

Brian Taylor's Indoor Page



Maurice - FROG SKIPPY



Matthew - FROG HERON

The Day Of The Frog

Brisbane State High School - 4 July 2009

Frog Independence Day

I have vivid memories of the Frog Junior and Senior series. They were part of my school holidays, when my parents would buy me and my twin brother John a model each to build when we travelled by train to Sydney, to stay with relatives. They had a long narrow backyard approximately 13m x 20m, ideal for such models, when built with standard kit wood and the impatience of a 12 year old. Needless to say, I never lost one of them! And we always choose the low wing or biplane models. High wings were for sissies.

Fast forward 50 years and I watch with admiration well built Frog models quietly circling the gymnasium in a manner that would do their designers proud, In fact, they would be amazed at the performance of their little planes. Father and son, Maurice and Matthew Taudevin had models from the Junior Series, as did Brian Taylor, and his Dart Kitten was magnificently finished, the best of the day. They all flew well.

The surprise packet was Des (*"Rubber doesn't like me"*) Slattery, who fielded a rapidly built Linnet, and it flew off the board, and just kept getting better - the best flyer of the day! John Lewis built one too, and it looked somewhat like the ones I built in the 60s. Definitely not up to John's usual standard, but he did have one for the day. Ron Munden built the one I had in mind, the Minnow - a sensible high wing model that will get better with age. Seasoned indoor flyer John Durward fielded a Cessna from the Scale Series



Best flight of the day - Des Slattery - LINNETT



Best finished model



John Durward - CESSNA



John Lewis - "unfinished" LINNETT



Des Slattery's "Rent A Crowd"



More of the Indoor crowd

Brian Taylor - DART KITTEN

The colour and markings for his Dart Kitten were printed on Isaki tissue using an inkjet printer. The tissue then applied using very thin dope. Testors Clear Decal Paper was used for the Frog emblem.



Matthe Taudevin - HERON



Ron Munden - MINNOW



Brian Taylor - DART (Cheshire) KITTEN



“I Had A Dream”

My introduction to aeromodelling was via a very old “*Woman’s Weekly*” monoplane kit. Five thousand were produced and 4,999 didn’t fly. My big break came in 1940 when I was given a copy of *Airtrails*, a write-up of the 1939 Wakefield champs and a plan of Dick Korda’s winning model.

There, staring at me, was my life’s goal, ambition and dream – to take part in a Wakefield contest.

Late in 1950, I was in London working for Henry J Nicholls at 308 Holloway Rd., the Mecca of world aeromodelling. After years of reading *the Aeromodeller* and *Model Aircraft*, I was meeting my heroes, and they were flesh and blood like the rest of us. The 1951 Wakefield, was to be held in Finland, so it was goodbye to good friends and the great time at “308”.

Crossing the channel to France was a bit tricky, however, with the help of “*The ways and means club*”, I made it. Hitching north was easy. The war was over and Europe was getting back to normal. When I reached Stockholm I was up against a boat fare to Helsinki and that meant Real Money. I was living on a sailing ship, opposite the “Hotel Grand” and landed a job there as a dishwasher. With my wage, and selling a bit of blood, I had enough money to buy some spirits against my passport, which I sold to the locals for a small profit. Fare paid. I was on my way to Helsinki.

At the entrance to the Finnish Aero Club, I was flattened by a hurricane hurtling down the steps. We sorted ourselves out...



Adrian Bryant is the “must have” company and Guest Speaker at any Free Flight event. Charming, witty, selectively deaf with a vanishing wallet at drinks time, he amazes everyone with his endless repertoire of Australian poems, recited from memory.



Clas Hagelstam, Adrian Bryant, Mr Uissie

“You for the Wakefield?”

“Yes.”

“Clas Hagelstam, contest director.”

He shot me out to Jami-Jarvi where I worked, painting all the signs in English, preparing for the big event. Eddie Cosh, editor of *Model Aircraft*, arrived with the English team and I overheard him say, “Look at the signs, ‘No Smoking’... the Fins have a funny way with English.”

Unpacking our models, repairing travel rash, finding proxy flyers with experience and some English proved a problem. Our models processed OK. During the contest we had some problems and I’m sure if our models had been flown by their owners, Australia would have placed higher. Flying unfamiliar models with no time for test

flights, the proxy flyers did their best.

That night, Stune Stark was presented with the Wakefield Cup at a farewell dinner and the 1951 Wakefield was over.

Later at a muck about sort of concert, to the honour and glory of Australia, I recited “*Mulga Bill’s Bicycle*”, when I finished, Paul Deschepper, the funny bloke from Belgium, called out “*We couldn’t follow the story, but he must be one hell of a flyer*”.

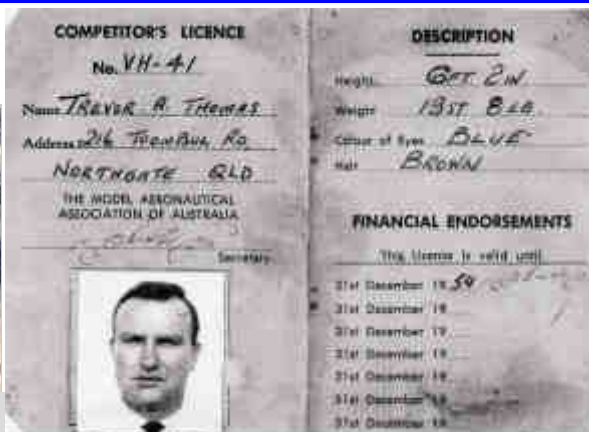
Two days later, all the competitors were gone. I was alone, life’s ambition achieved, life’s dream fading. Alone. Haversack, passport and US40 dollars. Nowhere to go and I didn’t know how to get there.

The Moving Finger writes; and, having writ, moves on: nor all thy piety nor wit shall lure it back to cancel half a line, nor all thy tears wash out a word of it. Omar Khayyam.

NOSTALGIA CORNER



Adrian Bryant's old Wakefield



Allen Thomas's original VH 41 licence, issued in Dec 1953 at the Toowoomba Nationals.

These licences were pale blue when issued and like Allen's hair have tended to fade!

Now, licences have the AUS prefix

January, 1952

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Aeromodeller

CONTEST CAPERS FROM DOWN-UNDER BY THAT GLOBE-TROTTING AUSTRALIAN

Adrian Bryant

Are English aeromodellers and Clubs too contest-minded? Whilst waiting around in England recently prior to going on to the Wakefield in Finland, I had a good look at some of your Clubs and contests. Every week there seemed to be at least two contests of the Area, Centralised or Decentralised nature coming up.

This is alright for those of us who thrive on contest work, but what of the fellow who flies for fun? Why not arrange a little fun for him.

There are many types of contest that you can run to fill in that odd weekend. Give the noncompetitive flier an airing, and have a lot of fun yourself. Back in Australia we call them "fun contests", but for the most part they are pure nonsense!

The first of these is the Power Scramble, and for the life of me I cannot see why this type of flying hasn't caught on in England yet. When it does, it will be the biggest thing to hit free flight since the Zipper! There is less luck, and more is left to the builder and flier than in any of the other free flight contests.

Rules for this type of contest are simple, and there is nothing to stop you from changing them to suit your own particular Club. The object is to see who can put up the highest total flying time in one hour; any type of power model can be used; and you are allowed one helper to help retrieve the model. In no case is a duration of above 2 minutes counted, there is no limit to the number of entrants, and the more the better.

There must be one timekeeper for each competitor, and it is better that he does not know the entrant he is timing for. The Recorder has a sheet of paper ruled into about 20 columns, and in these are entered the competitors' flights.

All competitors arrange themselves around a circle, or in some order picked by the judges, each "team" consisting of the contestant, helper and timekeeper. When the Recorder gives the signal, it's just fuel, flip, fly and retrieve -- fuel, flip, fly and retrieve until he gives the word to stop. You start your model, send it up, you and your helper run after it, grab it when it lands and tear back to the starting point to repeat as before. Meanwhile your timer has taken the watch to the Recorder, and is back ready for the next flight.

This goes on for one hour (or longer, but an hour is quite long enough I). The first half hour is terrific, but after that it slows down into a steady slaughter with prangs, mid-air crashes, aches, pains, sore feet, etc., all taking their toll. A de-thermaliser is a must. It's a real bind to have a plane up over the 2 minute mark.

As one bod. put it—"like the opening day of the duck shooting season". The idea is, as most people know, a New Zealand conception, and power scrambles have



After winning the Queensland sailplane championship, Adrian donned footwear and hitchhiked his way around Australia before setting forth for Finland, where he proxy flew pal Lonergan's Wakefield into 18th place. Currently in London, Adrian wrote this article whilst working as an instructor at Jami-Jarvi.

been included in the N.S.W. Championships on two occasions, proving to be the most popular event. They are usually last event of the day, and anyone with a model enters.

Don't by-pass power scrambling—give it go! No special type of model has shown up yet, but the physical condition of the flier counts a lot, The small model is easier to run with than the 10 footer, and there is less chance of it being hit in mid-air. As there is no limit to the engine run, is a high climbing model on a 10 second engine run better than a Frog 45 on a minute run? Who is to say?

Most power scrambles are hand-launched these days, but R.O.G. adds that little extra thrill for the crowd, providing there is a good take-off area and there are not too many competitors. Contest Committees will be doing the right thing to include a scramble in their next Gala.

Straight line racing can be fun, and a class for this type is included in F.A.I. world records. Races can be run with both power and rubber models, and the old A-frame pusher is a great model for this type of racing. Built all of wood, with twin high pitch props. And 1/8" square rubber, they really move.

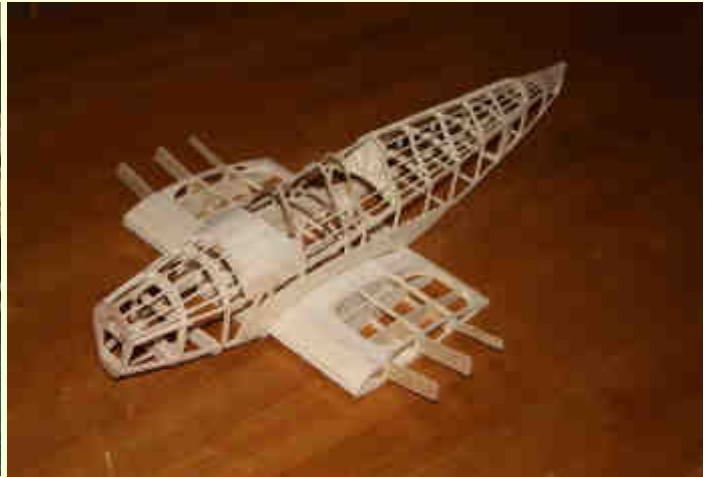
Don't dismiss all this as nonsense. If you think your club is getting into a rut, try them out. Don't build special jobs, use just what you have on hand. These contests are "just for fun"--try them and see if I'm not right.

THE FRENCH CONNECTION

I've been working slowly but steadily on my (one-model-at-a-time-new-policy) Miles Mohawk rubber scale, overcoming almost every problem and challenge I invent, so I should be sending you some completed bare bones photos before too long. I have taken approximately three whole weeks of quite a few hours per day every day to get the wheels and spats/trousers set-up completed ready for either covering or painting, haven't made my mind up yet.

I've always had problems painting home-made balsa/ply wheels for these types of models, because tyre paint seems to favour overlapping the hubs and vice versa despite every way I've tried to eliminate it. So I came up with the notion of keeping the tyre segments separate until after the painting on both the tyres and the hubs, and gluing them together to finish off the outside parts. This has worked better than I thought it would, so am proud to send you the pics to illustrate the final result. There are also some pictures that I've been taking as I've progressed through this experiment for my own use really, but you may like to see them. The cockpit area is removable only for ease in construction/finishing because the fuselage stringers encroach into the cabin area anyway. All will be firmly glued when it's done. As you may be able to work out for yourself, I like cutting holes in thin plywood! By the way, I've covered the spats with tissue paper, and about 5 or 6 coats of dope and sanding sealer to get them ready for the paint.

John French



PROJECT BE 2C



I did start and complete a one fifth Lewis gun for Adrian Hellwig a week or so ago, that job took me about two weeks from when I'd got enough reference material. I thoroughly enjoyed the challenge of getting it to look like a gun and not like a bundle of drinking straws which is so often the case with these additional details on models. Needless to say, when you look at the attached photo, you will guess that there isn't much balsa in it, but despite being 9" long, it only weighed about one ounce. Nothing at all considering it's going onto a 7' 6" span BE.2C



VALE Don Blackam Don Blackam AOM contributed greatly to free flight in Australia. He was a gentleman, respected by all who knew him and admired by all those who competed against him. He was a flyer with immense knowledge of the sport.

Don started aeromodelling during the Second World War. He was a very active member of the modelling community in Ballarat where he grew up. In those days he and his friends had to gain knowledge from wherever they could, particularly from overseas publications. He was the 2nd person in Ballarat to fly a control line model and he also flew early radio control systems. Don was a good builder and flier and was happy to share his knowledge. He competed throughout Victoria. The first big contest he won was 1/2A Power at the 22nd Nationals which were held at Warrnambool in 1968.

Don's work commitments kept him out of aeromodelling for a period in the late '70's to early '80s. Although he had flown Wakefield (F1B) in the past, it was on his return to aeromodelling in the mid to late 80s that he became really serious about it. One of his main rivals was his son

Richard, and the two combined to become the greatest father and son combination in Australian Free Flight.

He was a member of four Australian Teams at World Championships, earning individual and team placings. In 1993 he set an Australian F1B record of 2,295 seconds at the Livotto International in the USA. Don won the Nationals Wakefield Trophy three times. He was Australian Free Flight Champion and had won numerous State Championships. In his travels overseas Don was a great ambassador for Australia, making many friends in other countries. Don's involvement in organising Nationals, Championships and competitions is well known throughout the model fraternity.

Don was awarded the Order of Australia Medal in the 2009 Australia Day Honours. The citation reads: *'For service to the community through philanthropic contributions to health, youth and dancesport organisations'*.

Don's declining health took him away from the free flight he loved but he enjoyed the time in his workshop, rebuilding and refurbishing many of his models. Good long term friend and neighbour Dave Lacy regularly took Don along to the control line field to watch the vintage stunt events.

Don was so pleased to see all his free flight friends at Narrandera in April and while he was so enthused and happy to be there, it was to be for the last time. Don Blackam was a true elder in the sport of Free Flight and will be sorely missed by all those who knew him.

VALE Ron Morrison (VH55) *Ron was the prime mover behind Indoor Free Flight in Brisbane for many years. Rob Edgerton from the Thunderbirds C/L Club wrote this tribute.*



Ronald Walter Morrison was born 7th January 1928 and lived his early years in Gympie. The lad from Gympie attended his first MAAA Nationals (7th) in Toowoomba 1953-54 and proceeded to take out the "Champion of Champions" trophy with victories in Classes "B" and "C" team racing plus a winning flight of 121.5mph in the Class 5 & 6 C/L speed. The following Nationals at Mallala, South Australia, Ron repeated the achievement of the "Champion of Champions" trophy, having entered 19 events with 15 models.

With that auspicious beginning Ron's life was then dedicated to aeromodelling in general and to his beloved "Thunderbirds" club, of which he was a founding member, in particular. His efforts in the control line racing events became legendary. Today's President of Thunderbirds, Barry Felschow, tells me that when he entered his first State Championship "Goodyear" C/L event in 1970 as a member of Stardusters MAC, an associate pointed to Ron and said "he's the man you have to beat"!



I joined Thunderbirds on my return to aeromodelling in 1994 after some 20 years "in the wilderness". I'm not sure how long Ron had been President (basically since the club's formation except for a couple of years out of Qld is my understanding), but he continued in that capacity until 2003. One could sense that, although he diligently enforced the 96dB rule at our control line field, he yearned for a return to the howling open exhaust racing machines that brought him fame. To that end he introduced Mouse Racing to Thunderbirds using Cox Black Widow .049s which satisfy 96dB with open exhaust. A monthly mouse race has been held since its introduction in 1995.

In recent decades Ron had become as obsessed with success in the indoor free-flight arena as with his earlier dedication in control line. In this field he again became a venue organizer, supplier of hard-to-source bits for optimum performance, and most importantly, adviser and mentor for those competing. At the same time he remained an extremely determined competitor in his own right. Many competition fliers outside of and within Thunderbirds have benefited from his know-how via mentoring, his supply chain, and the occasional simple urge to excel. Two members at the top of their fields, Joe Parisi in F2B C/L aerobatics, and Gavin Broadbent in F3A R/C Pattern aerobatics, have acknowledged in emails last week the part played by advice and support from Ron in reaching their present standards of excellence.



Perhaps Ron chose his time as carefully as some of the components of his team race brews. How else would a number of Thunderbirds members have been on the ALC field at Logan City for the State C/L Championship Mouse Racing event when word of his passing reached us?

I can only conclude with the same words as Ian (John) Jamieson used in his eulogy; he will be sadly missed.

JULY FUN FLY

AT COOMINYA ON 26 JULY 2009

From 8.00am or 9.00am until dusk,
or when you've had enough!
- On Sunday on 26 July



All sports models up to
Black Magic size may be
flown. Storks & Pushy cats
especially welcome!

Bring along all of your Sports free flight
models, (power, rubber, glider or hlg) and
nonl.c.. R/c models (electric or glider. No
noisey motors allowed)

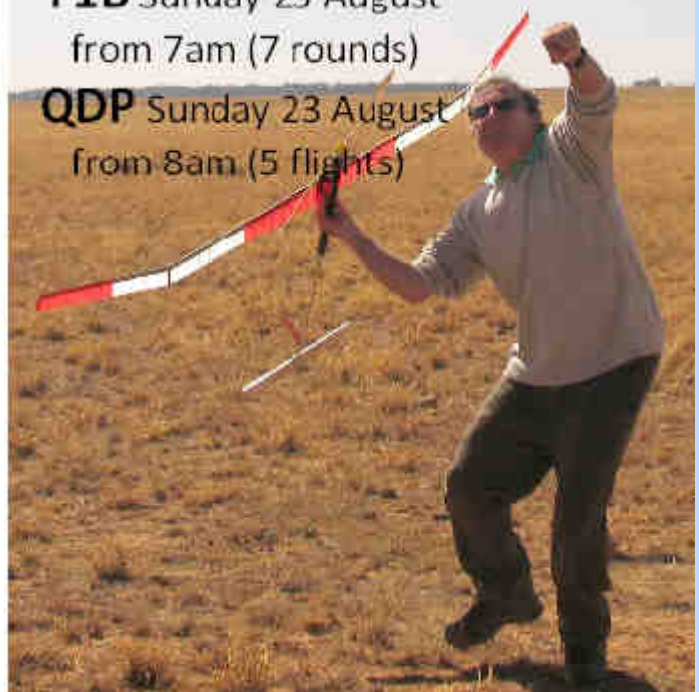
This is to be a fun day to show people what
free flight is all about. Bring your
mum/girlfriend/kids/grand-kids and get into
the spirit of the day. Light refreshments
and drinks will be available

BFFS State Championships F1A, F1B and QDP 22 and 23 August 2009

F1A Saturday 22 August
from 7am (7 rounds)

F1B Sunday 23 August
from 7am (7 rounds)

QDP Sunday 23 August
from 8am (5 flights)





2009 BFFS FLYING CALENDAR

Detailed Calendar available
upon request.



FEBRUARY	Saturday 14 th Sunday 22 nd	12 noon 8 am	Club general Dale's Fun and Friend's Club Day COOMINYA
MARCH	Saturday 7 th Saturday 21 st Sunday 22 nd	3pm 7am 1pm 7am)	Indoor (practice and trimming) F1J State Champs DALBY F1H State Champs F1C & OPEN POWER STATE CHAMPS DALBY
APRIL	Saturday 4 th Tues 7 th – Wed 8 th Thursday 9 th – Monday 13 th Sunday 26 th	3pm 8am 10am	Indoor 6" HLG Southern Cross Cup NARRANDERA AFFS Champs NARRANDERA Scale State Champs COOMINYA Combined HLG, CLG, DLG State Champs COOMINYA
MAY	Sunday 10 th	8am	P30 State Champs COOMINYA
JUNE	Saturday 6 th Saturday 13 th Sunday 14 th Saturday 27 th	3pm 12 noon 8am 12 noon	Indoor Mini Stick and F1L /EZB State Champs Control line MARYBOROUGH Precision and All in Vintage MARYBOROUGH AGM
JULY	Saturday 4 th Saturday 11 th Sunday 12 th Sunday 26 th	3pm 7am 7am 8am	Indoor Frog Trophy Contest F1G State Champs DALBY Big Bird Competition for F1G DALBY Dale's Fun and Friend's Club Day COOMINYA
AUGUST	Saturday 1 st Saturday 22 nd Sunday 23 rd	3pm 7am 7am	Indoor Delta Dart Competition F1A State Champs DALBY F1B State Champs DALBY plus QDP / Electric Power State Champs DALBY
SEPTEMBER	Saturday 5 th Saturday 19 th Sunday 20 th	3pm 7am 10am 6.30am 7am	Indoor HLG State Champs Lsq / 100 Wakefield DALBY OPEN RUBBER State Champs DALBY OPEN RUBBER FLYOFF NO FRILLS Wakefield DALBY
OCTOBER	Saturday 3 rd Sunday 11 th	3pm 8am	Indoor Peanut Scale State Champs and No Cal Scale Col Somers Vintage Rally COOMINYA
NOVEMBER	Sunday 1 st Saturday 7 th Saturday 14 th	8am 3pm 12 noon	Reserve Day / Club – Fun Day Indoor P18 Club Event Christmas party / prize giving & short general meeting



CLUB CONTACTS



Are your details up to date?

If not, email them to me at actrain@ozemail.com.au
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REMEMBER:

Any Digest contributions
are greatly appreciated

