackam realized that you do not have to be the hero and find your own thermal or lead the pack away. The flyer (as a team member or a supporter) benefits by enjoying the camaraderie of the international Free Flight fraternity and by being a part of the triumph and tribulations of the team.

The team benefits:

By having an extra bod on the retrieval crew or flight line, by sharing another's experience, views and opinions, and by deepening the understanding of what it takes to perform well at an international level. I have attended only three World Champs, once as a supporter (flying in the lead up comp) in Lost Hills 1993, once as a Team Manager in Sazena 1997 and finally as a flyer in the 2007 F1A team in Odessa.

My best time was had as a supporter. I was not burdened with either the responsibilities of management or a team score and was free to fly in the lead up comp (and realized that I was, and still am, way behind the curve), assist the team, meet some "heros" and watch them perform. I will never forget the flyoff in F1A when Mike Fanthom bunted superbly to best the rest and walked back as if floating on air, model over his shoulder, wearing "a grin like a busted watermelon" (Russ Hammond).



The game has moved on since Mike was able to complete his model, resplendent with two external KSB timers, in Motel 6 the night before the event. The odds, on being on the top of the podium, is a lot slimmer now than it was then so why not go and experience the buzz that is a World Free Flight Champs from a supporters position? If you really believe that you have what it takes you should easily win the lead up comp.

In closing I would like to **thank** all those other **"supporters"** who have given of their time money and expertise, Adrian Bryant, David Anderson (don't send him for morning tea), Karen Kenmir, Kim Jacobson, Jan Thomas, Noeline Lyons, Leigh Morgan (support to Vin long before she was an F1B team member), Dianne Hanna, Sonya and Ted Burfein, Pauline East, Cathy Rossiter, Eileen Murray, Elizabeth Stowe (once was enough) and several others I have neglected to remember.

Ranking for Australian teams for World Championships and The Trans Tasman Competition with New Zealand is determined by the sum of the scores of the competitor's best three results in eligible competitions in the selection period. The selection period runs from December 1 of the year two years prior to the event to November 30 of the year prior to the event. This means the period is effectively the calendar year before the competition but moved forward a month to avoid problems with Nationals that may overlap two calendar years (one could envisage a Nationals event started on Dec 31, with flyoffs on January 1). Eligible trials events are the Australian Nationals, the AFFS Championships, the Southern Cross Cup, State Championships and Open Internationals. Special Trials Events may also be authorized by the MAAA. Only one score from an overseas event may be counted. Scores are total flight time not counting flyoffs or extended round times.

FREE FLIGHT HEAD GEAR - UK Style

by Peter Hall

(reprinted with permission from SAM 1066 Clarion Feb '10)

Although a calm Summer evening is the most desirable flying condition it is a rare bird in our increasingly turbulent climate and so we must depend upon these winter calms to get our trimming done. So I've been out in the ice and cold of Chobham Common to trim Coupes. About twenty feet up on the burst, the Coupe stopped suddenly, as if it had forgotten something, the prop fell off and the rest floated gently down. The motor which to my surprise in the cold had taken 440 turns and shown good torque had exploded. Half an hour later I had extracted the remains from the motor tube and was nearly up to full turns on the next motor, Bang! (well, snap really, this was not an F1B) - a sudden shocking pain in my head. The motor had broken at the peg end, flown out of the winding tube and landed in my hair.



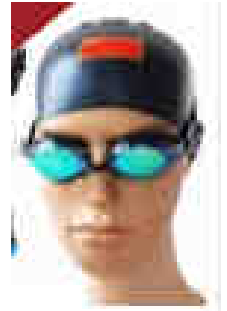
The mass of entangled hair and rubber writhed around then came to rest like a grotesque pigtail anchored to my head at each end. Having your hair pulled as a child is one of the minor growing pains, this was something else. There was something alien about this monstrous leech that had attached itself to my head and was trying to scalp me. What to do? Packing up and going home was out of the question as it would take me an hour and I would not only have to endure the pain but the astonishment of all the people I would meet at my inexplicable hairdo. I fumbled about for my craft-knife and sawed away at the monster until it was in two halves sticking up like a pair of horns, A few hundred yards away three Vintage diehards had spent the last hour or so trying to start their diesels and were still there flicking and cursing.

I trotted over to them rehearsing what to say. Ten painful minutes later the monster lay in pieces on the ice. I reflected that this June '09 Super Sport promising though it is, may be unstable in low temperatures. I also reflected on the effect of having an F1B motor, or worse, a 50 gram or even worse an eight ounce Wake motor round your head like an excruciating turban or fatally, like a giant boa constrictor round your neck. I reflected how fortunate! I was to have three seasoned aeromodellers close by who had quickly understood, acted efficiently and only laughed moderately. Can you imagine approaching a lay man walking his dog, waving your craft knife and inviting him to cut this inanimate thing from your head? For there would be no possibility of an explanation, short of half an hour with a flip-chart and a felt tip pen and every chance that the police would be called.

So the importance of wearing a hat lies, not in preventing 60% of your body heat escaping from your head and not in improving your social mobility, as in the old tag 'if you want to get ahead, get a hat', but in warding off flying motors. As to the type of hat, your knitted bobble much favoured by aeromodellers is clearly unsuitable, they are often hairy and the bobble is vulnerable. I would rule out exotics like fedoras, sombreros, pith helmets, deerstalkers, or anachronisms like the trilby and bowler because you are seeking protection, not making a statement. After some thought I would recommend the bathing hat as worn by Olympic swimmers, and you might as well include the goggles

as well. In these Health and Safety conscious times it might be appropriate to ask the BMFA Technical Committee for their advice.

Postscript: Enough of this jolly banter, there is a serious point here. We are all familiar with the hazards of power models, the problem there is complacency. As a lad, having seen my mate lose an eye to the flying blade off his Mills 1.31 still wince as I see props whirling close to people's faces as they tune the motor. Rubber models look and sound innocuous but my little accident makes me think. It is probably a very rare event but readers may have tales to tell and I am sure the Editor would be interested. John Thompson tells me that Peter Tolhurst reports an incident in France with an F1B motor. The victim lost a lot of his hair.



All those who believe in pyscho-
kinesis, raise my hand

I'm not a complete idiot –
several parts are missing

Dyslexics have more fnu

If at first you don't succeed,
then skydiving definitely
isn't for you

Indecision is the
key to flexibility

Unemployed teachers have
no class and no principals

I always wanted to be somebody, but I
should have been more specific

No matter
where you go,
there you are

Don't worry about middle
age. You'll grow out of it

Acupuncture is a
jab well done

A procrastinator's work
is never done

My doctor said I was paranoid.
Well, he didn't actually say it, but
I could tell he was thinking it

Two wrongs don't make a
right, but three lefts do

Could crop circles be the
work of a cereal killer?

Too much of a good thing
is wonderful

Support bacteria –
they're the only culture
some people have

Bills travel through the
mail at twice the
speed of cheques

A dream is a postcard from
our subconscious

*"Somewhere, someone is practicing.
And when you meet him head to head
in competition, he will beat you!"*

INDOOR MODELLING

by Peter Greenhill

This Czech rubber scale Modelling site is the most entertaining I have read and I am sure others will too. Good pictures, great description on selecting balsa and great "How To" section with gems like talking about peanut scale.

Dimensions shrink from unbelievably small to absurdly small, spars 1.5x1.5mm will now remind you of roof beam and ability not to breathe becomes essential for successful building (if you make that error during building and breathe out, the complex design you spent all afternoon working on will disintegrate and fly all over the living room; if you breathe in you will cough the remains of the plane for several days).

<http://www.minimakety.cz/howto/index-en.php>

Have a look and see what you think,.

HOLIDAY WITH A TWIST

by Tim Hayward-Brown

I have found a new use for old copies of the Aeromodeller. While planning an overseas trip recently, I flipped through the pages of some old magazines as though they were travel brochures, and asked myself: where would I like to go for a fly?

Having been lucky enough to visit the UK many years ago I was looking for somewhere new... Well, for one thing, Cardington is no longer in use for indoor flyers. So what about France or the Netherlands? It's a tough life...

Reports from events like Interscale etc looked promising... Then I found it. One of those wonderful spreads of rubber scale model pictures from the Czech Republic, courtesy of Ing. Lubomir Koutny.

Negotiations with the family led to a trip that incorporated a visit to my partner's family in Italy. A strong interest in indoor duration also led to making contact with a few F1D flyers both in Italy and the Czech Republic.

After a whirlwind tour of Rome and Florence, Carla and my two children arrived at the small rail stop of Altopascio, where we were met by Fabio Manieri (current Italian F1D champ). He and Benito Bertolani (known also for outdoor flying) had organised a practice meeting at a 9m ceiling hall at Capannori.



Tim Hayward Brown with Benito Bertolani



Photos clockwise from top left:

VP blade magic, Broad chord prop, Fabio Manieri with F1D, flyers at the indoor hall in Capannori, and Italian F1D team members Fabio Manieri and Benito Bertolani.



The model I was flying is based loosely on Nick Aikman's 'Bat out of Hell' – but being an one of my first F1Ds of recent times, it is rather 'strong' and overweight. This may have helped it survive the journey, but it could not compete with the Italians for flying ability. Fabio's variable pitch props are really something to see – with components made from carbon fibre, they are a real work of art. The props the Italians were using seemed to be quite broad of chord and generally had more area than I have seen in other F1Ds. Much of the flying time was focussed on getting the best spring tension / VP settings. By the end of the day Manieri was making flights of well over 20 minutes. I learned a lot from this brief visit. We were also treated to some outstanding hospitality with a lunch put on by the flyers wives and friends. We were made to feel very welcome.

A couple of weeks further into our travels found us at Medlanky airfield, a gliding club on the periphery of Brno, Czech Republic. We had timed our visit to coincide with the annual 'OpenScale' event. For decades the Czechs have been using a set of rules based on a uniform scale of 1/20th. Mr Koutny himself arrived at about noon and gathered flyers models for static judging which went for over an hour while flyers lunched in a tent. Despite almost perfect flying conditions, no actual flying took place till about 3:30 in the afternoon! When flying commenced, we were certainly not disappointed. As many as 30 models took part, most of a very high standard in both finish and flying ability. I witnessed (and videoed) Lubomir's well-known rubber-powered twin Mig-DIS perform an ROG and 79sec flight! Everything reported in those old Aeromodeller articles is absolutely true.

The rules require two hand-launched flights and two table-launched ROG. No 'best two flights of six'. No second chances.



Photos clockwise from top left:

Tim swaps books on the field, some outdoor scale photos and Tim flies his Farman in Italy

One of the models I took was a scale model of the Australian Wackett Trainer which performed admirably. My other model was an obscure French airliner: the Farman F.250. It was a fantastic experience to fly in the light breezes and (very) long grass of the legendary Medlanky field. In retrospect, I think my models were a little 'conservative'. My main goals were to have them survive the journey of 4 weeks of planes, trains and automobiles, and also to be able to make some reasonable flights. All of this they did, so I was more than happy. However, my best result was an equal 17th place.

A couple of things I noted at Medlanky:

- winders were mostly adapted from eggbeaters or similar (including L. Koutnys)
- winding was done with a helper holding the model rather than stooges (I was the only one with a mechanical stooge)
- prop hooks were pretty much all of the Czech moulded type (funny that)
- there is a clear liquid consumed by some flyers which seems to assist their ability to pick good air – and it works!

Lubomir was very friendly and welcoming and paid little attention to his own models. When it was time to fly he simply pulled a model out and flew at the start of the round, put the model away, and spend the rest of the time working with his 'pupils' – young club flyers who built and flew models under his guidance such as the Dornier Komet built by talented youngster Jan Sekera. The winners were:

1. Lubomir Koutny – P51H Mustang
2. Albert Stehlik – IAR 822
3. Antonin Alfery – WKF 80.05

One of the highlights at Medlanky was the dinner on Saturday night where Pavel Stranik presented a slide show (Powerpoint) with photos celebrating 40 years of rubber scale model flying in Brno. A real treat.

We met a lot of wonderful model builders and very friendly people including an English couple, Malcolm and Val, and the Kaplans – a father and two daughters who all fly F1D and travel in a van decorated with F1D model designs! I have to say we ate very well in CZ also, thanks to Mrs Kaplan!

To see more of these events online go to YouTube

www.youtube.com/user/Mozzomatic#p/a/u/0/K5muxQzDgns

or if you are FaceBook, visit the group: Adelaide F/F Scale & Indoor Flyers.



The Kaplan F1D van for the CZ team, flanked by two indoor models



Peter Twiss's Super Summer Surplus Model and Equipment sale

POWER: Models with motors +/- timers

1953 Eliminator, 1953 Stomper, 600 Sq In Galaxie, 1/2A Dixie Pearl, Sweet Daddy Pearl 800, Satellite 320

OPEN RUBBER:

Le Nomade and Geodetic Tubestake

ENGINES:

Thunder Tigre 25 NIB, Frog 500, Testors McCoy 35 NIB, OS 20 FP, OS 16 Max III and AM 25

TIMERS and CUT-OUTS:

Various KSBs and Seeligs - some NIB

All the juicy details can be found at: <http://www.pelaero.com.au/>



Nationals F/F Champ of Champs

This magnificent 2010 trophy has been donated by Adrian Bryant who says: "It will run for 5 years. At the end of the 5 years, the one who wins it the most times or the final winner gets to keep it."

Narrandera 2011

Australian Free Flight Society and Southern Cross Cup PROGRAM

Southern Cross Cup

Monday, May 30	F1B	7 x 1 hour rounds	0800 - 1500
	O/Power	5 flights	0800 - 1500
Tuesday, May 31	Fly-offs from Monday		0730 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1J	5 x 1 hour rounds	0800 - 1300
	O/Rubber	5 flights	0800 - 1500
Wednesday, June 1	Fly-offs from Tuesday 0700 – 0800		

AFFS Championships

Wednesday, June 1	Scale		0730 - 0800
	Combined % open	3 flights	0800 - 1500
	F1G	5 x 1 hour rounds	0800 - 1300
	F1H	5 x 1 hour rounds	0800 - 1300
	F1C	7 x 1 hour rounds	0800 - 1500
	*****AFFS AGM		1930-----
Thursday, June 2	Spare day		
Friday, June 3	Flyoffs from Wednesday		0730 - 0800
	F1B	7 x 1 hour rounds	0800 - 1500
	Open Power	3 flights	0800 - 1500
	Combined Vintage	3 flights	0800 - 1500
	HLG/CLG		0900 - 1300
Saturday, June 4	Flyoffs from Friday		0730 - 0800
	F1A	7 x 1 hour rounds	0800 - 1500
	F1C	7 x 1 hour rounds	0800 - 1500
	Open Rubber	3 flights	0800 - 1500
Sunday, June 5	Fly-offs from Saturday		
	Scramble		0730 - 0830
	P-30	3 flights, 120s max	0800 - 1400
	Oz Diesel	5 flights, 120s max	0800 - 1400
Sunday, June 5	Evening. Presentation Dinner for SCC& AFFS		





Paper plane launched into space captures Earth images

Material downloaded from BBC web site: <http://www.bbc.co.uk/news/uk-england-devon-11734084>

Vulture 1 took off from a launch site in Spain. A British team is celebrating the launch of a paper aeroplane into space.

Steve Daniels, from Devon, John Oates, of The Register website, and Lester Haines embarked on the project to "reinvigorate the British space race". The glider was carried into space by a helium balloon and released at 90,000ft (27,400m), before the balloon exploded and parachuted down to Earth.

On its way down cameras took images of the Earth in what is thought to be the first project of its kind. The plane, called Vulture 1, and two cameras on the balloon were retrieved intact about 20 miles from the launch site, 100 miles west of Madrid in Spain.

The 3ft-wingspan plane, made of paper straws and covered in paper, took a year to perfect.

It's tracking devices, release mechanism and camera systems were all produced with the help of advice from readers of technology website The Register and defence technology firm Qinetiq. A tube of cardboard formed part of the release mechanism and the cameras were kept from freezing with pocket warmers.

Both the plane and the balloon had tracking systems to allow the team to find them and retrieve the stunning pictures and video. (available on the BBC web site).

The idea for the £8,000 project, code-named Paris (Paper Aircraft Released Into Space), came from readers of the website. Mr Oates, 39, from London, said: "We were looking for something fun to do and the readers came up with the idea of the paper plane." Steve Daniels, John Oates and Lester Haines were surprised how easy it was to find the plane. "We felt the British space race needed a bit of reinvigorating."

The team was concerned that the plane, which took about 90 minutes to make the descent on 28 October, might veer off hundreds of miles from the launch site. In fact both the plane and balloon landed only 23 miles away, in a forest. The only damage was a small hole in a wing of the plane.

Mr Oates said: "I thought they would take a good few days to find. It was a fairly remote part of Spain and we just missed a reservoir and a lion enclosure in a safari park, so we were quite lucky."



Well, it's taken a long time, well over 500 hours, but I finally have the complete run of **MODEL BUILDER** magazine on DVD - actually it takes 2 DVD's to hold the complete run of 255 issues -

Would be a great Christmas present for the "significant other" to have under the tree on December 25?

Price for the complete set of 255 issues on two DVDs is \$75 US postage paid anywhere in the world - I see that the magazines are selling for between \$2 to 5 per issue on eBay (plus shipping) - Send money via PayPal (preferred) to cardinal.eng@grics.net - You can use your credit card through PayPal - This is particularly good for international orders - Or a cheque or money order drawn on a US bank made out and mailed to - Cardinal Engineering 1640 N Kellogg Street Galesburg, IL 61401 USA

Roland



FAI World Cup 2010 top positions for class F1A

- 1 Sergey Makarov
- 2 Roland Koglot
- 3 Danijel Terlep
- 4 Per Findahl
- 5 Ivo Kreetz
- 6 Phil Mitchell *Well done Phil!*

FAI World Cup 2010 top positions for class F1B

- 1 Bernd Silz
- 2 Oleg Kulakovsky
- 3 Igor Vivchar
- 4 Radoje Blagojevic
- 5 Alexander Andriukov
- 6 Michael Seifert

Well done Michael, our adopted Aussie!



FAI World Cup 2010 top positions for class F1C

- 1 Reinhard Truppe
- 2 Vladimir Sychoy
- 3 Juri Roots
- 4 Alan Jack
- 5 Claus Gretter
- 6 Pieter De Boer
- 13 Roy Summersby

Well done Roy, and adopted Aussie Alan!



64th Nationals – Dalby Queensland

29th December 2010 - 7th January 2011

Date	Free Flight at Frith's Field	Social events	Dalby Showgrounds
Wed 29 Dec 2010	Registration processing at the Showgrounds		CD Briefing 7.30 pm
Thur 30	F1C P30		
Fri 31	Flyoffs F1A	New Year's Eve BBQ at the R/C field	
Sat 1 Jan 2011	Flyoffs F1G Oz Diesel	Swap Meet and Night Scramble at Dalby R/C field.	
Sun 2	Flyoffs F1B	Get together dinner	
Mon 3	Flyoffs F1H HLG CLG Scale static judging	Expo	
Tue 4	Flyoffs Day Scramble F1J		
Wed 5	Fly offs Scale Open Rubber Open Power		
Thur 6	Flyoffs Vintage Power Vintage Rubber Vintage Glider		
Fri 7	Reserve day		

ALL FREE FLIGHT EVENTS INDOOR AND OUTDOOR ARE FULLY SUBSCRIBED

Further entries for all subscribed events will be accepted up to the night before an event without penalty
(NO LATE FEE will be applied)

Please Note: Only scores totalling above 1,000 secs have been tabled here.

TEAM TRIALS - FINAL SELECTION

Name	Aus Nats	Max Men	SDC	AFF's	Kotuku Cup	Omarara Cup	Vic st Ch	QLD st Ch	NSW st Ch	WA st Ch	WA Trial	Sum of best three
F1A												
	28/12/09-4/1/10	12-14/2/10	29-31/3/10	2-4/04/10	11-13/4/10	15-17/4/10	7-9/5/10	29/5/10 31/5/10 31/10/10	12-13/6/10	16/05/10 24-25/7/10	5-6/6/10	
Phil Mitchell	1254	x1218	1260	1239	x958	1260			1260			3760
Vin Morgan	1080	1193	1232	1156	x936		1260		176			3685
Niel Murray			1175	1182	x994	1163				1213	1228	3623
Tahn Stowe	1093		1152	1007	x967	1173	1186		1150			3519
Ted Burlein	1018		1023	1172	903			425	176			3213
Malcolm Campbell	987		854	1187	x913	1003		182				3177
Albert Fathers	924		1050		917	x623		597	96			2891
Des Saffery			1088					391				1449
Martin Williams				1120								1120
F1B												
Terry Bond	1115		1260	1260	x1225	1260			1173			3780
Gary Pope			1256	1161			1260		1260	1212		3776
Paul Roseller	1129		1221	1247	x1219	1260			1170	1190	1260	3767
Richard Blackham	1231	1260	1222	1166			1259		1160	980		3750
William Jones					x1260	1260		1230	1228			3718
Ted Burlein	1050		1227	1260	414	x172		1211	1209			3698
Vin Morgan	299	x1174	1223	1194	x1260	1260	1193		1103			3677
Leigh Morgan	180	1259	1159	1142	x150	x1214	1194		1195			3648
Albert Fathers			1217	864	1077	x452		1052	1154			3458
Bryan Oliver							1202		1158	1080		3440
Niel Murray			1140	1202	232					665		3007
Graham Maynard	360		409	1133								1902
Adrian Bryant	432							1127	1193			1559
Matt Hanaford												1193
John Lewis								1188				1188
Ben Lewis								1002				1002
F1C												
Roy Summersby	1079	1260	1257	208	x1260		1260		1209			3777
Terry Bond	795		1260	183	1243		1257					3760
Bill East	1053		1206	497								2758
Colin Crowley		1260			x1080	x1060				180	583	2023

NSWFFS Contest & Fixture Calendar 2011

Date	Event	Venue	Time	C/D
Jan 16	Combined F1G, H & J. HLG/CG	Richmond	7:00am – 1:00pm	Roy Summersby
Jan 21	General Meeting	Harris Park	7:30pm	
Jan 30	Scramble, Combined Vintage, Scale Rally	Richmond	7:00am – 1:00pm	Chris Dudley
Feb 13	State Champs P30. Plus Combined Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 27	State Champs F1G, H & J	Richmond	7:00am – 1:00pm	Terry Bond
Mar 5-6	Hunter Valley Champs	Muswellbrook		
Mar 13	State Champs HLG/CG. Plus Combined Vintage. BBQ Lunch	Richmond	7:00am- 1:00pm	Jim Christie
Mar 18	General Meeting	Harris Park	7:30 pm	
Mar 20	1 Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	John Corby
Mar 26-27	Victorian State Champs	T.B.A.		
May 15	State Champs Scramble, Combined %, Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 20	General Meeting	Harris Park	7:30 pm	
May 22	P30, Diesel Duration, Combined Open	Richmond	7:00am – 1:00pm	Tahn Stowe
May 29 / 5	Southern Cross Cup - AFFS Champs	Narrandera		S.S.C. T.B.A
June 19	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 26	Russell Forth Scramble	Illawarra		
July 2-3	Trans Tasman Scale Sat & Sun Fun Fly Sunday, including ½ Hour Scramble, C/L Flying BBQ Lunch, Fun Flying with Kiwis	Richmond	7:00am	Tahn Stowe Roy Summersby
July 15	General Meeting	Harris Park		
July 24	½ Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	Jim Christie
Aug 14	Combined %, Multiple Entries.		7:00am- 1:00pm	Terry Bond
Aug 28	½ Hour Scramble + Tomboy Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Roy Summersby
Sep 11	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 16	Annual General Meeting	Harris Park	7:30 pm	
Oct 1-2	George Fuller Weekend	Springhurst		Roy Summersby
Oct 23	Combined %, Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	John Corby
Oct 29-30	State Champs A. B. C	Narrandera	or Lake George	T.B.A
Nov 13	Combined %			Tahn Stowe
Nov 18	General Meeting	Harris Park	7:30 pm	
Nov 20	Mills Trophy Scramble	Illawarra		
Dec 4	Combined F1G, H & J, Combined Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Dec 18	½ Hour Scramble, Combined %, Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond

For more information ring Roy Summersby on 0243410072

Barry Lee on 0296027419 on 0402329078

Terry Bond on 0417027579

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
JANUARY			Nationals	DALBY
FEBRUARY	Saturday 12 th Sunday 20 th	12 noon 8am	Club general meeting plus "show and tell" Dale's Fun and Friend's Club day (No contests , limited RC)	John's place COOMINYA
MARCH	Saturday 5 th Saturday 12 th Sunday 13 th Sunday 20 th	3pm 7am/2pm 7am 8am	Indoor (practice and trimming) F1C State Champs and Open Power F1J State Champs F1H State Champs	BSHS DALBY DALBY COOMINYA
APRIL	Saturday 2 nd Saturday 9 th Sunday 10 th Sunday 17 th	3pm 7am 7am 8am	Indoor (Hanger Rat (S/C) , Hanger Rat Scramble) F1A State Champs F1B State Champs Coupe d' Hiver (F1G rules) club event	BSHS DALBY DALBY COOMINYA
MAY	Sunday 8 th Sunday 22 nd Monday 30 th ->	8am 8/10am	P30 State Champs Scale, HLG and CLG State Champs Southern Cross and AFFS Champs	COOMINYA COOMINYA NARRANDERA
JUNE	-> Sunday 5 th Sunday 12 th Saturday 18 th Sunday 19 th	 8am 12 noon 8am	Southern Cross and AFFS Champs F1G State Champs Control line (Acrobat) Frog design - precision and Vintage	NARRANDERA COOMINYA MARYBOROUGH MARYBOROUGH
JULY	Saturday 2 nd Sunday 10 th Saturday 16 th Sunday 24 th	3pm 8am 12 noon 8am	Indoor (HLG (S/C) and 6" HLG) 1/2A Power (Queensland rules) AGM plus "show and tell" Dale's Fun and Friends day (no contests, ltd RC)	BSHS COOMINYA John's place COOMINYA
AUGUST	Saturday 6 th Sunday 21 st	3pm 8am	Indoor (Frog Event) QDP and F1G (Club Events)	BSHS COOMINYA
SEPTEMBER	Saturday 3 rd Sunday 4 th Saturday 17 th Sunday 18 th	3pm 8am 7/10am 7am	Indoor (Peanut (S/C) and No Doc Scale) A1 Sailplane (Straight tow) Lsq/100 and Open Rubber State Champs No Frills Wakefield	BSHS COOMINYA DALBY DALBY
OCTOBER	Saturday 1 st Sunday 9 th Sunday 23 rd	3pm 8am 8am	Indoor (F1L/ Mini Stick, P18) Col Somers Vintage rally, Power Ratio , Sport event Vic Smeed Day & KKK (Reserve day)	BSHS COOMINYA COOMINYA
NOVEMBER	Saturday 5 th Sunday 13 th Saturday 26 th	3pm 8am 12 noon	Indoor (Delta Dart) Frog Precision, Combined % (Reserve day) Xmas party	BSHS COOMINYA TBA
DECEMBER				



2011 Flying Calendar

