

No.101 - Winter 2011

Many Happy Returns

The Official Newsletter of the United States Canoe Association

**Rusty
Harding -
American Boom
Legend
Passes**

See pg. 8



USBA INFORMATION

The USBA is a non-profit, volunteer organization. Our mission is to promote the sport, craft and science of boomerangs in the United States. Contact the USBA through a member of the Board of Directors, or by joining our Yahoo group:

USBA_info

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This is an annual membership organization. All memberships except lifetime memberships will be due for renewal at end of 2010.

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Tournament Results

USBA National Championships, Aug. 6-7, 2010, Eau Claire, Wisconsin

Dan Bower nailed down his 3rd Nationals win in four years, becoming only the second person ever to win the US Nationals three times !

	Aussie	Acc.	MTA	Trick	Fast C.	Endur.	Overall
1)Daniel Bower	72	68	113.9	90	25.56	45	24.0
2)Steve Kavanaugh	49	69	105	98	23.86	49	24.5
3)Logan Broadbent	68	54	133.8	77	24.46	47	26.5
4)Dan Johnson	60	41	117	84	24.40	44	37.0
5)Rich Bower	56	81	84.86	82	30.57	48	44.0
6)Taco	53	56	96.85	83	25.82	45	45.0
7)Billy Brazelton	69	35	81.88	66	21.66	45	47.0
8)Will Gix	58	79	95.52	72	26.52	43	49.0
9)Mark Legg	60	61	98.15	76	55.34	44	49.5
10)George	48	61	115.4	60	25.51	34	53.0
11)Betsylew Miale-Gix	60	49	83.75	65	24.76	38	57.0
12)Chicago Bob	68	50	76.12	50	25.85	34	64.5
13)Don Monroe	46	51	78.58	0	23.86	30	73.5
14)Tony E.	48	33	102.2	62	29.19	29	75.5
15)Tom Howman	31	47	85.15	27	50.28	34	82.0
16)Dennis Joyce	60	36	68.7	43	29.72	28	82.5
17)Louie	28	49	97.76	25	58.44	31	83.5

Past US Nationals Tournament Overall Champions

2009	Delaware, OH	Daniel Bower
2008	Dallas, TX	Harald Steck
2007	Eau Claire, WI	Daniel Bower
2006	Conyers, GA	Harald Steck
2005	Lebanon, NH	Matt Golenor
2004	Delaware, OH	Matt Golenor
2003	Houston, TX	Adam Ruhf
2002	Seattle, WA	Gregg Snouffer
2001	Delaware, OH	Nobu Iizuka
2000	Canton, OH	Chet Snouffer
1999	Virginia Beach, VA	Gregg Snouffer
1998	Amherst, MA	Rob Parkins
1997	Delaware, OH	Steve Kavanaugh
1996	Virginia Beach, VA	Chet Snouffer
1995	Minneapolis, MN	John Flynn
1994	Jackson, Mich.	Chet Snouffer
1993	Redmond, WA	Chet Snouffer
1992	Amherst, MA	Chet Snouffer
1991	Delaware, OH	Chet Snouffer
1990	St. Louis, MO	Chet Snouffer
1989	Gunnison, CO	Chet Snouffer
1988	Allentown, PA	Chet Snouffer
1987	Cleveland, OH	Chet Snouffer
1986	Atlanta, GA	Barnaby Ruhe
1985	Northridge, CA	Larry Ruhf
1984	Delaware, OH	Dennis Maxwell
1983	Fairfax, VA	Chet Snouffer
1982	Fairfax, VA	Bob Burwell

Tournament results cont. on pg. 15

LD at the 2010 USBA Nationals - Eau Claire, Wis. Aug. 5



Juice Tom Chris David Don Stevie John Nod Eivets Divad Eciuj Mot Sirhc Nagol
Amanda Logan

Carpe Diem LD Tournament - Delaware, Ohio, Sept. 4, 2010



David Gary Steve Bill Kenny Cameron Logan Chet Ty Moleman Pat
Not pictured: Anne



Allee...



The Historic Throw...



Ooop!

2010 Shoot-Out, Oct. 16



David Barry Larry Ace Bruce Jack Emilio

On Sept. 4, 2010, Logan Broadbent set a new U.S. Open record with a throw of 162m. So we gave him a celebratory toss. Though not as far...

Pix by D.H. & Chet Snouffer
Graphix by D.H.

"Git It Out There" #7

Long Distance Boomerang news, by David Hirsch

It's been a good year for LD. Since my last column there have been three more LD tourneys, a new U.S. Open record set and a bunch of Personal Bests (PB). After NALDO in June, there was LD at the USBA Nationals, the Carpe Diem LD Tournament in conjunction with Chet Snouffer's Delaware, Ohio tournament and the 7th Annual Texas LD Shoot-Out. That totaled four LD tournaments in North America in 2010, and there was also LD at the WBC in Rome.

The USBA Nationals were August 5-8 and once again in Eau Claire, Wisconsin. LD was on Thursday preceding the other events. The weather was nice but a bit breezy, which made for several search and rescue missions after errant booms. The top scores were: Steve Kavanaugh 122m; Tom Howman 118m (PB and 1st time 100m Club); David Hirsch 113m; Dennis Joyce 105m; Don Monroe 100m; Chris Kalfa 97m; Logan Kalfa 70m (PB); John Gaston 60m. A special thanks to Amanda Kuhn for tolerating Tom Howman's new obsession! Logan Kalfa will be someone to watch; to throw 70m at just 12 is a special feat. It was also Stevie K's second year in a row to win the US National LD title, so congrats to him!

The Carpe Diem LD Tournament was something of a chance event. Gary Broadbent called me and said that Chet Snouffer had the Polo field in Delaware Ohio for the entire weekend of Labor Day, Sept. 4 & 5 at no cost, but was only throwing the other events on Sunday, so we should throw LD on Saturday. The field is beautiful and huge, and combined with the farmland next to it, it is absolutely massive. Winds were threatening to be excessive, and gusty at times, but as it worked out, they were perfect. Some wondered at first why I set the throw line 225m in front of the corn field, but with those gusty winds several blow-bys exceeded 200m behind the line, just shy of going into the corn. All in all, however, it was a great tournament, with the new record, as well as multiple Personal Bests! Logan Broadbent was on fire, not only setting a new U.S. Open record at 162m, but throwing 141 and 150 just before and after the 162. Conditions immediately after the new U.S. Open record: Temp. 69°F, Avg. wind 12.7mph from the west. On setting the record, we decided something to celebrate the occasion was in order, so we gave Logan a toss in the air! (see photo page) Top scores were: Logan Broadbent 162m PB, U.S. Open record; Ty Beaujon 134m PB; Moleman 130m PB; Pat Surdame 128m PB; Steve Peck 111m; David Hirsch 105m; Gary Broadbent 99m; Chet Snouffer 91m; Kenny Barr 96m PB; Bill Rusky 62m. Special thanks to Anne Hodos and Cameron Broadbent for helping with pole duty!

The Seventh Annual Texas LD Shoot-Out was held Oct. 16th in Dallas. Besides LD, we also included some demonstration events, including MTA, FC and modified Endurance. The winds were very light, not the best for LD. Top scores were: Barry Burns 94m; David Hirsch 91m; Jack Talton 89m; Bruce Armstrong 80m; Ace Armstrong 73m; Larry Burns 70m; Emilio Lopez 59m. Barry will hold the Shoot-Out Hook for the next year. Congrats to him!

We look forward to another great season of LD in 2011. Locations as of this writing aren't set, but expect LD at NALDO and the USBA Nationals for sure and The Texas Shoot-Out.

"LD and Me" - An Interview with Bob Burwell

Bob, of course, is one of the pillars of the modern boomerang movement as a whole, but he also holds a special place in the LD world. The following is an interview I conducted with Bob via email. The questions in each of the LD interviews are similar, the better to compare with other interviewees, and thus give a greater understanding of the thrower.

DH: Tell us a little about yourself. Where were you born? BB: Sydney, New South Wales, Australia.

DH: Where do you currently live? BB: Brisbane, Queensland, Australia.

DH: What is your current job? BB: I work for the same ole group, "The wife & Family."

DH: Married, kids, hobbies besides boomerangs? BB: Married with three children and three grand children. I am an observer. Birds Animals, reptiles, flowers and fungi, people. These things mean I have an interest in photography. I have played many sports. I used to be an expert with rifles and machine guns when I was serving in the Australian Army. In my younger days I was a small crops farmer and almost lived on the back of horses.

DH: When did you throw your first boomerang? What kind was it? BB: October 1945. 4mm bond wood.

DH: When did you become interested in LD? BB: 1955.

DH: What is your favourite LD boom? BB: The boomerang I achieve the best results with using very little effort is a Buzz Whip gifted from David Schummy. Flies out to about 110 metres and very accurate. (cont. on pg. 14)

.....Now, from the 'They Don't Always Return' Department



Connecticut thrower Bennett Sprague, age 8, gets into the Thanksgiving spirit with Norm Kern kylie at Wandering Nutmeg Boomerang Society's Turkey Toss, www.wanderingnuts.com



Redwood throw sticks by Ken Glover of Houston, TX (top 2), and mulga wood by unknown Australian maker. Ken, organizer of the Boomerang Association of Texas 30 years ago, reports once knocking a flagstick out of the hole at former US Open site Champions Golf Club in Houston from 85 yards with one of his kylies. Needless to say, not many foursomes have invited him along lately. Actually, kylies do lend themselves well to golf-style events (seeing who can hit a far distant pole or tree in the fewest throws, e.g.). Other ideas anyone?

European Boom Pioneer Michael Hanson Passes

MHR has been informed that beloved Scottish boomerang figure Michael Hanson left us in 2008 at age 66. The information came via Michael's son Rufus. Michael's classic book on boomerangs can currently be downloaded free on Ted Bailey's web site www.flight-toys.com. Michael Hanson (a.k.a. Mick) utilized his abilities both in physics and as a teacher to make the whys and hows of boomerangs easy to understand. Mick was a founding member of the British Boomerang Society. He published articles on the subject, gave lectures, and sold a fine assortment of mail-order boomerangs (including the legendary Haggis Hunter). He actually had a teaching position about 1990 in the tiny Western NY town of Springdale, and paid a visit to Ted Bailey, where they spent some time dissecting Felix Hess's boomerang thesis. He kept on visiting the US and US boomerangers in recent years, but was rarely seen at tournaments. Michael's daughter Dylan provided the following interesting and touching biographical info :

Dad went to High Wycombe infants school in Buckinghamshire as a very young boy, then when his family moved to Jaywick in Essex, he went to Little Clacton School, and in secondary school his teachers recognized that he was very bright and quick to learn and suggested to my Grandad that Michael try for University. No one in the family had gone to Uni before, and Grandad said it was up to Dad, and he'd put no influence or pressure on him. Dad decided to go, and went to the North London Polytechnic (U. of East London now) and studied (B.Sc.) physics, then he went on to do his master's degree (M.Sc.) at Essex University, where he studied Chemical Kinetics.

He taught at Stewards secondary school in Harlow, Essex and became head of the science dept., then we moved to Scotland in '75 to Sinclairston (the home we still own now), and he taught in St. Convells school, (a catholic school that normally wouldn't employ non-catholics, but the headmaster Mr. Phillipi liked Dad very much, and their family and ours became great friends). Then he taught at Marr College in Troon, and some of my friends had him for physics. He then went on to teach at Doon Academy in Dalmellington and started up an after-school club for children whose home life was less than peaceful, shall we say, and this provided them respite to study and achieve without hindrance. He also made the school entry of a vehicle to compete in the Shell Oil endurance race at Silverstone every year, which was part of the curriculum, and involved the whole school in the effort.

At his funeral many students came up to me and Rufus, and said if it hadn't been for our Dad believing in them, they would never have achieved so much in science academically. Dad's 'boss', headmaster of that last school, said of Dad that he was teaching 'in excellence standards' (a syllabus process newly implemented to bring education to a higher standardized level in all schools) for the last 30 years, and had a lot to show the current teaching profession. Dad always joked he went into teaching because he liked the holidays, but I know it was because he loved children, and loved expanding their minds beyond the classroom, and into their own limitless imagination - and they LOVED him for it. In all Dad's 40 years of teaching I never met anyone who did not speak highly and fondly of him. A lot to live up to, but he'd shrug his shoulders and look slightly embarrassed and just say, 'ok, thank you'.

As a young man Dad built his own car from scrap parts from a local dealer - a kind of Austin 7 with suicide doors! He once had a job as a 'washer-up' in a cafe in Clacton, but got sacked because he was too slow!! He said he worked for a brief time as a postman whilst studying for his masters, and liked it because 'you're finished by 2pm, and the day is your own'. Even as a young boy Dad was an individual, and our great aunt (Dad's Mum's sister) used to tell me about how there was the easy way of doing things, and there was Micky's way (they called him Micky as a child). She adored him, too, and made no secret of the fact that he was her favourite of his brothers. Dad's mum (her sister) died from a brain tumor when he was 14, and they think the huge shock and trauma of this brought on his diabetes at age 19 (apparently it is a well-known effect of massive emotional trauma that your pancreas can stop working as a hormone organ, I suppose this makes sense biologically). This destroyed Dad's hopes of becoming a pilot - his absolute dream - so I think that's also why he turned to teaching. and his love of all things aerodynamic was borne out in boomerangs, kites, frisbees, model aeroplanes and pretty much anything that flew!

Rusty Harding

Aerospace engineer turned boomerang engineer Rusty Harding brought formal aerodynamics to the sport when it was badly needed, and put theories into practice by becoming the world's most prolific boomerang maker, beginning in the late 70s. With simple, but sophisticated airfoils developed through experimentation, no one did more to convince the public that boomerangs do work, and can work very well.

Rusty Harding Biography

by Gary Broadbent, 11/14/2010

It is a very sad day in the boomerang world today. Rusty Harding, one of the most influential people in the history of boomerangs passed away at the age of 82. His birth name was Richard Harding Englert, but was known as Rusty for his red hair, and used Harding as his last name, like a pen name.

Rusty was born in Nashville, TN October 22, 1928. He was the middle of 3 biological siblings and a cousin who was raised by his parents. He attended Castle Heights Military Academy in Lebanon, TN for high school. He joined the Marine Corps in September after graduating in June, where he was trained in aircraft mechanics. He attended Northrup Aeronautical School in Southern California after spending three years in the military.

His first job out of college was at Redstone Arsenal in Huntsville, AL where he helped form the guided missile school and worked with Van Braun and the V1 rockets. He then worked at Chance Vaught, where he worked on the F7U3 aircraft and additional fighter aircraft. He worked at Edwards Airforce Base, where he met astronaut John Glenn. Rusty was instrumental in designing the aircraft that set the new speed record at 1015 mph. He worked on the design of space flight simulators before NASA had simulators. Rusty met all 7 of the first American astronauts. He then assisted with the design of an aircraft that had search capabilities and could also act as a fighter plane, the FAU3, which flew higher, faster and could stay aloft longer. He worked on many further classified projects in the late 50s and early 60s, including an aircraft that could launch a satellite into space. After 11 years at Chance Vaught, he took a position with McDonald Douglas in St. Louis, as the senior engineer over 32 staff, in charge of all hydraulic systems. After 2 years there, he worked at Western Hydraulics of Borg-Warner until 1974 where he specialized in designing flight hydraulics, including submarines. Within this time, he utilized gyroscopic devices and tests on ion engines. He discovered a way to measure the propulsion to an ion engine. He also worked on the guidance system for missiles and the Walleye smart bomb project around 1967-68. He designed the spoiler system on the 747, which destroys the lift on the wing and shifts the load onto the landing gear. He designed the automatic braking system, ABS, on the DC10. He designed the navigational systems to the L10-11. In early 1974 the company laid off all the aircraft designers, at which time he retired.

In 1975, he responded to an ad from Richard Harrison, and ordered several left-handed boomerangs. He then began experimenting with making his own boomerangs. In 1977 he attended the Smithsonian Institute competition in Washington DC, where he met Al Gerhards, Ben Ruhe, Peter and Larry Ruhf, Eric Darnell, Richard Harrison, and Barnaby Ruhe, to name a few. He then focused his time over the next year in perfecting boomerang designs, specifically the overlap boomerang. Rusty was quoted as saying, "I've really enjoyed the boomerang experience. I met people I would never have met before. When we get out on that field, it doesn't matter whether you are a ditch digger or a PhD. It doesn't matter whether you are black, white, green, blue or purple. It doesn't matter whether you speak a language that I can't speak, everybody knows Boomerangs. Let's go throw! It is a commonality that is wonderful. You establish friendships all over the world. One of my greatest regrets is not being able to invite everyone that I've met to come down and throw with me. There is just not enough time."

- In 1997, Rusty estimated he had made between 60,000-100,000 wooden boomerangs, and tested each one. [This is believable. Utilizing a home-built machine with two sanders running off one motor, Rusty could shape a 'rang from a blank in 45 seconds down to finished surface. Decorating and varnishing took longer. - Ed.]

- Another great Rusty quote: "Get lots of spin on the boomerang. Anything else will be forgiven. Without spin it won't fly."

- In Australia in 1981 only 2-bladers were acceptable, no 3-bladers allowed. Rusty designed a 2-blader that flew like a 3-blader, the famous Mind Bender. Rusty made one for each person on the US team. Of course, we all know what happened in 1981.

- Rusty's goal was to show up each year with a new and unique design. One design that is now in the Smithsonian is the Red Baron, a 3-winged [3-level] boomerang.

He believed that his greatest contribution in life was pushing the sport of boomerangs and increasing the knowledge of boomerangs, and additionally, his contribution to the design of the 747 and all aircraft flown. All passengers get home safely, in part, due to his designs.

Rusty in the early days, c. 1982, w/Bob Burwell. Bob spoke for many folks when he said recently, 'My next throw will always be for Rusty'.

(B.Burwell photo)



History of Some Lightweight Indoor-Boomerangs (I-B)

Jacques Thomas of Lyons, France has had in effect three careers: As a Cavalry Officer and Pilot in the Army Aviation, as a photographer for an illustration agency in Paris, and, as we all know, as a world researcher and developer of the boomerang. He was the inventor of the MK-1 plastic boomerang in the 1970s, and he hosted the fabulous tournament near the beach at Bievres for many years. he was chosen to study the boomerangs and throw sticks of King Tut in Egypt, which led to his 1991 book, The Boomerangs of a Pharaoh. The 'Crocodile Dundee' I-B' at the bottom of the photograph is the prototype of many thousands of the others, some having flown in pretty epic conditions, in many places in the world, on land, below sea-level, in the air, in space.

CROCODILE DUNDEE - In 1986, 20th Century Fox had requested a boomerang event from me in anticipation of the release of the movie 'Crocodile Dundee'. Though I was president of the La Pérouse Boomerang-Club de France, it was difficult for me to imagine a session throwing on the Champs-Élysées in December in Paris, because of possible windy or snowy weather and the necessary authorizations. So I decided to create for the firm a small cardboard I-B, flying from one to three metres. Though pretty easy to throw and catch, the prototype was not easy to realize, because of a necessity for both a small thickness and a strong rigidity of the cardboard. A special printer of my friends reproduced it, flying and returning perfectly well. Thousands of it were made as an advertising article for the movie and, later on, under various appearances like the ones of 'Paris Air Folies', or with some special covers which I designed.

PARIS AIR FOLIES - In 1987 and a few years after, 'Paris Air Folies' was a great air-show organized by the Aéro-Club de France on the horse race-course of Paris-Vincennes, where stands could hold more than 10,000 spectators. As a team of the La Pérouse Boomerang-Club de France was to make demonstrations, thousands of them were made in various colours for the Aéro-Club.

AUSTRALIA - The Australian Tourism Organisation in France followed, offering their own I-B' to the tour-operators invited at information sessions and parties.

B 17 'FLYING FORTRESS' - This famous aircraft was a decisive factor of victory during World War II. More than 10,000 were built. A few of them are still flying, and one is in France. As a former pilot and a Captain in the French Army Aviation, I could not remain insensible to that, and I became a supporter of the Association who is maintaining the 'Pink Lady' in good condition. So I was permitted to fly on board, where I could throw and catch the I-B' presented. Not without thinking of all the aviators who laid down their life for Victory. 'Pink Lady' was featured in the movie 'Memphis Belle' under the name 'Mother and Country'.

ONSLow - It is the name of an Australian submarine. On each side of the conning-tower, there is a big red boomerang joined to the big O of 'Onslow'. As she called at Sydney Harbour, and being invited to visit her, I came with this I-B' to be thrown and caught at about 3 metres below sea-level.

AERO-CLUB DE FRANCE - Many I-Bs were made for the Aéro-Club de France, like this one celebrating the 'World first virtual pilots licenses', which they delivered.

BLERIOT XI - On July 25, 1909, French pilot Louis Blériot was the first pilot to cross the Channel from Calais in France to Dover in England. A century after, on July 25, 2009, the French pilot Edmond Salis crossed the Channel again on a similar aircraft. Before he took off, I entrusted him with this I-B' for the flight.

SOLAR IMPULSE - This I-B' participated on July 8, 2010 in Switzerland in the World's first night flight of a plane flying thanks to solar energy. 'Solar Impulse' is the name of the organization which supports a future Solar Flight around the world, conceived by Swiss Bertrand Piccard. Knowing the latter and being a supporter of the organization, I entrusted the pilot André Borschberg with my boomerang to fly with. After the success of the flight, he signed it with Bertrand Piccard, and they sent it to me.

Second Photograph

'D' - This I-B had quite an historical flight, turning 145 times around the Earth at a speed of 28,000 kph. On May 15, 1997 by a dark night, and at the NASA's invitation, thanks to the French astronaut Jean-François Clervoy, I was sitting with some other guests at the Kennedy Space Centre, Florida, when at 4:07 am the 'Atlantis' shuttle was launched with a burst of light, flames, smoke and a thunderous noise, to disappear high into the darkness of the night. It was very moving for me, first because a friend of mine was aboard the shuttle, and also because, possibly but not surely, he could be taking off with four of my boomerangs. No contact being possible with the astronauts for about one month before their launch, I could not know. In fact, they were aboard. A message informed me of that after the mission. Back in France Jean-François Clervoy gave me back the boomerangs, when we met at the next Paris-Le Bourget international air-show. One of them was for him. All the boomerangs had in fact been experimented with. J.-F. Clervoy could have thrown an I-B in any direction before catching it, for there was almost no gravity. Photographs and a NASA video show them floating and moving in micro-gravity. Each of them wore a special letter. The 'D' one was taken to fly in 'MIR' Russian Station which 'Atlantis' had joined, and where it was stamped and signed.

T W A - The I-B' which I gave a TWA cover to was thrown and caught at night at the rear of a liner during a flight over the Atlantic ocean, when returning from USA to France. Probably the hostesses were not so keen on letting me throw a so dangerous weapon. After I did, they laughed

US NAVY 'GREYHOUND' - This I-B flew aboard US Aircraft Carrier 'Enterprise' on May 23, 2001. The American Consul in Lyons was a friend of mine. One day, at my home he noticed photographs and models of yachts and aircraft, and he asked me if I would like to visit an American aircraft carrier. How could I say 'No !' Then, he left Lyons for a post in a far Embassy. A few months later, I received a call from the Consulate asking me if I could be free two days later on to come to Hyères Airport at the Mediterranean seaside, where an aircraft would take me to join the carrier 'Enterprise' on manoeuvre at sea. As I supposed, this



invitation came from instructions left by my friend. A magnificent manifestation of the legendary American friendship and fidelity. At Hyères Airport I met a few other special guests and an attendant for our group, who had been informed about each person. Waiting, I was asked to make a demonstration. What I did inside the building where we stood was a tribute to American Forces in transit. An aircraft arrived and took us. It was a 'Grumman Greyhound', able to transport up to 32 passengers. After a one hour flight, we landed on the 'Enterprise' deck. We were south of Sardinia.

After a fascinating visit of the ship, the Captain entertained us to a drink in his quarters. The Admiral commanding the Task Force was there with officers of the Headquarters. As they had been told that I was president of the La Pérouse Boomerang-Club de France, I was asked to make a new demonstration. With good luck, my throw and catch went all right, and the Captain was invited to throw. Without asking me anything, only for having carefully watched me, he succeeded on his first try. I was much surprised, and that deserved a great ovation. I offered him one of my I-Bs with a portrait of French Commodore Jean-François de La Pérouse, who gallantly fought at sea for America's Independence in the 18th century. One moment later, we were asked to join our aircraft to leave the ship. My boomerangs and I being catapulted, we reached a speed of 210 kph in 3 seconds.

AIR FRANCE - CONCORDE - This I-B broke the sound barrier on April 20, 1996. It was on the occasion of an Air France flight over the Mediterranean. We were to fly from Lyons to Southern France at subsonic speed, then to exceed the sound barrier over the sea. I had organized the affair with Air France, who had given me a plan of the cabin, so that I could choose the most propitious seat for the operation. There were rows of four seats separated by an aisle with a bulkhead in front of the cabin. As the flight range of my I-B could be about one metre, I had to throw over the alley and over the head of the passenger on the other side, sufficiently far from the bulkhead so as not to touch it, and not too far for a clean catch. Of course, the problem which I could not solve was of the passenger's good temper ! So, I chose the seat B-14.

The sound barrier was broken with almost no special sensations, and I could try to perform the affair which I was there to do. I do not know if I succeeded because of it, but I happened to know from the Captain that seat B-14 was the one always reserved to Elizabeth Taylor for her flights over the Atlantic. As to the passenger on the other side of the aisle, he had an excellent and most co-operative temper. Happily! Because I was requested to repeat a throw and catch, which was kindly applauded.

NOUMEA - UTA - TAHITI - On January 26, 1788, led by Jean-François de La Pérouse, the French maritime expedition around the world, ordered and planned by King Louis XVI, arrived at Botany Bay, Aus., at 9 am. On January 26, 1988, as the representative of the La Pérouse Boomerang-Club de France, I was there, bare feet in the sea, in front of the beach, to commemorate the event by the Flight of Honour with a sport boomerang, as it had been intended since our Club was formed. Then I flew to Noumea, New Caledonia, where I was to join the 'Jeanne d'Arc' school-ship of French naval officers, to give them a lecture on the boomerang and to meet some friends of mine living there. Being at the Antipodes offered me an exciting opportunity. I could try having a memorable flight, and instead of flying back to France westward, I had decided to fly eastward.

Crossing the international date-line could be for me the opportunity of throwing a boomerang one day and catching it the day before, which is impossible on land and very difficult aboard a ship. It is different with a plane, but requiring a strict knowledge of the place and of the local time. So I had contacted the French UTA Company, and when leaving New Caledonia I met the Captain at the airport before embarking at night. He was aware of my wish and would contact me aboard.

Late, after dinner and the movie, when everyone was asleep, I went to the back of the plane and practised, having some difficulties of flight because of a lack of space. I absolutely had to avoid a wall, otherwise the flight was over. Anyhow, it was possible. I gave myself 7 chances out of 10 to succeed. At midnight, the chief stewardess came and told me on behalf of the Captain that we would cross the date-line at 00.23 local time, and that he would come to give me himself the countdown.

He came five minutes early with some stewards and hostesses curious to see the action. We had a talk. I asked them to stay behind me, but one to stay at the end of the aisle and prevent a passenger to come. It was Saturday, February 20, and the count was on. I knew that my I-B flew only 3 to 4 seconds. 'Five ! Four ! Three ! ...' At two, I threw. The throw was perfect! The flight was perfect ! The catch was perfect ! Now we were on Friday, February 19. What a relief ! For I was not sure that the Captain would have agreed to turn and fly back beyond the line in order that I can have an other throw, if I had missed this flight ! Champagne ! The Captain established and signed an official report for the Company, a copy of which he gave me.

DAKOTA - DC 3 - August 24, 1997 -

Being sold cheap by the Americans in the Philippines, civilian or military, many of these planes were flying in the Far East in the 1950s. By this time, I had spent four years in Vietnam, and on many occasions I flew aboard one of them. Some times with a young bear on the leash who was like a dog for me. With two engines, this aircraft could transport about twenty passengers. Because a bear was the Devil for the Vietnamese, some of them were not so happy to see me embark with this companion.

In 1997, I happened to know that a Swiss company proposed some flights aboard this type of aircraft. I contacted them, explaining what I was wishing to do. They agreed, and on August 24, I had a flight all around Geneva Lake, with a nice flight of this I-B thrown and caught at the back of the plane, in the presence of a pretty surprised hostess.

CATALINA - PBY - September 1998 - This amphibious aircraft was exhibited on the Place de la Concorde in Paris on the occasion of the Aviation Centenary . Later she was to fly from Toulouse, France to Santiago, Chile over the Andean Belt, like the French pioneers of the Aeropostale Company. My boomerang was of this flight. I could throw and catch this I-B in Paris, before her departure.

October, 2010 Jacques Thomas
Chevalier of the French Legion of Honor
Honorary Naval Aviator of the US Navy
Complimentary Member of the US Boomerang Association
Honorary President of the La Pérouse Boomerang-Club de France



Wingspan of boomerangs 13.5 cm - Weight 1 gm - Material rigid cardboard, w/leading arm tip folded down for lift, as in 'D' rang (bot.cnt). The shape has a registered copyright.

(from pg. 5)

DH: What percentage of your LD booms do you make? BB: 50%

DH: For the LD booms you make, describe your manufacturing process. What materials do you like best? BB: I no longer manufacture, but did cut the shape I required from sheets; Vulcanised fibre. 6mm Fibre glass 5mm and 3mm. I would shape and reduce the weight so as the boomerang on its return flight would pull out of the return dive.

DH: How do you see LD as it fits into the rest of the boomerang world? BB: Same as for sprint running aligned with the marathon.

DH: What throwers have made an impression on you and why? BB: David Schummy. Tremendous self confidence in being able to achieve his goal. Manuel Schütz. Outstanding skill and dedication.

DH: What do you see as the future of our sport, and in particular, LD, in ten to twenty years? BB: I have given up making predictions. I like to address only what I observe.

DH: LDs range has steadily increased over the past decades. What do you think is most responsible? Design, strength, materials, and a change in the way we throw the boom? BB: Design and materials.

DH: Manuel has said he thinks 300m is possible. Do you agree? What will it take to get there? BB: I have given up making predictions. I like to address only what I observe.

DH: Since you throw in other boomerang events, what percentage of your time do you spend on LD?

BB: My body is telling me to wind back on strenuous contests. I used to allocate close to equal time to all events. I would eliminate by competing each contest boomerang against others that may be better.

DH: It can be difficult to spot LD booms beyond 100m. If you only had one spotter to help, where would you position him? BB: 15 degrees to the left from the direction of the wind, for me at about 120 metres.

DH: For most of us, LD requires a lot of walking and chasing bad throws; as finicky as these booms are, it just seems part of the sport. Do you have that problem? If so, what percentage of your practice throws would you say are good? BB: Practice throws would be in the high nineties percentage wise. Research and development could be below 20%.

DH: When we throw, we often say "Be aggressive!" In competition, on average, what percentage of your throws scores? BB: "Some days are diamonds, some days are stone." Some days all throws fail to qualify. Other days all qualify. In St Louis 1998 my range was out to 130 metres plus, but landing two or three throws one metre in front of the base line. I failed to qualify.

DH: What kind of place do you routinely throw in; a school, park or private land? How big is it? BB: Park 160 metres by 130 metres. If you have Google earth do a search on Jodie St Shailer Park Queensland Australia. Measure the size using the Ruler feature.

DH: What advice would you give to someone just beginning to throw LD? BB: Aim to reach 100 metres with easy throws before aiming further.

DH: Is there anything you'd like to say to other throwers, not just LDers, or about our sport in general? BB: Throw to enjoy yourself and give pleasure to others.

DH: Finally, if you could have only one boomerang, any kind, what would it be? BB: One of my Vipers.

So that's it for this addition of "Git It Out There". Next Interviewee? It's a surprise... you'll just have to read the next MHR ;) As always, Throw Hard, Throw Far!

Tournament Results, Cont. From pg. 3

1st Fall's First Fling, Portland, Oregon, September 26, 2010

by Doug DuFresne

12 throwers including Caden Kavanaugh

Caden threw in Maximum Time Aloft and Accuracy ; won both events and the Novice title.

During the first 3 events we enjoyed intermittent rains with light breezes. Then it dried out; breezes were light and somewhat tricky.

Dan Bower won the first event, Trick Catch/Doubling with 88 points; Took 3rd overall.

Doug DuFresne won Maximum Time Aloft, the second event with 38.13 seconds

Nick Citoli won Accuracy, the third event with 79 points

Then Billy Brazelton took control. He won Australian Round with 80 points and he won Fast Catch with 24.43 seconds. He was 2nd in the final event, Endurance. His lowest placing in any event was third. Billy is the tournament champion - winning first place overall with 12 points.

Richard Bower won the final event, Endurance with 46 catches on 46 throws to take 2nd place overall for the tournament.

The competition field is near the DuFresne's home, so awards were handed out after an early dinner at the DuFresnes. Harvey Wallbanger cake was served after dinner. The cake is a tradition started during the 1985 to 1999 run of Summer's Final Flings.

The advertised start time for the tournament was 8 AM. Trick Catch had started by 8:30. The tournament was over by 2:30. It was beer/dinner time at the DuFresne's house by 3.

Plc. Veteran Placing Pts.

1. Billy Brazelton 12

2. Richard Bower 19

3. Daniel Bower 22

4. Betsylew Miale-Gix 29

5. Doug DuFresne 34

6. Will Gix 35

7. Nick Citoli 36

7. Steve Kavanaugh 36

9. Byron Seward 48

10. Dean Kelly 55

11. Neethi Nagarajan 66

Plc. Novice Placing Points

1. Caden Kavanaugh 2

Upcoming Tournaments

Brazil will host the 2012 edition of the World Cup! South America will thereby become the fifth continent to be the site of Cup competition! The city is reportedly Sao Paulo, but exact dates have not been set. This is also the case for several of the annual USA tournaments for 2011. More details next issue and on usba.org .

MHR #100 Quiz Answers

Object was to guess the year a particular milestone or event in the sport happened.

1) 1986 (Supercatch), 2) 2002, 3) 2001, 4) 1984 (Consec.Catch), 5) 1998, 6) 1985, 7) 1993 (John Gorski's 17min. MTA), 8) 1995, 9) 1991, 10) 1998, 11) 2000 (Bailey's Auction reflects high value of Romblad MTAs after production run ended), 12) 1986, 13) 1989 (Jacques Thomas), 14) 1997, 15) 1982, (30 sec. Fast Catch mark is broken), 16) 1987, 17) 1987 (sites for World Cup competition), 18) 1995, 19) 2002, 20) 1984 (1st craftsmanship competition), 21) 1999 (Manuel Schutz sets Long Distance record with return), 22) 1985 (describing book Boomerang. How to Throw, Catch and Make It), 23) 1994 (describing Aussie Round record broken twice, moments apart.), 24) 1996 (15 sec. barrier is broken in Fast-Catch), 25) 1990, 26) 2007 (at Viareggio, Italy), 27) 1981 (1st US vs Australia Challenge Match), 28) 2005 (1st perfect USA 50 Accuracy score), 29) 1981, 30) 1984 .



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*These GLORP catches keep getting tougher and tougher. Better keep on practicing!
(Betsylew Miale-Gix photo)*