

FREE FLIGHT

DOWN UNDER

NEWSLETTER OF THE AUSTRALIAN FREE FLIGHT SOCIETY INC

VOLUME 44 NUMBER 2

WINTER 2012

WEST AUSTRALIAN NATIONALS

NSW STATE CHAMPS
QLD STATE CHAMPS
BIG SCALE
HOW MUCH IS ENOUGH?
WHAT IS GSP?



FRONT COVER:

Top Queensland F1B flyer William Jones launches on the wide open fields of the Dalby Model Aero Club. This was the Queensland State Champs; details are contained in this newsletter.

Free Flight Down Under Winter 2012

Volume 44, Number 2

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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.

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NSW STATE CHAMPS

PRESIDENT'S REPORT

Hello and welcome to the latest edition of Free Flight Down Under, the first since the recent AGM of the AFFS. We are very fortunate that Malcolm Campbell has agreed to continue his great work as Editor of FFDU and I am sure that you, like me, look forward to each and every news-filled edition. It is a very time consuming job and we can all help Malcolm by sending him articles, photos, and comments on any issues related to free flight. Other than competition results, there must also be lots of discussions at local club levels that are worthy of airing in the magazine.

The AGM brought some changes to the Executive Committee. I have the honour of taking over from Ted Burfein who retired as President and thank Ted for his stewardship of AFFS over the past couple of years. Roy Summersby was elected to the new position of Vice-President, Tahn Stowe has taken over from Phil Mitchell as Secretary, while Phil continues as the Public Officer of AFFS and I thank Phil for his many years as Secretary. Vin Morgan is continuing as Treasurer and general custodian of all the important spreadsheets! The role of Social Secretary, most recently filled by Kathy Rossiter, has been discontinued and those functions will be taken over by the Committee. Our thanks go to Kathy for the smooth running of the functions at the last two AFFS championships and organising facilities at the field.

As I mentioned at the last AGM, I would like to run future meetings along the lines laid out in the Rules of the AFFS (that were agreed upon its incorporation), so that information about important matters is circulated well in advance of the meetings and all members have ample time to consider and discuss the issues before they are raised and decided upon at the meeting. However, this is not intended to stifle the valuable ad-hoc discussions that often arise during a gathering of members and I would like to suggest that each formal meeting is followed by a "Free Flight Forum" in which members can raise any matter of interest for open discussion and, depending upon the outcome, this can be passed to the Executive for action (including possible canvassing of opinion by the wider membership either by e-mail of FFDU) and possible development into a formal proposal to be discussed at the next AGM.

We would also like to keep members better informed about the discussions of the Executive

Committee through regular reports in FFDU, the first being in this issue.

Some changes to the format of the last AFFS Championship were tried this year, including holding some combined events over a number of days to help fliers better manage

their schedules. It would be interesting to hear how people felt about these changes to help planning for the competition next year. Vin Morgan spent some time organising CD's prior to the championships this year and this ensured that everything went smoothly, the only possible hiccup being using the first round of some events as the fly-off for events held over from the Vic State championships and this caused some confusion, but with the good spirit of the fliers, this was generally sorted on the day. The state of the field is increasingly becoming a concern, with retrievals and launching F1A becoming more difficult in the long grass. With the passing of the drought this is likely to continue as an issue and is being considered by the Executive.

With the next free flight world championships to be held in France, competition for team placings has become very intense. At the time of writing, places are still up for grabs in any of the three disciplines, particularly F1B where four max-outs seems to be the minimum requirement, with ideally a few more for the count back! This is a good result since the final team will be competition hardened and certainly at world standard. The down side is that it increases the cost of qualifying since it has now become necessary to travel to a number of interstate events as well as one or more overseas events and this is a greater financial burden for those in the more "remote" states.

Finally, thanks again to Malcolm Campbell for his tireless editorship of FFDU.

That's all for now, happy flying,

Paul



FROM THE EDITOR:

What a start to the year! With so many competitions and so many close scores, this will be the most tightly contested scramble to get on "The Team" for many years. You will see a comment on the selection process later in this newsletter and this may prompt some commentary for the Spring edition of FFDU.

This edition of FFDU is seriously small, which is actually a relief for me, as I haven't had to do so much work myself. I wrote so much of the last edition and I don't want to do that in the future, because I believe other more experienced AFFS members and readers have far more interesting things to say. So how about it? I'd love to just sit back and patch together an edition made up solely of your contributions.

Malcolm Campbell





WA 2012 65th NATIONALS FREE FLIGHT COMPETITIONS
APRIL 13 TO APRIL 19
report by Paul Rossiter and Rod McDonald

All Outdoor Free flight events, with the exception of the scrambles and handlaunch glider held at Whiteman, were held at Guy Kelly's farm near Meckering.

All of the Meckering events were blessed with near perfect weather conditions, mild temperatures, light winds and an almost complete absence of flies. The only downside was the dry and dusty field surface following a hot summer without rain and a number of fliers experienced timer problems resulting from sand in the works.

The events were spread over five days, the last three of which were devoted to combined national championships and team trials for the FAI International classes. The coming World Championships will be held in France and there is, therefore, strong competition for team places resulting in a total of eight interstate competitors participating in these events.

Non FAI Events Friday April 13 and Saturday April 14

Of the events held on the first two days, Slow Open Power was by far the best supported which is surprising considering that, to our knowledge, we are the only State flying this event and only locals competed this year. Other than Open Power the other events were relatively poorly supported, which is disappointing considering the weather conditions.

Slow Open Power

				Total	
Rod McDonald	180	180	180	540	
Adrian Dyson	180	180	147	507	(Flyoff 68)
Noel Macmillan	180	180	147	507	(Not at Flyoff)
Greg McLure	180	180	69	429	
Colin Crowley	177	180	62	419	
Phil Letchford	35	180	180	395	
Paul Rossiter	134	180	62	376	
Mark Sherburn	89	119	92	300	
Ryan Sherburn	109	74	32	215	

Sorry, there are no photos from WA. Everyone was too busy flying!

P30 Rubber

Flown concurrently with Coupe, Vin Morgan and Paul Rossiter managed to put up flights when possible. However, Vin had a brain malfunction when he set off his model on the second flight without arming his fancy new electronic timer. The model flew for around 1 ½ hr but he only had a rough bearing from the time keeper. So after finishing Coupe, he and Leigh set off in search but didn't manage to get a signal. The next day after the events were flown, he and Paul set off in the trusty Escape and found a road that crossed the flight line at roughly the right distance. They stopped and searched for a tracker signal every few hundred meters from one side of the estimated flight line to the other and finally got a weak signal indicating the rough direction. However, on travelling back along the road the signal vanished but they got it again near a gully. Fortunately there was a road up the gully and about 1 km further led to a stronger

signal. However, there was some boggy ground barring the way for the vehicle so Vin started hoofing it over hill and dale. They had two way radios so when Vin finally located the model Paul was able to take the car back through the paddocks and arrange to meet him along the road, a much shorter distance than his walk in. Strangely, they had searched for a signal near that point but didn't get anything, probably due to the rough terrain. The model had gone about 26 km, but that wasn't the record for the meeting (see the report below for the F1B comp).

				Total
Paul Rossiter	120	108	107	335
Vin Morgan	120	120		240

Open Power

				Total
Rod McDonald	180	180	178	538
Roy Summersby	180	148	180	508
Colin Crowley	156	180	153	489
Phil Letchford	180	101	168	449
Tahn Stowe	153	23	180	356
Chris Behr	27	72	62	161

Open Rubber

Only two fliers and Leigh Morgan and Paul used it as an opportunity for some F1B trimming. Paul flew his new F1B LDA wing that is starting to show considerable promise.

				Total
Paul Rossiter	180	161	180	521
Leigh Morgan	133	115	168	416

F1G Rubber

Perfect Coupe conditions saw a number of maxes, though all but Vin had dropped by round 4. In fact that round brought the only drama to the event when Roy Farren's model got some good lift and went away for over 5 minutes. With a good bearing and GPS fix he and Paul set off but the next road that crossed the flight path was too far away and so it was cross country, again in the trusty Ford Escape. They finally got a signal and found the model a few kms from the flight line.

						Total
Vin Morgan	120	120	120	120	120	600
Paul Rossiter	120	85	118	120	120	563
Leigh Morgan	111	120	120	59	120	530
Roy Farren	120	120	78	67	120	505

F1J and 1/2A Power

						Total
Colin Crowley	120	85	118	111	120	554
Tahn Stowe	71	101	120	120	117	529
Roy Summersby	120	120	120	44	120	524
Phil Letchford	120	74	70	120	114	498

Nationals FAI and Team Trial Events Sunday April 15 to Tuesday April 17

F1A Glider

Another nearly calm start saw all but Tahn Stowe get a max. The breeze stopped completely for round 2 and Paul couldn't get enough line tension on his simple Sija to release the hook and by round 4 only Neil Murray had a clean sheet. He patiently waited for the sniffs of lift and went on to max out with Tahn Stowe second and Vin third.

								Total
Neil Murray	180	180	180	180	180	180	180	1260
Tahn Stowe	132	180	180	180	180	180	180	1212
Vin Morgan	180	180	126	180	123	180	180	1149
Paul Rossiter	180	0	180	136	180	180	154	1010
Chris Behr	180	86	109	56	180			611

F1B Rubber

Round 1 commenced in nearly calm conditions though a number of fliers dropped with only 4 out of the 8 competitors getting a max. Richard Blackam's prop failed to start and he had to rig another model that was a bit out of trim. Similarly, Vin Morgan, Leigh Morgan and Colin Crowley flew models that were relatively untrimmed, though they got better as the rounds progressed. The next few rounds followed much as before, though Richard had his model sorted by now. Paul managed to find some of the famed Meckering sink in round 5 leaving just 3 fliers with clean scores at the end of round 7: Terry Bond, Brian Oliver and Gary Pope. The 5 min fly off was held at 4.30 and was achieved by all three so we progressed to the 7 min round just before sunset. Amazingly all three missed but got exactly the same times of 316 seconds! As it was too late for any further fly off and since Bryan had to return to Melbourne the next day it was agreed on a three-way tie for first place. The other drama was a fly-away by Leigh with one of her models setting a new Meckering record of 32 km from the flight line. She and Vin managed to find it after the event.

								FO 1	FO 2	Total
Terry Bond	180	180	180	180	180	180	180	300	316	1876
Bryan Oliver	180	180	180	180	180	180	180	300	316	1876
Gary Pope	180	180	180	180	180	180	180	300	316	1876
Richard Blackam	162	180	180	180	180	180	180			1242
Paul Rossiter	180	180	180	180	136	180	180			1216
Vin Morgan	141	179	169	180	180	120	180			1149
Leigh Morgan	172	158	100	166	180	112	126			1014
Colin Crowley	130	123	180	165	26					624

F1C Power

Flown concurrently with F1A, the conditions were ideal, though all fliers dropped rounds. Some attributed this to sand in the works, others to bad air. The main drama was Colin Crowley's last flight, where a max would have led to first place. He was having difficulty getting the motor started and he and Tahn worked frantically to find the problem which turned out to be a crimp on one of the lines catching somewhere. They tried various fixes and finally got the motor started just as the horn sounded but launched after the round ended.

								Total
Roy Summersby	180	180	180	147	157	180	138	1162
Terry Bond	180	180	105	180	180	129	180	1134
Colin Crowley	180	180	180	180	180	143		1043
Gary Pope	6	102	86	125	180	121	100	720

Whiteman Events Wednesday April 18 and Thursday April 19

These events were a Sherburn family benefit with Ryan taking out hand launch and Mark winning both scrambles.

Hand Launch Glider

	Total
Ryan Sherburn	63

Night Scramble

	Total
Mark Sherburn	847
Jim Stivey	721
Robert Bovell	271
Steve Walan	63
Kim Parks	59

Day Scramble

	Total
Mark Sherburn	2000
Tahn Stowe	1983
Adrian Dyson	1402
Kim Parks	821
Trevor Letchford	319

GOOD NEWS!

Albert Fathers' long F1A, lost at Springhurst during the Victorian State Champs nearly four months ago has been found! At Wangaratta. And his name and address, stuck under the wing with sticky tape (!!!), was still readable.

26 klm journey.

So who's a lucky boy then?

Team Trials Events held Saturday April 21 and Sunday April 23

F1A/F1C

These were held concurrently on the Saturday, but the wind was around 6 -7 m/sec, occasionally gusting over 10m/sec. In F1A Vin and Neil started bravely but decided to abandon it after dropping a couple of rounds each, there being little point going on if the result was likely to be no better than their previous worst score. Unfortunately the same applied to F1C. Roy Summersby had a very dramatic 14 sec flight and vertical arrival just next to Chris Behr sitting in a tent and Terry similarly planted his model in round 6. As the scores were coming in well below the fliers' lowest scores currently being counted, everyone opted not to continue for the full 7 rounds.

F1A

	Total
Neil Murray	596
Vin Morgan	417

F1C

	Total
Terry Bond	667
Colin Crowley	510
Chris Behr	288
Roy Summersby	14

F1B

The weather was much kinder for F1B. Paul had elected to fly his LDA model in its first full comp but one of the lines broke when setting up for round one. So he rigged another model and flew it for the first three rounds until the LDA model was again ready for flight. It went on to max the next four rounds in what were admittedly were very favourable conditions. Of the seven fliers, only Richard and Bryan managed to max out. This makes the race for a place on the Australian F1B team very close with a number of events still to be flown. It seems that the successful fliers will probably need three full houses with at least another couple of max-outs as backups!

	Total
Richard Blackam	1260
Bryan Oliver	1260
Gary Pope	1237
Terry Bond	1222
Paul Rossiter	1214
Neil Murray	1190
Vin Morgan	1185

WA State Championships 2 - 3 June (Team Trials events) *results from Chris Behr*

F1A

Neil Murray	180	180	180	180	180	180	180	1260
Ryan Sherburn (jnr),	122	180	87	77	105	180	133	784
Mark Sherburn	25	104	134	93	118	-		474

F1C

Colin Crowley	180	180	180	180	180	180	180	1260
Chris Behr	-	-	176	180	180	180	180	890

F1B

Brian Oliver	180	180	180	180	180	180	180	1260	F/O 101
Richard Blackham	180	180	180	180	180	180	180	1260	F/O 94
Chris Behr	103	75	72	180	116	55	129	730	

NSW STATE CHAMPIONSHIPS Narrandera 9 - 10 June (Team Trials events)

report by Malcolm Campbell



A couple of Narrandera locals greeted us in the fog - Friday 9 am

A disappointingly small group of competitors arrived at a cold and foggy Narrandera to contest the F1A, B and C State Champs. Those who didn't attend missed three days of ideal weather while the coast of NSW was lashed with gale force winds and heavy rain.

Three Queenslanders, four Victorians and three New South Wales flyers made up the full entry list. The Queenslanders were the first to arrive, having driven the 1,300 klms in one day. We waited until 11 am Friday for the fog to lift and settled into some useful trimming sessions. The remaining flyers arrived later that day, with Phil Mitchell arriving on Saturday. It was suggested that the rounds would start from 7.30 am Saturday. I had my doubts.



Minus 3. A bit too cool to wind rubber

F1B

Arriving at 7.00 am on Saturday, it was still dark, with ice on the fences, frost covered grass and a temp of minus 3, so it meant a long wait to fly. Even the emus seemed chilled. One good thing was the grass, being a lot shorter than our last visit in April. The dense fog lifted to allow flying by 9 am so, with light winds, the rounds were shortened to 45 minutes. Owing to the closeness of team trial scores, F1B was the big event for the weekend, with eight competitors. The flying standard in F1B in Australia is now at an exceptional high level, as can be seen on Team Trial table later in this newsletter.

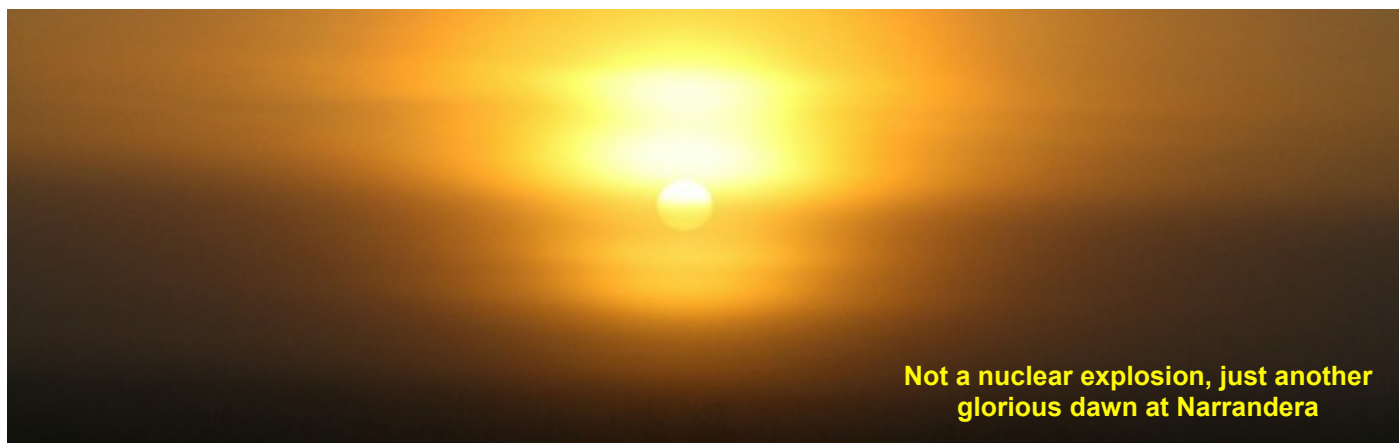
Albert Fathers missed the first three rounds with battery problems, and it wasn't until R3 that anyone

dropped significantly. An unlucky Gary Pope had Noels clock him off with 179.15 in R2! Leigh Morgan missed a definite fly off place when her model DT'ed early from great height (wrong scroll) and William Jones also experienced misfortune, dropping out of a thermal to fall 26 seconds short. Vin Morgan dropped R3 and R6, managing a total 1174 – a good score but not enough to be in contention. Choosing air was critical, as some thermals were not that big.

There was some destruction too, with failed DPRs claiming the prop blades of Gary Pope's and Terry Bond's models. Gary retired (he also lost the fin as his model thrashed around on the ground) but Terry soldiered on, only dropping R6; still good enough for second place. Bryan Oliver's 143 second R5 flight led to his early retirement. He immediately began planning his next assault on another 1260 score.



Launch style of F1B winner, Richard Blackam - the only one to max out



Not a nuclear explosion, just another glorious dawn at Narrandera



Terry Bond gave Phil and Noels a lesson in F1B launching. He came second.



Gary isn't letting Noels time for him any more

Richard Blackam remained focussed all day, waiting for all positive indicators to align before launch, to record the only full house. Some of his flights ended extremely high up. Based upon the other flyers misfortunes, only Leigh Morgan could have forced a fly off.



Except for bad air in R4, Bill Jones should have been in a fly off. He trailed Terry by 4 seconds.



After a close F1B battle: Terry Bond (2nd), Richard Blackam (1st) and William Jones (3rd)

F1A

Four contested F1A, and once again frost and ice covered the ground, and also Vin's two push bikes that were left overnight on the field. No one took up his offer for a free ride before the events started! Phil Mitchell, Malcolm Campbell and Vin Morgan all put up test flights in the very light air. Rounds, shortened to 45 minutes, commenced at 8.45 am. Buoyant air provided easy maxes in the first two rounds and the camp split between straight towers and circlers, the latter being the two more experienced flyers.



A bit too busy for photographs on F1A day, so this is Team Phil, with Noels launching Phil's LDA model on the F1B day.



R3 sorted out three flyers – Phil Mitchell and Albert Fathers getting less than favourable air and Malcolm Campbell, who failed to turn on his electronic timer (lucky boy). Vin was then in the lead but he uncharacteristically dropped rounds 4, 6 and 7. The straight towers Malcolm and Albert were lucky when their models flew back into favourable air, to squeeze in a couple of marginal maxes. Only Phil, Malcolm and Albert maxed the final 4 rounds and it was Phil who finished a scant 3 seconds ahead of Malcolm, with Albert a further 58 seconds behind.



Three tired F1A flyers: Malcolm Campbell (2nd), Phil Mitchell (1st) and Albert Fathers (3rd)

F1C

If F1A had a small entry, there were even less in F1C. Gary Pope was lucky to front up Sunday as his model suffered some damage when the motor cut mid climb on Saturday afternoon, several hundred metres away from the other flyers. His “papal” blessing uttered after the less than graceful landing wafted across the field and it was some time before he returned to the flight line. On field repairs assured he was a starter on Sunday.

Terry Bond made it look easy, with 7 straight maxes and short retrieves. Gary made it look a bit harder with two scarily short flights and one good max. Game over, well done Terry.

Let's hope that more people attend next year, on the best free flight field in Australia!



Only two flew F1C: Gary Pope (2nd), Terry Bond (1st)

NEW SOUTH WALES STATE CHAMPIONSHIPS RESULTS

F1B

Place	Name	R1	R2	R3	R4	R5	R6	R7	Total
1	Richard Blackam	180	180	180	180	180	180	180	1260
2	Terry Bond	180	180	180	180	180	158	180	1238
3	William Jones	180	180	180	154	180	180	180	1234
4	Leigh Morgan	180	180	180	144	180	180	180	1224
5	Vin Morgan	180	152	180	180	180	122	180	1174
6	Bryan Oliver	180	180	180	180	143	0	0	863
7	Gary Pope	180	179	180	0	0	0	0	539
8	Albert Fathers	0	0	0	180	137	103	0	420

F1A

1	Phil Mitchell	180	180	152	180	180	180	180	1232
2	Malcolm Campbell	180	180	149	180	180	180	180	1229
3	Albert Fathers	180	180	91	180	180	180	180	1171
4	Vin Morgan	180	180	180	137	180	107	108	1072

F1C

1	Terry Bond	180	180	180	180	180	180	180	1260
2	Gary Pope	26	180	10	0	0	0	0	216

HOW MUCH IS ENOUGH?

Who thinks we have too many team trial selection events? I certainly do. We've all had plenty of time to plan and budget for events we want to fly in, as long ago as November last year and now a late entry (SA) has been included. Agreed, multiple events have made the qualification process both exciting and perhaps nail biting. F1B has created history. But it has also extended the costs for some to as much as the World Champs itself.

In other words, the selection process is out of hand and needs to be reeled in. Otherwise, only those with plenty of time on their hands and/or an "unlimited" budget need apply.

What other countries fly so many trials? USA doesn't, and it's a much bigger country with ten times our population. Britain doesn't either, and their country is so much smaller. And neither do the European countries.

Australia seems unique, and it's not a good thing. So how many events currently qualify for the selection process in Australia? There are 15 qualifiers and maybe more for F1B "globe trotters". So here are the events that make up the current 2013 World Champs selection process:

3 in USA	Kiwi Cup, Pan American and MaxMen at Lost Hills (1 trip)
2 in NZ	Omarama and Kotuku Cup at Omarama (1 trip)
1 in Victoria	Victorian State Champs at Springhurst (1 trip)

3 in NSW	SCC, AFFS Champs and NSW State Champs at Narrandera (2 trips)
3 in WA	Nationals and two team trial events at Meckering WA (2 trips)
2 in Q'ld	Q'ld State Champs and one team trials event (2 trips, although F1A/B on one weekend and F1C on another)
1 in SA	Team Trial at Bordertown in SA (1 trip)

The number of events has to be reduced. Why can't each State Champs event plus the two centralised events at Narrandera count? Assuming NSW, Victoria, Queensland and West Australia are counted, that's six events. Seems like plenty, when combined with an optional O/Seas event. Maybe include an extended max fly off at Narrandera? And the list of events that count should be set in concrete before the selection process begins. This then fairly allows competitors to plan and budget for the events they wish to fly in. Postponement due to weather or crops should still be permitted.

Or maybe a centralised three event contest at Narrandera with a tie breaker at the end if needed would quickly put this to bed?

Well, that's my lot; I could have said more, as there is plenty of history on this dilemma. So how do we manage the beast? Maybe this will encourage a few of you to put pen to paper for the Spring edition of FFDU?

The Editor

F1A and F1B STATE CHAMPS

Dalby 21 and 22 April 2012

CD David Brawn Report by Malcolm Campbell

Saturday was F1A day



Malcolm was hoping to be high all day - no one was

"AIR" APPARENT? Not ruddy likely this weekend at Dalby, particularly Saturday. Very little breeze and wind in all directions throughout all rounds made it quite difficult for the **F1A** flyers. The round started at 7am with Ben Lewis first away, to circle and drop badly with a stalling model. Father John dropped too and Ted Burfein had a shocker. Malcolm Campbell didn't get a good launch and was short by 21 secs. Albert Fathers did and maxed in the same air. Ron Munden was using a Pink Elephant and a Sans Egal, and the times reflected a pair of untrimmed models, although he managed two good flights.

R2 was better for all except Ted and Ben, who slipped further backwards. Only Albert and Malcolm maxed, Ron improved significantly and Van and John also improved. Model drift was minimal in the early rounds although retrieval across the rows of cotton was difficult. The woes continued for Ron, Van, Ben, John and Ted in R3 with yet more bad scores. And Albert also dropped badly putting Malcolm back in the lead. Lift was hard to find although sink wasn't. Long waits on the line emphasised the difficult conditions.

Ben tired of his yellow model by R4 and reached for another model, to max all future rounds. Does this say something about testing your gear before the comp? Ben



F1A WINNERS: Malcolm Campbell (2), Albert Fathers (1) and John Lewis (3)

telegraphed the lift to John, Albert and Van, and they all enjoyed the thrill of high altitude maxes. Ted and Ron continued with 2 digit times and Malcolm, after waiting for 20 mins, circled and put his model off centre of lift and into sink - down in 74 secs. Albert was back in the lead.

Ron enjoyed a great R6 max but elected to sit out R7, and Van and Ted also packed up early. Albert, Malcolm, Ben and John maxed the remaining 3 rounds, although Malcolm who led the charge into good lift in R7 almost missed out with his model mysteriously DT'ing very high at 2:20, but thankfully taking 42 secs to return to earth.

Sunday was F1B day

F1B had a number of good flyers and a fly off was expected. Air was still quite fluky, but nothing like Saturday, as there was a fair degree of direction throughout the day but lift was hard to pick and the bubbles generally small. R1 saw Ron lose his wing and pylon and Van had a shocker with a new "just out of box" model. Bill, Mark, Ben, John, Ted and Albert all easily maxed. The maxes continued in R2 for these flyers, although John dropped out of the group with a 179. Ron and Van's times improved significantly. Ron's times fluctuated in the 2 digit range for the rest of the rounds and Van continued to trim his new model, although he did retire early after a R6 max.



Ben Lewis and Van Richards-Smith

R3 saw Albert drop off the leader board with a 156 and then Ted departed with a 161 in R4, leaving Bill, Mark and Ben still clean. Maxes in R5 for Bill, Mark, John, Ben and Ted kept the progressive results very close. A mistake by the leaders could see a rapid change. And it started in R6. Mark lost his model in the cotton although he found it in time for R7 only to discover the timer was faulty, so he retired. Ben's 145, caused by a power stall and



marginal lift, put him narrowly into 3rd place and Albert was starting to close in. Bill's model had a 9 min to ground flight and a lengthy retrieve. An exciting final round was guaranteed.

Ben dropped R7 with another 145 sec flight; more dead air on the glide. So Albert needed a max to overtake him.

John, Albert and Bill lined up together, tension was high. John saw the indicators as good and launched first, and literally fell from the sky with 93 seconds – hard to believe. Albert thought it was good too so he went soon after and was shot down with a 113 second flight. Ben was safe!

That left Bill with all the pressure. Air was "good", streamer up, fluffies up and temp up. Launch and climb was good, max assured? No. The glide was brick like and the retrieve was easy – 158 secs. Enough to win if Ted



suffers a similar fate.

Ted waits, and waits and then catches a monster thermal, stalling up higher and higher. DT time, no change in attitude, still going up. Some think it has DT'ed and it's still lighter than air, getting smaller and smaller. Ted has maxed and won the event by 3 secs. But it looks like it might be at

the expense of his model. Ted and Sonya get comfortable on the flight line, stop watch still running, tracker still recording circling flight and an awareness of wind direction and strength. All good things to do to get a model back. Malcolm left after standing by for an hour and, on his way home, checked out the Warrego Highway and a side road, and the sky above it. All roughly on line as the binos revealed the clubhouse, tower and tank stand in the haze. But would Ted recover his model? Yes he did actually.



The DMAC provided great food after R5 on both days and we had many a happy time at the Dalby pub, just 5 mins from our units. While the air was unproductive, the weather was the best we've experienced for some time, with light breezes both days. 7 flyers in F1A and 8 in F1B proved very satisfying for the organizers. Many thanks to CD David Brawn and the DMAC for making the events run so well.



QUEENSLAND STATE CHAMPS RESULTS:

F1A

Name	R1	R2	R3	R4	R5	R6	R7	Total
Albert Fathers	180	180	113	180	180	180	180	1193
Malcolm Campbell	159	180	180	74	180	180	180	1133
John Lewis	96	136	90	180	180	180	180	1042
Ben Lewis	119	109	55	180	180	180	180	1003
Van Richard-Smith	109	139	50	180	39	47	-	564
Ted Burfein	92	90	72	40	180	67	-	541
Ron Munden	34	132	31	52	35	180	-	464

F1B

Name	R1	R2	R3	R4	R5	R6	R7	Total
Ted Burfein	180	180	180	161	180	180	180	1241
William Jones	180	180	180	180	180	180	158	1238
Ben Lewis	180	180	180	180	180	145	145	1190
Albert Fathers	180	180	156	180	152	180	113	1141
John Lewis	180	179	180	180	180	73	93	1065
Mark Armour	180	180	180	180	180	-	-	900
Van Richard-Smith	9	151	135	50	94	180	-	619
Ron Munden	33	115	51	100	26	76	78	479

BIG SCALE



Roy Summersby's Ilyushin IL-2



The **Ilyushin IL-2** is progressing slowly; as you can see by the photos it has been covered and painted. Covering, for this I used a light weight laminating film which went on better than I expected. To paint over this a special auto plastic primer was used to give the paint a key, then good old water based house paint. This was much cheaper than those tiny little jars from the hobby shop which I used last time. Big models use a lot of paint and this turned out to be excellent. The motor has been installed and is awaiting electrical bits and pieces to be fitted. A spinner for a three blade propeller is in the process of coming to life and will be painted red. This should make the front end a bit more attractive. There is still a lot of titivating to be done, such as exhaust tubes, line marking, aileron tabs, cannons etc. The colour scheme is from 611th ShAP, operated in Poland in the autumn of 1944. It doesn't show up well in the photos and one would guess it would be hard to see in the snow of northern Europe. Roy S

And Tahn Stowe reports:

"I am currently feverishly working on the **Hurricane** and am determined to have it flying by Richmand's Scale Day in July. I have finally finished the retracts and have modified the outer wing panels to accommodate the actuators and can now graft the centre section onto the fuselage. Still lots to do and the worst thing is that it doesn't look much different than it did 12 months ago except that now it is actually assembled not just pinned together and the undercarriage now goes up and down reliably and locks into both positions.

I have been vexing about the motive power for the Hurricane whilst completing the airframe and although I can appreciate all the various advantages of going electric, now that rubber has been ruled out, I can't help but agree with Jasta Jackson when he says that they do not have a soul!!!! So given that electric is all uncharted territory for me a 1940 - 1950 ED Comp Special, supplied by Ivor, seems like the logical solution both time-wise (3 weeks to go) and to give the project a true FF Scale being.



"Night Reaper" jettisons plan of electric in favour of oil burner

I have committed major surgery to the fuselage and am in the process of inserting bearers and formers to hold it all in. It comes with a spring loaded cutout and an integral tank so all things being equal it should be a goer on a hand made 13" x 4" or 5" wooden 3 bladed prop with not a battery ESC or RCDT in sight. I will of course run the retracts and lights off a small nicad pack and we will see what "Night Reaper" can do as an "old school" type model. I guess my mind was made up when amongst the sage advice given by Paul Rossiter was the warning about "stalling" the motor and the possible FIRE that could ensue.



Tahn says he now has only 2 weeks to get it done. Retrofitting a diesel is not generally recommended however according to Peter (Whako Jacko) Jackson fitting a "slimer" will at least give it a "soul". There is something about a large Free Flight Scale model with a diesel chugging away belching smoke that does capture the true essence of the genre. I will of course have to manufacture an extension shaft another time consuming complication. would also like to direct the exhaust gases out the scale stub exhausts, 6 on each side. This will require some form of hand made manifold and tubing but should be "do-able".





Australian Free Flight Society Inc.

A Special Interest Group of the Model Aircraft Association of Australia

Minutes of the AFFS Annual General Meeting, 4th April 2012 at the Narrandera Ex Services Club

Members present:

Phil Mitchell, Ted Burfein, Vin Morgan, Gary Pope, Terry Bond, Jim Christie, Malcolm Campbell, Roy Summersby, Percy Wright, Paul Rossiter, Neil Murray Tahn Stowe, Albert Fathers, Des Slattery, Graham Maynard, William Jones, Dale Jones

The meeting opened at 7.10pm, with President Ted Burfein in the chair .

- 1) Minutes of the previous meeting were summarised and accepted.
Moved Roy Summersby seconded Tahn Stowe , carried.
- 2) Business arising from the previous minutes;
Terry Bond advised that the overseas visitors would not attend due to lack of visas.
Further discussion was held over to General Business.
A vote of thanks to CD's who had volunteered was carried by acclamation.
Tahn Stowe advised that the Team Trial minimum score proposal as moved in 2011 was rejected by the FFTC. Discussion carried over into General Business.
- 3) Treasurers Report as tabled was accepted. *Moved Vin Morgan, seconded Terry Bond. (See attached.)*
- 4) Gary Pope was elected as the Returning Officer, declaring all positions vacant.
Roy Summersby thanked the outgoing Committee for their work, carried by acclamation.
Nominations in writing were received for the following positions:
President , Paul Rossiter.
Vice President , Roy Summersby.
Secretary, Tahn Stowe.
Treasurer, Vin Morgan.
Public Officer, Phil Mitchell.
As there were no other nominations the candidates were declared elected.
- 5) Paul Rossiter took the chair and outlined our obligations under our Incorporated status.
He expressed the intention to improve the standard of compliance to the "Model Rules" under which our Association operates, thereby improving the decision making process.
- 6) Field Status- Wayne Durnan has renewed his intention to allow continued use of the land at "Widgiewa" .
Phil Mitchell was tasked with asking if we could store some equipment at Widgiewa as the previous arrangements at the Camellia Motel were uncertain.
- 7) The Dept. of Fair Trading has issued an updated set of "Model Rules" however it was pointed out, for these to be adopted would require a 2/3 majority vote and acceptance was not mandatory. A "requirement" to hold 3 committee meetings per year was also discussed with the executive to report back via email.
- 8) Sponsorship- Phil Mitchell outlined the existing arrangement with Lilly Pilly Wines and their long-standing support via discounted wines to accompany AFFS Champs prizes.
Moved Albert Fathers and seconded Tahn Stowe that this continue this year, carried.
- 9) Rules - Graham Maynard reminded the meeting that the MAAA considers rule changes every 4th year, and that input and consideration of changes was required well in advance of the MAAA annual Council Conference. It was agreed that this fact be advertised in FFDU and that submissions should be channeled through the FFTC.
- 10) Memorial Trophies- Tahn Stowe advised that Ivor F was suffering from unstable Angina, however he was not yet deceased and would not be a candidate at this time.
There were no other nominations.
- 11) General Business-
A proposal to adopt a requirement that a score to be counted towards Australian Team selection for Trans Tasman and World Champs, be a minimum 80 % of the winner's score, lapsed for want of a seconder.

Terry Bond advised the meeting that the sponsored overseas visitors were not coming and that all monies would be returned to the associations which had contributed. Discussion took place re the merits or otherwise of such visits and the process for selection that should be adopted.

It was agreed that the FFTC should be the conduit to the MAAA, with support at the MAAA Council Conference from the NSWFFS delegate. It was also agreed that the various state associations be canvassed by the AFFS for proposed candidates, these then being submitted to the FFTC.

A query was raised with regard to overseas competitors and MAAA insurance cover. Graham Maynard was tasked to write to the MAAA seeking clarification. Tahn Stowe was tasked with reading the relevant MOP and advising the Executive.

A vote of thanks to the editor of FFDU, Malcolm Campbell, was carried by acclamation. Malcolm thanked the members and reminded them that the quality of the publication relied on contributions from the members.

The meeting closed at 8.20 pm.

An explanation of the NSWFFS proposal to the MAAA for a centralised multi-discipline National Centre followed the formal meeting, with support being offered by several members.

Australian Free Flight Society Inc.

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HAVE YOUR SAY

AFFS CHAMPIONSHIPS COMMITTEE PROPOSALS 2012

Following on from the AFFS Committee meeting that was held 18/4/2012 a number of proposals were put forward to "streamline" the AFFS Champs. It was felt that there were too many events and that this caused competitors to have to choose what they could fly according to the program. Even after making such choices, it was still difficult to complete all flights or rounds in the allotted time.

The events suggested for dropping from the current program were:

SCALE, SCRAMBLE and COMBINED %.

If you agree that these events should be dropped or that they should remain then have your say via email to the AFFS Committee.

Another suggestion was to fly the Open events and P30 to 3 flights at the AFFS whilst having 5 flights for Nationals. This would reduce the overall time taken to conclude these events within the AFFS program which is pretty hectic, yet expand them at the Nats where there are more days available.

If you think this idea has merit or disagree, contact your AFFS Committee and make your views known.

The last item was the current Monday - Sunday format. Are you happy to continue having the Southern Cross Cup run on the Monday - Tuesday followed by the AFFS from Wednesday - Sunday?

President Paul Rossiter	kathymay@ozemail.com.au	(08) 9316 0250
Vice President Roy Summersby	roydi132@optusnet.com.au	(02) 4341 0072
Secretary Tahn Stowe	stowes@ozemail.com.au	(02) 9664 6198
Treasurer Vin Morgan	vinmorgan2@iprimus.com.au	(03) 9387 2531



TREASURERS REPORT



AUSTRALIAN FREE FLIGHT SOCIETY INC.

Statement of assets and liabilities as at Dec 31, 2011

CURRENT ASSETS	
Cash in Bank	1453.51
Cash in hand	286.95
Merchandise	
NON-CURRENT ASSETS	
Property	Nil
Equipment	322.91
TOTAL ASSETS	
CURRENT LIABILITIES	
NON-CURRENT LIABILITIES	
TOTAL LIABILITIES	
NET ASSETS	2063.37

Statement of income and expenditure January 1, 2011 to December 31, 2011

INCOME	
Competition entries	1695.00
Dinner fees	875.00
NSWFFS	200.00
AFFS subscriptions	1360.00
Interest	2.44
TOTAL INCOME	4132.44
EXPENDITURE	
Newsletter, Free Flight Down Under	664.80
Donations (Salvation Army)	100.00
Bank fees	32.50
NSW Dep Fair Trading	48.00
Costs for 2011 competition	
Trophies	
Lillipilly	315.00
Gary Odgers	750.00
Stationary etc	103.79
Soroptimists (for dinner)	1200.00
Dinner venue Narrandera Race Club)	220.00
Leeton Hire	484.00
TOTAL EXPENDITURE	3918.09
OPERATING PROFIT	214.35

DENNIS PARKER

06.01.1927 - 13.06.2012



Many of Dennis's friends emailed me and I've included their words on the next few pages. They all expressed the loss of a charming, talented and witty free flight personality. Part of his eulogy, prepared and delivered by Bob Edwards, has also been re-printed.

JOHN FRENCH: Den Sparker was certainly one of my favourite characters. May I perhaps tell you about what was definitely one of the funniest things that has ever happened to me, and of course it involved Den. Kath and I had travelled down to Victoria from Queensland only a few years ago, and we arranged to go and see Den and Pat at their home in Bentleigh. Den was determined to show us that he could cater for us, so we left Kath chatting to Pat and he drove me in his car to the nearby shops to get some cakes. Into his car he'd recently fitted a very powerful sound system, and Den being Den, the tape he put in for our enjoyment on this short trip was a set of aeroplane engine sounds! With the audio gear set to maximum volume, the reproduction of a Rolls Royce Merlin in a P-51 Mustang "flying overhead" almost made me duck, it was so realistic. I don't know if any of you know the district where Den lived, but all the streets in that part of Melbourne are a series of right angled intersections every 50 metres or so; well, with Den wrapping himself in deadly decibels and me clinging on to dear life in his Holden "Mustang" he didn't see an approaching vehicle on his right which had the right of way, and just at the last minute (it was really scary) he jammed on the brakes and skidded ignominiously to a halt. He looked at me with very bright eyes and said in a calm voice: - "Good job I heard it coming!"

Another snippet of Den's incredible sense of humour was when I received a postcard from him, when we lived in Helensvale, Queensland and he of course lived in Victoria. It said and I quote: - *"It's raining. I've cut my hand"* That was all it said. Funny I suppose to send me a postcard all that way to tell me that. Then the next day I received a letter, and when I opened it, all that was written on a single piece of paper was *"on a 10 x 6 propeller"* I shall miss him.

MALCOLM CAMPBELL: "Den Sparker" was a true aeromodeller. His presence and humour has been missed at the flying field these last couple of years and we were hopeful of his return. And now we won't see him again. I'm sure his Victorian modelling friends and all Australian free flighters will miss him immensely.

KEITH MURRAY: It is sad to lose one of the real happy characters of our hobby. I shall always treasure the friendly gamesmanship displayed between Dennis and the late Bill Gordon. It was a privilege to have known him.

HOWARD GOSTELOW: Very sad indeed to hear of Dennis's passing. He was one of the great characters of Free Flight aeromodelling.

Many of us will remember him often sticking a finger in a prop, and who remembers his Doctor Brother at the Horsham 1981/2 Nats when the Brother came out onto the flying field in full medical gear ready to operate if something went wrong.....It never did, thank heavens.

First met Dennis in the '70s when we were in VFFS. He was good with both rubber and power models, and most of all loved his Playboy Snr. with the big 10cc sparky in it Hence the name Den Sparker. I last spoke with Dennis on the phone 3 years ago, and he was in top form then joking about in his usual manner. RIP Dennis, great old buddy.

DAVID OWEN: Very sorry to hear of Denis' passing. I was responsible for the Den Sparker silliness and we always had a good time on the occasions we caught up on the field. It has been quite some time now since we last spoke. Denis was a lovely bloke and will be very much missed by all who were fortunate enough to know him.

ADRIAN BRYANT: I knew Dennis though two connections. We had a mutual friend, Brian Hedges, and of course, I met Dennis at various FF contest meetings in Australia. Brian was a fighter pilot in the war, in the South African Air Force. After the war, Brian lead a very colourful life, often keeping just a step inside the law - there were stories of flying illegal diamonds between various countries in Africa and suchlike, and at one stage Brian spent time with Dennis in Melbourne.

One day, at the Springhust Nats, Dennis approached, his right hand bandaged, not an unusual sight when Dennis flies power at the the Nationals. *"Want to come shopping?"*....I was of two minds, you need a couple when shopping with Dennis and I had shopped with him at other Nationals..... however, I went.

The store was the big one in Springhurst. Dennis asked the checkout for directions to the glove counter. Soon he returned, saying he couldn't find a right-hand glove. Checkout told him it would be in the packet, along with the left hand one.

"See, my left hand is OK.....It's the right hand one, the one with the dirty bandage on, that needs the right glove. I only need the right hand one."

"Sorry sir – they are sold by the pair, left and right. Store policy."

The store manager, sniffing trouble, or attracted by Dennis' cultured tones (which he didn't pick up in Victoria), glided up. *"Have we a problem here, Sir?"*

"Yes, said Dennis, my right hand, the bandaged one was struck by a taipan and needs attention. I need a right hand glove to hide the dirty bandage. Doctors don't like dirty wounds". The manager, forgetting the glove, attacked the snake problem. He didn't believe Taipans lived in Victoria, so far south.

"Well, said Dennis, Out on McMahon's property this morning there were 4 taipans. I had a couple of flicks at one and it bit me." The manager stared at Dennis in disbelief. They yarned on for 10 minutes, snakes and snake yarns. The manager finished by offering a glove discount.

You could sense the offence in Dennis' voice. *"No, I always pay the going price for what I want. I just didn't want to be found dead with a left hand glove. Can I leave the left hand one here?"*

Dennis left the store eating a Mars Bar, a gift from the manager.

While I was paying for the gloves, the manager said *"It must be embarrassing looking after the old bloke. He doesn't mean any harm. Have that taipan bite cured, and look after him well. He is a real treasure."*

And so say all of us.



EXTRACTS FROM DENNIS'S EULOGY: Dear old Dennis, a close friend of mine and probably every other aeromodeller he ever met. He has been missed over the past few years; something to do with the cumulative effect of too many birthdays which finally gets us all. Dennis was a larger than life character who never went unnoticed, very outgoing, known to all in the free flight fraternity and we all loved his company. Catching up with all those contacts and knowing their names from the many contests he attended over the years he was always an attraction and he thrived on every minute of it. Each contest brought out the best of Dennis who, with his weird sense of humour would delight all of his old and not so old mates. Personally I frequently had trouble sorting out some of his humour from the underlying facts, but that was just part of his charm that I think we will all miss.

These are the ones that the Free Flight fraternity love. They are the purists of aeromodelling in the opinion of people like some of those here today and that includes dear old Dennis and myself to some degree. Now Dennis, like so many others who like myself was a little over the hill, was not interested in the modern high tech side of aeromodelling so much as the ones that were current in his younger years. He along with many others, formed an Old Timers Group Known as SAM (The Society of Antique Modellers).

The models were in the main those designed prior the second world war, the motorised ones of which were either rubber powered or had tiny spark ignition petrol engines, of a kind which have now become virtually obsolete and are commonly called sparkies. Dennis loved his sparkies and he persisted with them for years. So much so, there was a minor adjustment between Dennis and Parker which then morphed into Den Sparker.

I saw far less of Dennis than I would have liked over the past few years. But I was lucky enough to escort him to the Old Timers Indoor Flying at Hampton, which I had been intending to do for

ages, then just a fortnight ago it eventuated. Everyone was just so pleased to see him and it was wonderful to see him chatting with his old friends who swarmed around him and heard his favourite and oft repeated stories. I am so grateful that I didn't delay any longer, it was something I had been intending to do for ages, on a regular basis.

Something I do remember about Dennis was that he seemed to be a little accident prone and you would tremble as he moved past your model out at the field. One of his favourite stories relates to an accident he had at Canon Copiers. He was going out to load his car with things for that day's activities and for some reason he decided, skate board style, to ride down the driveway on a trolley that was sitting idle at the top of the drive way. He had an audience who were amused until he fell off and they discovered his injuries. He loved telling that story and we went through it again just a fortnight ago.

On another occasion Dennis, loaded up with far too many models, was struggling at a fence style and I, who had just set my second and brand new Korda on the ground some sixty meters or so away went over to help him. As we walked back Dennis launched his only assembled model in the direction of my Korda and other paraphernalia and yes they collided, not intentionally of course.

That was Dennis and we all loved him and his antics. Sometimes intentional, (but never malicious) and some not; over the years he must have lost a lot of blood from his sparky props. There was never a dull moment with Dennis, he was terribly competitive in his aero modelling and his quick fixes, which are definitely not my scene, I would have given up, came easily to Dennis who would frequently be seen patching things up immediately prior to launch.

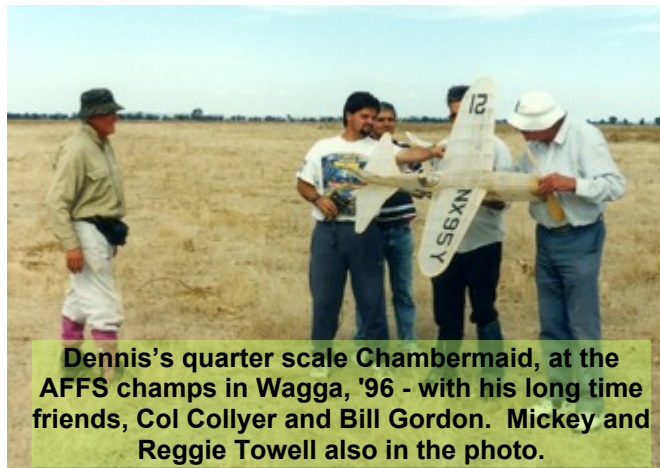
Yes we will all miss Dennis

Bob Edwards

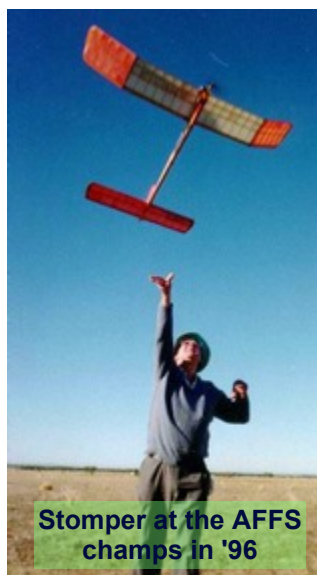


GEORGE CAR: Very sad to hear the news that Dennis has gone to the land of warm sunshine, gentle breezes and thermals. I had been in touch with Dennis ever since meeting him at the Wagga Nats ('94), and several of us shared accommodation with him at subsequent AFFS champs, until he stopped attending a couple of years ago. Needless to say, we benefited from his modelling anecdotes, humour and companionship! His boundless enthusiasm for free flight was very inspirational – I built my first FF rubber scale model, vintage rubber and vintage power models from his suggestions, and ran a Stomper postal competition for several years. A wonderful guy!

Postscript: Dennis no longer flew RC, since he got bored with it, in 1958! Don't you love that!



Dennis's quarter scale Chambermaid, at the AFFS champs in Wagga, '96 - with his long time friends, Col Collyer and Bill Gordon. Mickey and Reggie Towell also in the photo.



Stomper at the AFFS champs in '96



Dennis at Springhurst in 2002



Wagga MAAA nats, 1994. Dennis launching his Ohlsson powered Playboy - very impressive sound

AND THE LAST WORD, FROM COL COLLYER: Dennis and I first crossed paths in the mid 70's, I think, at the old Boundry Rd field, and my first lasting memory involved a Douglas O-38 biplane. Dennis had me as stooge, while he pulled back on the winder and put some turns on. At about half turns, the hook gizmo detached from the winder, and with a bit of a swoosh, ended up quite near the rear peg, and left a whole lot of tissue and balsa sticks floating around. Dennis then berated me for not pinching my fingers (which were now smarting some) catching the rubber mid flight, and saving the model. He kept this up for about 5 minutes before he allowed me to share his joke..... Meet Dennis.

Dennis never took things too seriously (himself included) and was always practical joking, or clowning around. There are too many to recall, but here are a few:

- Mid 80's at Goulburn, Dennis catches his crouch in a barbed wire fence, and yells for help from Jan Thomas.... "Boogger 'im" came the reply.

- Boundary road, many times, Dennis would walk to the fence with an arm full of models and proceed to glide them over the rock fence, all too often one or 2 would glide back into the fence.

- I built a 5ft long rubber model, Dennis tripped over the stooge and then I had 2X2ft ones, with a bit missing in the middle.

- Dennis would be the un-disputed king of not turning timers on, hence a large number of long engine runs and even longer flights, some of which became epic retrieves.

- I guess Garry and me got to know Dennis pretty well, and were often the butt of his jokes (funnily it was never 2's company, 3's a crowd) and our trips together were adventures, and the last couple of years leaving Dennis home was a bit sad. I will have some lasting memories of the old guy, and one serious memory comes to mind. Driving across the hills from Canowindra to Cowra, Dennis mentioned several times how it reminded him of South Africa, the flowing hills and the blue sky, the rock formations and I think he

had some desire to go back there one day, just to see if it was how he remembered.

- And of course, there has to be a payback (I don't think there were many). Years ago, when the AFFS Champs were at Wagga, we stayed with George Carr in Wagga. Now George too is a bit different, spiders pinned to the dunny walls, and towels left on the clothes line were the two I remember most. Come Sunday morning, for some reason George was up and on the phone long before anyone else, yakking away to persons un-known. We didn't get the gist off the conversation, being half asleep and all. When we finally arose, George mentioned that it had been raining all night, the field was water logged, cars were bogged, and the day had been called off. He must have answered all our questions correctly, because Dennis slipped out and checked the towels on the line (they were wet, probably get dew in Wagga) and proceeded to pack up, pull models to bits and get ready to go home. George in the meantime had given Garry and me a wink, so we packed up too. We had a devil's own job to convince Dennis to come out to the field and say some good byes!

Yep, I will miss Dennis, possibly shed a tear or two more, but I will also be seen with a silly grin as I think of some "Dennisism".. Bless 'im. And now he is in that great flying field in the sky, and meeting up with some old mates that are already there.

Save a spot for me
Denni



Dennis at Geelong Old Timers

THE MILLS PERPETUAL TROPHY SCRAMBLE

report written by Tahn Stowe

This event was conceived by engine man David Owen back in 1976. The perpetual wooden trophy topped by a chrome plated Spitfire, complete with spinning 3 bladed propeller, was also donated by him and his wife Celia to encourage flying in the event.

After 35 years of competition it bears many names of Scramble devotees, with Lyle Gadsden being the first winner, followed by David Owen himself for the next 2 years.

Being contested first at Dapto then at the current Illawarra MAC field at Berkeley/ Kembla Grange has meant a one to one and a half hour drive for those living outside the Wollongong area. With an original starting time of 6.00 am (now amended to 7.00 am)

You had to be keen .

Other notable names are Terry Bond 1979 and 80 . As an aside Terry still retains the Power Scramble record at 3040 seconds set at Richmond on a perfect winters day.

Harry Hammond was the winner in 1991, 92 , 94 & 96 and his father Russ Hammond was a great supporter of the event and designer of the Hatchet Man, still flown by many.

Stephen Rothwell designed and manufactured his R100 specifically for Scramble and was a winner in 1983. Neil Auchterlonie, Mel Gillot, Michael Fischer, Brian Wilson, and Joe Snaith are all past winners.

Joe and David Snaith turned up one year with a “half hour tank” fitted to their venerable Tomboy. The idea being to save time by having to fill the tank only once instead of 20-30 times, a seemingly logical development.

However following a hasty repair to the DT line which was also supposed to cut the motor, the model was seen heading due East (out to sea) burp burping having only been leaned and with no DT. It was recovered on Monday morning having headed up the coast and landed in a panel beaters yard some 30 kilometres North, the long range tank was subsequently removed, a victim of unforeseen consequence.



photos on this page by Matt Connelly, a member of IMAC

Flying Carpets have been winners in the hands of Andrew Heath 2005 & 6 and Tahn Stowe in 1984, 86, 90, 93 and 2001.

However local hero Ray Woods, whose wife Cynthia has been serving up breakfast for more than 20 years, is the most prolific winner with 9 victories , 1995, 97, 99, 2002, 03, 07, 09, 10 and 2011.

Ray like the rest of us is slowing down, however this year his Hatchet Man was good enough to beat Tahn's Kanga Karpet by 60 seconds with speed man Graham Burgess's Gaucho another 200 odd adrift in third.

Long live the Mills Trophy Scramble and all who contest it.



Scrambles are a "magic carpet ride"

SNIPPETS FROM GEORGE CAR PRINT YOUR OWN PLANE

Turn up at a comp, check the weather (and the opposition's models), decide the design you need to beat them, get your laptop and "print" a suitable model, peel it off the printer and fly.....the day may not be that far off.

Ever since that new-fangled material, balsa wood, revolutionised model plane building (in the 1920s), technological developments have impacted aeromodelling. This



latest has potential to turn it upside down. Reported in an issue of New Scientist (July, 2011), a team of aeronautical engineers printed a plane (design took 5 days, two to print) from hard nylon. The 1.5m span model plane is electric powered and its first flight was RC controlled, on the next it flew with computer control, entirely a UAV. The whole project was successful, and points the way to custom designing then printing a UAV suited to each particular purpose. In this case, the design was by the Uni engineers, it was printed ("last week, this was a pile of nylon dust"...) by a commercial 3D printing company, the RC style electrics was fitted and the model manually flown by a second company, while the computer controlled flight was organised by yet another.

3D printing is well known, having a 2 decade history, however recent developments in computer printing and laser technology has made the machinery much smaller and cheaper. In principle, a solid object is designed in 0.1mm layers, each layer is 'printed' by a laser fusing suitable material (in this case, nylon dust, but it could be steel or titanium particles), layer by layer, one upon the other to yield the final object.

This has enormous promise – gone maybe would be large factories turning out masses of identical object (motor cars, chairs, etc). Instead, these could all be "printed".

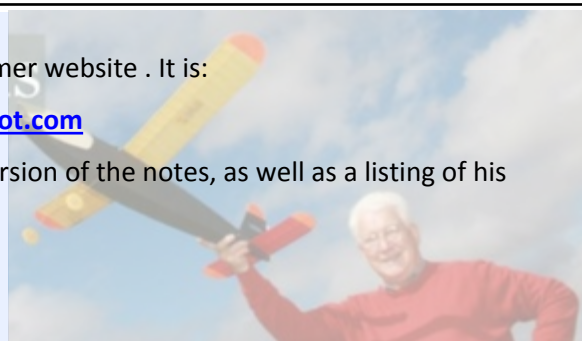
Oh well, must stop now, got some balsa to slice and tissue to dope – must see if I can get a P 30 flying by this weekend.....

Martyn Pressnell says there's a new blogspot to replace his former website . It is:

www.msp-plans.blogspot.com

This contains his maximum turns graph and a more readable version of the notes, as well as a listing of his plans service.

Martyn Pressnell (UK)



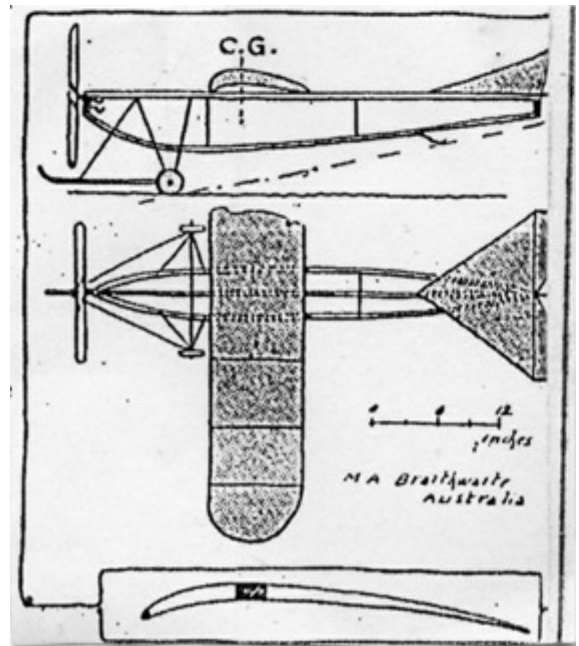
VINTAGE CORNER

WHO WAS M.A. BRAITHWAITE?

a report by Adrian Bryant



Adrian flew his 1915 Braithwaite model at Narrandera in 2012



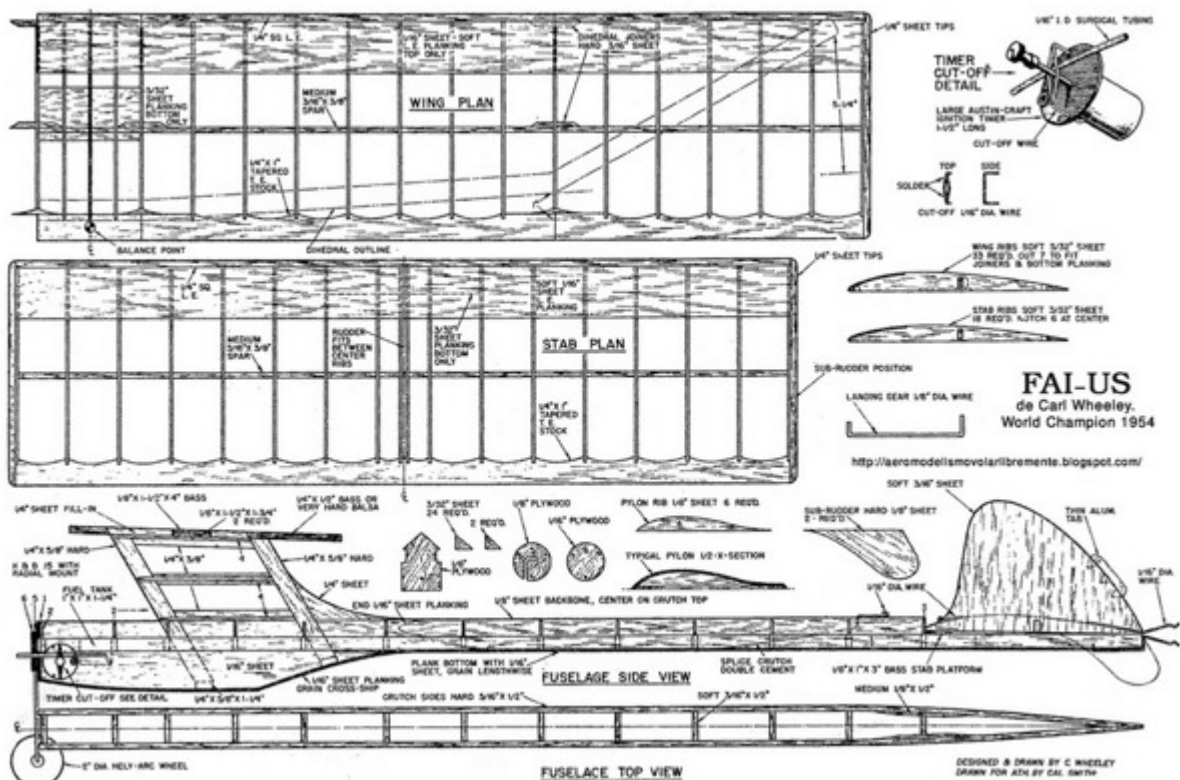
The 1915 issue of the English magazine "Flight" featured his article on modelling in Australia. Clubs had been formed, regular contests were held and the average flight time was 40 seconds. Progress was slow, due to the lack of and cost of materials. Props were expensive.

Braithwaite began aeromodelling in 1909, at the age of 13, and it took him till 1914 to get a model to fly. It was an A-frame pusher. A plan and description of his 1914 model was included in the "Flight" magazine. They said:

"His 8oz, 33" span tractor model had advanced features, such as a big tailplane and a double surfaced wing made from 18 swg wire with a spruce spar. Six strands of 1/4" rubber drove each of two gears. The 9" prop proved too small for the power, giving flights of only 90 yards."

Adrian asks, "Has anyone additional information on MA Braithwaite?"

FAI US WORLD CHAMP - 1954 Wheeley





GSP, WHAT IS IT? *from Roy Summersby*

While gelspun lines have been used by Australian F1A flyers for quite some time as well as internal lines on F1C and other models, there is still a mystery and confusion about these super lines. These lines have been on the Aussie market for around fifteen years, and there are still, large gaps in the knowledge about them.

First let's look at a little history of these lines, and just a tad of technical info, to help clear up some of the confusion. Known under a few aliases (braids, super lines, Spectra and so on) these new generation lines can be collectively termed GSP lines or gelspun for short.

GSP stands for gel spun polyethylene, the raw material from which ALL of the new super lines are manufactured. Dutch fibre producer DSM invented and patented the high performance polyethylene fibre, and the gel-spinning process used in the production way back in 1979. Commercial production didn't start at DSM's plant at Heerland until 1990. That high performance fibre was given the commercial name of Dyneema and is still the same fibre used world wide for the production of GSP fishing lines. In the Far East DSM has allowed its technology to be used by Toyobo Co in Japan for the commercial production of the Dyneema fibres. Allied Signal in the USA has been granted a licence by DSM to manufacture GSP fibres that it markets under the name of Spectra.

Both Dyneema and Spectra fibres are made from the same raw materials, and apart from the various different grades available, are essentially the same product, albeit made at different plants. Dyneema SK60, SK65 and SK75 (micro-dyneema) fibres (marketed as Spectra and Spectra 2000 in the US) are supplied in bulk form, to the many fishing line manufacturers around the world, who then braid or bond the raw fibres into various finished products we see on the fishing shop shelves.

Why use gelspun lines?

GSP lines have a couple of significant differences from traditional nylon monofilament lines. These differences can be substantially advantageous in our modelling world. The density of Dyneema is 0.97 g/cm³ which means that it is lighter than nylon, (it floats). Dyneema has only 3.7% elongation or stretch compared to up to 30% in monofilament nylon lines. The third significant difference is the extremely fine diameter to breaking strain ratio. Braided GSP lines can be as much as 50% thinner than a nylon line of equivalent breaking strain. Also these lines are much more flexible than nylon, and go round those nasty bends inside a model much easier. Those four main differences give GSP lines the advantage over nylon in many ways. In addition, GSP lines are exceptionally UV resistant giving them a greatly enhanced working life which helps to offset the initial purchase price.

Bonded or braided?

There are two general categories of GSP line on the Aussie market; braided and bonded or fused. Fused lines are much cheaper to produce and are constructed by bonding the Dyneema fibres together with thermal and/or chemical adhesives. These bonded fibres quickly disintegrate once the conglomerating coating is worn away during use. Typically these lines are much less flexible than braided lines and are more difficult to knot properly. The best-known bonded gelspun lines in the Australian marketplace are Berkley Fire Line and Spiderwire Fusion.

The bulk of the GSP lines available today are braided. The braiding process is more time consuming and therefore much more expensive than the bonding method. The characteristics of braided lines can be governed by the numbers of filaments incorporated and by the tightness of the weave. Loosely woven lines (eg, Platypus Super Braid) are fairly limp, easy to handle and knot well. Tightly woven lines (, Bionic Braid and Tortue Nacrylan) represent the top shelf products. These super fine diameter lines incorporate the best aspects of GSP technology.

If you examine your own favourite use of nylon line, consider what GSP lines can do, you might find that the benefits make the change over, very worthwhile.

What's available?

After an influx of different brands of lines labelled as super lines or braids the market has stabilised and consolidated. The glut of cheap and nasty imitations has disappeared leaving the core of genuine, quality Dyneema/Spectra products on the market. The choice of fused or bonded lines is narrow with only two readily available in most areas. Those fused lines are Fire Line from US giant Berkley and equally well-known Spiderwire Fusion from JWA, another North American manufacturer.

The great majority of GSP lines currently available are braids. This is where improvements are ongoing and

where the market is growing. Australia has two locally made (and owned) GSP braids on the market shelves. The distinctive hot pink Bionic Braid represents the highest quality and is definitely one of the best top three braids available. This is manufactured by Dyneema SK75 to exacting standards. The other Aussie GSP line is Super Braid from Platypus lines. Super Braid is a soft, very user-friendly line that also provides excellent value. From the French manufacturer Tortue, comes Nacrylan, also an extremely high quality braid that is marketed in a high visibility salmon/orange colour. Tortue has more experience weaving fine fibres than any other fishing line manufacturer in the world. This experience comes from more than a century of weaving silk fibres for stockings, parachutes and so on. That same exacting weaving process is used in the manufacture of Nacrylan, making it another of the top three braids on the market.

One of the first braided lines to hit the market worldwide was Spiderwire from JAW. It has undergone improvements since its initial release to maintain its place among the top quality products. Another top notch line from the US that is a much more recent addition to the market is Penn Powerbraid. Typical of the nylon lines from Penn, Powerbraid is a high quality product; very fine for its breaking strain and tightly woven, it is also coated with a friction reducing coating.

Germany's entrant in the GSP game comes from respected manufacturer Plitil. Millennium Hotfibre2 is relatively new on the Aussie market. This line is advertised as a thermally fused braid, a braided line enhanced with a two coatings process to add durable colour, rigidity and lessen friction. Hotfibre2 looks and feels great and holds knots well.

Roy Summersby

FREE FLIGHT - THE MOST INTELLECTUAL SPORT IN THE WORLD



*By Thorvald Christensen, Ph.D. Kivik, Sweden
(translated by Soren Edstrom)*

Free Flight is flying models, where flying is truly free. The model flyer can do nothing but watch his plane after it has been launched. One can almost talk about two individuals here: the model flyer, and his very independent airplane.

There are different ways to get the model airplane into the air: running it up like a kite, using rubber power, using a small engine, using a rubber catapult – or just by throwing it up there, using one's arm power. Once up there, it will sail down. The different classes have their own rules, but what is common for all, is that the one who has managed to get his plane to stay up in the air the longest time will be the winner.

The first part of a competition consists of flying five or seven 'heats', each within a certain time interval. During each heat the competitor has to launch his plane, go after it, try to find it, get back to the starting place and get ready for the next start. The so-called "full time" for these first flights is normally three minutes. All competitors who have managed to fly full time in those first heats go on to a so-called "fly-off". Then the time is increased to five

minutes, and then to seven, etc. until one competitor has got a longer total time than any other.

What also makes free flight very special is that the plane knows nothing about the air it is flying in. If there is a wind, it will go with the wind. If the wind blows with a velocity of, say, 6m/s, the plane will fly 1.08km in three minutes. Then you have to walk more than 10km on such a day. There can be all sorts of obstacles in the way: fences, rivers, and trees! The last kind is the worst, as a model high up in a tree can be very difficult to get down. If you are really skilled, you might be able to trim the plane to hold up against the wind – but it is seldom that this really works.

In addition to blowing in different horizontal directions, the wind is normally also blowing in the vertical direction and it is the most important part of it. If the air goes upwards – a thermal – it is "good air", if the air goes downwards – a "sink" – it is very bad!

The best way to solve a difficult problem is to have a good theory. There are, however, no good theories in aerodynamics for velocities under 20 km/h. Probably there is not enough of a commercial interest for research in that area. Therefore, all serious free flyers have come up with their own theories. They have been doing a lot of hard thinking, and there has been a lot of trial and error. Most of the successful flyers have been doing this almost all their life, and many are the second generation of flyers. During this long period of time they have learned a lot. They have obtained "silent knowledge", something close to a theory. This theory contains many variables about how to trim the plane and how to make it catch a thermal.

continued on the next page

The design requires knowledge about profiles, geometric proportions, strength and weight. Then comes the building, requiring its own skills. And last comes the trimming which has to do with the weight and angles. Where should the centre of gravity be, and what should the angles be between the wing and the tailplane, and how should the wing be warped at different places? And during all these phases one has to remember the difference between powered flight and gliding flight – and these two can be vastly different.

Take a rubber-powered plane, for instance: such an “engine” has the highest torque of all known engines in relation to its own weight – but only during a very short time. After four seconds of running there is only half of the starting torque left, and during these four seconds the model should have reached a good height and assumed an attitude that is as good as possible for the rest of the powered flight, that might last 40 seconds

more. Then the sailing starts. For best performance during this phase, the model should be trimmed so that it will stay inside the thermal that the flyer hopefully had found and succeeded in planting his model in. A well-tuned model is turning by itself into the centre of the thermal, when it feels that it is about to fly out of it. How do you manage to accomplish all that?

The successful free flyers have their own theories about all this, which they are happy to share with others. As I am new in this field, it has been a pleasure to take it all in, and to compare the different theories. What is interesting is that all those flyers have been successful, but their theories can be quite different!

The lack of a generally accepted theory makes the flying of free models different from other sports – and I would like to call it the most intellectual sport in the world!



FREE FLIGHT

DOWN UNDER

Have you paid your AFFS subscription yet? It's only \$30 pa. If not this could be your last FFDU newsletter.



SOFT KITTY now a quadricopter

Many animal lovers find it hard to part with their pets when they die.

So when cat Orville, named after the famous aviator Orville Wright, was run over by a car, his artist owner decided to turn him into a permanent piece of artwork as the ultimate tribute by transforming him into a flying helicopter.

Dutch artist Bart Jansen first stuffed Orville before teaming up with radio control helicopter flyer Arjen Beitman to build a specially-designed flying mechanism to attach to the cat.



Paws for thought: Cat Orville was turned into a helicopter by his artist owner Bart Jansen, pictured right, after he was run over by a car

We're going on a class trip to the Coca-Cola factory. I hope there's no pop quiz.

I didn't like my beard at first. Then it grew on me.

PUNOGRAPHICS

I changed my iPod's name to Titanic. It's syncing now.

When chemists die, they barium.

Jokes about German sausage are the wurst.

I know a guy who's addicted to brake fluid. He says he can stop any time.

How does Moses make his tea? Hebrews it.

I stayed up all night to see where the sun went. Then it dawned on me.

This girl said she recognized me from the vegetarian club, but I'd never met herbivore.

I'm reading a book about anti-gravity. I just can't put it down.

I did a theatrical performance about puns. It was a play on words.

They told me I had type-A blood, but it was a type-O.

PMS jokes aren't funny; period.

Why were the Indians here first? They had reservations.

Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?

When you get a bladder infection urine trouble.

T

he story continues, no room in the March edition. A story that should give you warm and fuzzy feelings as you read this childhood yarn about the big boys who flew model planes. It is set in the 1950s, in Queensland. This story, written through the eyes of a young boy, is part of a soon to be released book, "*The History of Stafford*", by Dennis Gray. Sit back, enjoy. Who knows, you may even identify someone in this article. It may even be you!

Malcolm Campbell



The Model Aeroplane Club.

The ordinary diesel engines needed lots more flicking of the prop to start and more adjustments to the compression by twisting the screw on top of the cylinder and fuel flow adjuster to get them running at peak revs. Starting engines was an art form. Your fingers needed to beat the prop's speed out of its arc when it caught or you'd get a mighty wack from a sharp little prop. Plastic props were sharper but didn't bust as readily on striking anything, like the ground or odd slow fingers.

The real pros, nonchalantly used index and big finger together, to effortlessly flick the prop over with a smooth wrist and finger bending action. Nervy people tended to use just the index finger and lots of arm action. We could recognise a "Nervous Nellie" easy ... they were relegated to the same wimpy bunch as rubber job owners. They were easily recognised at a distance by the sticking plaster on fingers too. (We'd never had a go at starting and engine).

The diesel engines used different fuel to the glo-plugged ones. You c'd smell the difference a mile off. Both produced a most pleasant exciting aroma... A bit like speedway engines burning castor oil produce their exciting smell. The diesels incorporated ether in the mix with kerosene and castor oil. The blokes sometimes made their fuel up on site. Fresh fuel is best!

Powered blokes had a special dispensing bottle for their re-fuelling. They had drilled two holes in a cork and poked thin plastic tubes into them. The long

delivery tube reached the bottom of the bottle when the cork was inserted and the other end of it was pushed onto the tiny pipe filler poking out of the aircraft's fuel tank. The second, shorter tube stopped just below the cork and stuck out the top about six inches (15 cm). The operator blew into this free tube to supply pressure to force the fuel up the delivery line into the aircraft tank. I always hoped a man would give me a go at blowing fuel into a plane, but none did.

The sailplanes were launched by slipping a tiny ring, tied on the end of a fishing line, onto a backward facing hook on the bottom of the plane. That hook was positioned in "just the right place" to get the best climb performance out of "a tow". The launcher held the aircraft while the puller went to the end of the cotton cord, fishing line and on the signal, ran like hell into wind. Glider owners brought a hankie along that they could hold up like a windsock to gauge the wind direction and speed and other coves, who knew a thing or two, but hadn't built a plane themselves, would gladly turn into a windsock with their hankie to save the pilot getting up from his aircraft to do the job just prior to a launch.

The glider climbed steeply at first, as it ascended in a parabolic path, till it was flying almost horizontal over the runner, then the ring slipped off the hook and away she went where ever the wind took her. Sail planes could go for miles because they were so streamlined and the champions had put so much care into their accurately finished construction.

Rubber jobs seemed to be judged on both time aloft and distance travelled. Their girly, little fine plastic, props turned much slower than the invisible, exciting, dangerous, diesel powered ones. Once the prop stopped, the rubber jobs glided to earth a bit more rapidly than the



the sail planes, but glided much longer than the heavier *power jobs*.

The control liners were more interesting to the operators and an experienced audience than to small boys. "They just went round and round". If Col was flying, it was much more exciting. Col was probably a sixteen year old apprentice and was a great operator and show-man. He generally wore blue workman clothes, favoured by metal workers, no shoes and a jockey cap.

He was amazing at aerobatics. He'd nonchalantly dive his plane vertically at the ground till the last possible moment, to pull out a foot above the surface. He could fly his, upside down for minutes at a time, again, getting it spectacularly low... brushing the tail through the tops of the tall grass stalks flowering six inches (15 cm) above the ground.



He would run in a tight circle, dragging his aircraft round by the control lines, to land it perfectly on the cricket pitch when the engine ran out of fuel where others just descended to flop and capsize on the grass. He and his mate, Dessy, would fly two aircraft together in streamer cutting competitions and duelling aerobatics, ducking under each other's control lines, even as the two aircraft screamed round in opposite directions with the probability of a tangle and crashes into each other in the offing.

They were a great team, with Col uttering rapid instructions of "under" or "over" to Dessy, who would lower or raise his lines so Col ducked under, flying his aircraft low, or taking it high to go over Dessie's lines as they passed. They performed pretty spectacular synchronised flying with no tangles and resulting crashes. There were enough crashes of less skilled aircraft owners to keep boys interested for most of the day.

I got to be famous (in my eyes), when a free flighter, under power, slammed into our roof gable. It poked a hole in the fibro and the propeller and engine got caught inside the wall. The owner knocked on our door about the time I heard someone exultantly reporting the accident to people all around. When I saw it was MY house, I was off home and sat importantly on the fence for everyone to see my proprietorship, while many people discussed how to get it down. It was too far below the



peak for anyone to reach down from on the roof and retrieve it.

I could have been very helpful in showing any one how to scramble up the patio railing and gutter, onto the roof... Did it often when my parents weren't home. Lance Smith at the back of us, was slowly building his house and had a good long bit of pine they could use to lever the plane up and out of the hole.

A man began poking and the young owner started nervously issuing orders, (sounding like a wife)... to be careful, until the exasperated bloke gave HIM the stick. He must have been connected at the umbilical with that plane, because he suffered mightily each time he poked a hole in the tissue paper skin. I would have gotten bored and probably gone off if it hadn't have been for his frequent lamentations.

I was hoping they couldn't get it out and later I would have gone up the man hole and crawled down the rafters and busted it. I would probably have an unrepairable airframe, but I'd have had an engine. They got it out and the hole remained for years, to remind me of the day I was the kid whose house, a model plane crashed into.

Jetex engines were another wonder we were going to posses when we grew up. They were a tiny solid fuel powered, simple rocket motor that had lots of wonderful little washers, clips and fiddly bits. They were tiny aluminium cylinders like a short cigar tube, open at one end. The cap had a minute exhaust hole in the middle and a spring catch attached to it that clipped around the blind end of the tube to hold the cap in place.

The owner would remove the cap to open the engine and pop a couple of fat whitish, cylindrical tablets of solid fuel in, then carefully thread a wick in the hole and close



her up. There were a few ceramic washers involved and it looked really interesting, but we weren't allowed to crowd close in to see every detail.

The sealed unit was slipped into a housing that was the jet pipe, which was attached to the aircraft and she was ready for light up. A match flame was applied to the wick and there'd be ignition and smoke would hiss out the tiny orifice producing thrust. They weren't overly powerful and the owner had to chuck the aircraft out horizontally like a catapult, so it didn't just flop to the ground. These miniature gliders would soon get up a good speed and climb, emitting a loud continual hiss and leaving a beautiful, white trail of smoke behind. The advantages of these engines were the pellets produced oodles of propulsive gasses, but they burned cool so there wasn't a fire and the aircraft didn't burn up. After the retrieval the complicated engine dismantling, repacking and assembling had to be gone through again.



One particular Sunday was the championships. A mate of Col's, probably about sixteen or so, spent all Saturday afternoon and most of the night constructing a new three-foot six inch (1.1 M) wingspan, sailplane. He didn't have time to paint and decorate her, so she was just all opaque white tissue paper with the yellowy-cream balsa framework showing through. She had the fresh, heady aroma of Tarzan's grip and dope still emanating from her.

He came to 'MY man' who was in his mid twenties for help in getting the lead ballast just right, to balance her.

I was very proud and watched every detail. The young bloke had already glued some sinkers in the little nose ballast box... it just needed the final really fine tuning. My man checked her out by supporting the wing tips at some "sweet spot"... (a special distance back from the leading edge), on his two extended index fingers and noted the small tail down attitude. The youth was holding a scrap of sheet lead, plumbers use for roof flashing and a pair of side cutters.

I wished MY father had a set of side cutters. We just had two sizes of black, ordinary old pliers at our place. My



man told him to cut off a "bit". He cut a wedge about half an inch by quarter of an inch (13 mm by 6 mm). My man pushed it down into the nose block and gently tossed the glider slightly below the horizon. It flew in the direction he'd aimed, but then, gently climbed and dipped down to the grass. She'd stalled.

I knew all about stalls... they were BAD. The planes porpoised prettily through the sky instead of flying straight! The young bloke retrieved it and once again my man balanced her on his finger tips and noted the tiny tail down attitude.

"Giveus a smidgen more". A smidgen? I paid attention. I hadn't heard of this measurement before and I was there to learn. He snipped off a small right angle triangle about quarter of an inch long and a quarter of an inch wide and offered it.

My man looked and said, "Na .. bit big... „bout half of that".

"Hmm... smidgens come in varying sizes. It must be the triangular shape".

I got in closer to watch the division. The youth put the big bit back in the toolbox (I was going to have a red toolbox when I grew up!) and carefully holding the smidgen, snipped it in half. The tiny bit that snipped off flipped away into the grass, but I managed to keep my eagle eye on it and pounced on it to hand to my man.

A proper smidgen is:- a sharp little right angle triangle, quarter of an inch high and one eighth of an inch at the base! (13mm by 3mm) My man pressed it into the solid, lovingly sanded, perfectly shaped, balsa nose block, till it disappeared. He once again delicately launched her slightly downwards and she flew straight and true without a waiver.

He picked her up and reached down to his toolbox for a small square of fine sandpaper to smooth off the ragged edges of the punctures in the nose block.

The young bloke said thanks and went off to enter her into the championships while my man and I returned to his refuelling, starting and my running half a mile to

retrieve his polyhedral winged, red and yellow, masterpiece again. I'd importantly; carefully, carry it back, accepting the jealous admiration of small kids who watched me, while I tried to keep the smirk off my face.

To be continued in the September edition

A photon walks into a hotel and takes a room for the night. The concierge asks, "May I take your luggage". To which the photon replies – "No need, for I am travelling light."

Are you still there? Here's another one:

A Higgs boson wanders into a Catholic church. The priest stops it at the entrance, saying "I cant allow you in here! People call you the God Particle, and that is blasphemy!". The boson is flummoxed - "But", it stammers, "without me, how can you have mass?"

Oh dear, and another one:

When chemists die, they barium.

Vocabulary Word for the Day:

LIQUIDITY

Definition: *Liquidity is when you look at your retirement funds and wet your pants.*

DESTINATIONS:

For those who have travelled.....the rest will have to guess

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I have been in Deepshit many times; the older I get, the easier it is to get there.

And, sometimes I think I am in Vincible but life shows me I am not!

2012 TEAM TRIALS SELECTION - SCORES TO DATE

supplied by Vin Morgan

Name	Kiwi	Pan Am	Max Men	Vic St Ch	Kotuku	Omarama	SCC	AFFS	Aus Nats	WA Trial	QLD St Ch	WA St Ch	NSW St Ch	Qld Trial	SA St Ch	Sum of best three	Sum of best four
	Feb 11, 12	Feb 14, 15	Feb 17, 18	Mar 10, 11	Mar 19, 20	Mar 22, 23	Apr 2, 3	Apr 4, 6	Apr 15, 16	Apr 21, 22	Apr 21, 22	Jun 2-4	Jun 9-11	Sep 20, 21	Nov 24, 25		
F1A																	
Phil Mitchell	1260	x1260	x1260				1110	1260					1232			3752	
Malcolm Campbell	1260	x1260	x1210	1079	x1259	x720	1176	995			1133		1229			3665	
Neil Murray							1093	1127	1260	596		1260				3647	
Vin Morgan				983			1084	1109	1149	417			1072			3342	
Albert Fathers				913	180		907	630			1193		1171			3277	
Tahn Stowe				663				1002	1212							2877	
F1B																	
Richard Blackam				1260			1260	1250	1242	1260		1260	1260			3780	5040
William Jones				1260	x1227	1260	1260	1260			1238		1234			3780	5040
Bryan Oliver				1260			1230	1163	1260	1260		1260	863			3780	5040
Terry Bond	x1229	1260	x1260	1186			1215	1260	1260	1222			1238			3780	5018
Leigh Morgan				1260			1260	1260	1014				1224			3780	5004
Vin Morgan	1260	x1131	x1242	1147			1260	1260	1149	1185			1174			3780	4965
Gary Pope				1125	x1118	1137	1180	1260	1260	1237			539			3757	
Paul Rossiter	x1165	1196	x1097				1202	1227	1216	1214						3657	
Albert Fathers				1179	1221	x1210	1178	1182			1141		420			3582	
Ted Burfein							1039	1260			1241					3540	
Neil Murray								1260		1190						2450	
Percy Wright							1141	1192								2333	
F1C																	
Terry Bond				1260			1086	1223	1134	667			1260			3743	
Roy Summersby	1260	x1260		1194			180	1260	1162	14						3714	
Colin Crowley									1043	510		1260				2813	
Gary Pope				186				1191	720	6			216			2127	
Percy Wright							1039	326								1365	
Chris Behr										288		890				1178	
John Lewis											1046					1046	
Ron Munden											846					846	
Ted Burfein							195				266					461	
x	Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.																