The magazine for all those who love Free Flight



In this issue:

* British Nationals
* Dale's Fun Fly
* Big Bird 2008

plus much, much more!

The BFFS DIGEST

The Newsletter of the Brisbane Free Flight Society Inc

August 2008

2008 - 2009 Management Committee

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Contributed articles dealing with matters of interest are published from time to time in BFFS Digest.

The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

***COVER PAGE:** Dianne Richards-Smith launches husband Van's Madcap at the Fun Fly day in July. Dianne has captured Van's hand gesture perfectly!*

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PRESIDENT'S REPORT

Sometimes out of adversity comes hope and so it is for us in terms of flying fields. As urban development impacts on our lives with more people, more traffic, less water etc we are being pushed further a field to find somewhere to do the thing we love – fly free. Fortunately, we have been offered a magnificent flying site at Dalby. After having our flying curtailed at Coominya as a result of the horse flu and then facing a much reduced flying area due to the water and crops the future of somewhere to fly looked grim.

I recently remembered back to my early 20's when I went surfing every weekend. We would go to Kirra or Greenmount and battle the crowds and agro. Sometimes I would get one or two good rides in the day due to the competition and threats over the limited opportunities to get a wave. Finally we decided to travel further to Byron Bay – a three hour drive but the extra distance was worth it.

Very few went there and the point surf continued for half a kilometer meaning you could hop on a wave any anywhere. You didn't even have to paddle back out as you could walk around the beach and reenter the surf from the side. The twenty or so that went there were all friendly and we could camp next to the beach for free which was important as we had very little money.

In my mind going to Dalby has many similarities such as a three hour drive, friendly people, camping facilities and a large unrestricted place to fly.

Now we have somewhere were we are welcome and can put up 3 minute flights without fear of landing in hazardous areas. So far we have been lucky with the weather and except for the stubble in some areas. I love that there are no fences or animals to deal with. In lots of ways I feel this is a better site than Narrandera without the 16 hour drive. As with all things in life - if you adopt the glass half full approach you enjoy life a lot more.



President John Lewis spied at a Montville restaurant. It appears he must be paying!

In this issue we have finalized the 2009 calendar. I finally got up to version 5 as I adjusted things to accommodate people's concerns. Our friends from the north were keen to continue with the Maryborough weekend and so I have catered for this as well. At the time there was some doubt over venue availability so Dalby has been added as an alternative suitable to those in the north. Latest communication from Terry Tomlin however indicates he has found another suitable free flight site which we may be able to check out later this month when we go to Maryborough.

For those of you that enjoy flying purely for fun we must heap praise on Dale for running her friends and fun day. With over 20 people flying a range of models at Coominya all with a big smile on their faces the essence of why we fly model aircraft was all too apparent. Consequently I have included two of these days at Coominya for next year. It was really great to catch up with those that don't normally attend contest days. Next year we are introducing a couple of new classes of indoor events. I will be sponsoring an event for Frog Junior/Senior rubber powered models – see me for plans. There will also be a no doc scale event run in conjunction with peanut scale.

Finally I would like to thank Malcolm for his magnificent effort in putting the newsletter together. I know his efforts are appreciated not only by our club members but from our flying friends both interstate and overseas.

Cheers, John

SECRETARY'S REPORT



Club numbers are down on previous years but we have sadly lost many to age and illness. Enthusiasm is still high and we have some very capable members who have been very successful in national and international competitions. Our sports flyers have also had a good time this year, as verified when you look at the pages of happy people at Dale's Fun Fly event held in July.

We are still plagued by our small "*2 minutes at best*" field but have been lucky to be given the opportunity to fly from the Dalby Model Aero club's pristine field. Four events have been scheduled this year and, by combining classes to make weekend events, it is hopeful more may attend for at least one day or both days. The only down side to Dalby is that the club feeds us too well!

For those at the Fun Fly, you may have noticed my Pushy Cat. It's the first model I've built in 6 years and it shows. Major surgery is planned to get it flying in the right circles before the Maryborough Gathering in August.

Do you have your Pushy Cat and/or Spectre built yet? No? Get moving - no time to waste! *Malcolm Campbell*



Come on guys! If you're only this far finished, burn the midnight oil! The Maryborough Gathering is on 23-24 August and that's not far away. Freddo says all the northerners are ready - are you?



FROM THE EDITOR: Thanks to all those who have contributed articles and/or photos to make my job as editor less painful. In particular, I 'd like to thank John Lewis, David Brawn (UK), Andy Crisp (UK), Graham Maynard, David Owen, Adrian Bryant, Dale Jones and Brian Taylor, plus all those who wrote in to talk about the Digest. *Cheers, Malcolm*

LETTERS TO THE EDITOR (Mal's Brag Page)

Malcolm, I have received the BFFS Digest from Douglas Moody of whom I work closely with on the MAAQ Committee.

Firstly I'd like to indicate what an excellent publication you (and your contributors) are producing. Noting within the Digest(amongst other things) is an article on the forming(history) of the MAAQ.

As PRO MAAQ, I ask for your permission to reprint that extract from the Digest and have it placed on the MAAQ Website in the history section. I also have a set of scanned photo's which Douglas has provided (from Allen Thomas, with permission) coinciding with the article from the Digest.

Kind Regards,
Michael Snabaitis
PRO / SFI MAAQ

Just got the BFFS Digest. Brilliant! Stunningly good mag Malcolm.

Vin Morgan

Hi Malcolm,

I just received your current masterpiece. I was busting to go to the toilet soon after I started reading it but just had to cross my legs as there was no way I could stop reading - as usual. It's great.

John Lewis

Malcolm,

Thanks for the latest BSSB report, thoroughly excellent and informative, beautifully presented, a great asset to Australian modelling. You have in QLD a tremendous group and it is superb to see the cohesion of it all.

Regards, **Sergio Montes**

Malcolm,

Thank you for the Digest. It is impressive and full of good information - well done. Even though I should work right now I am dreaming about going to Australia again in 2009. We will see. Stay in touch,

Best regards
from the Seifert's

Mal,

As one newsletter editor to the other- you've done a bloody good job. Keep up the good work while we can!!
I look forward for some inspiration each time the BSSF newsletter comes around.

Regards,
Doug Moody
Airflow editor

Hi Malcolm

A most impressive, actually the most impressive newsletter produced in Free Flight. I don't think I deserved the praise you heaped on me but it is much appreciated.

I haven't sent my Notes from UK around Brisbane FFS as I hope Albert and myself will add a Brit Nats and Andy Crisp Oxford Comp to the reporting with photos, and hopefully you will consider these for inclusion in the news.

Cheers
David Brawn

PS: Forecast is moderate for Sat, rain all day for Sunday, Heavy rain Monday to 14.00, for this weekend at the Brit Nats. Albert will be honorary Biggle and we'll be hosting "*Biggles at the Nationals*" in The Houblon Inn on Sunday night; more news after the event.

Please enjoy David's story later in this Digest. He writes excellent reports. (*Editor*)

VALE - BRUNO CHINCHELLA

It is with a deep sadness, I'm compelled to reply to the passing of Bruno Chinchella (VH 169)

I spent ten years living in Tasmania, mid eighties through to mid Nineties. I would go to 'Taylor's field 'at Broadmarsh generally every weekend and fly my Pattern Ship, teach others to fly, the usual stuff.... except for one unique little 'Facet' of a Sunday morning and that was to be incorporated in the Bruno Free Flight ritual.

He'd drive into the field in his Mazda Capella , unload the Wakefield's and begin to involve us all at the field in the marvel of his modeling. .Everything hand made (Timer excluded) , the RC first timers mistakenly asking- Which shop did you buy that from?, from which a deep sigh would be heard. Three and a half minutes later i was generally near the model as it DT'd to cart it back for another launch. I still bare some scars from the Blackberry bushes and those mongrel Thistles chasing after those models(damn good fun all the same).

He would invite me to afternoon tea with him and his wife at Berridale where i acquired a liking for that Italian Coffee. The stories of aeromodeling in Italy during the 40's , 50's, him showing me the Pulse jet he hand made, the models 'under the house' and all the other discussions we both would have, stay 'Burnt' in my mind'. The aeromodeling community has lost another 'Old School'.

My condolence goes out to his family.
Sincerely,

Michael Snabaitis
PRO / CFI MAAQ(South)



The collective knowledge of these two gentlemen of aeromodelling would be phenomenal. Gordon Burford and Adrian Bryant discuss the finer points of a scale model in Gordon's workshop.
..... *photo courtesy of David Owen*

DALE"S FUN FLY DAY - 27 July 2008

by Malcolm Campbell

For those who weren't there, you missed a perfect day of great weather, good company, excellent little planes and great food and prizes. We can thanks Dale Jones for all the trimmings and hope that this event can become a regular on our BFFS calendar. Flying started early with Mark and Max Armour flying Max's P30 and Peter and Des Slattery flying Des's seriously large squadron. Des's Black Magic (RC assist was flown) by EVERYONE! Ron Munden's true FF Black Magic soared beautifully and the build quality of senior member Bart Carney's Korda was magnificent. And it flew as good as it looked. William and Brian rolled out a few models and Van and Dianne Richards-Smith flew their Madcap, Cardinal and RC electric glider most of the morning. George Baynes terrorised the skies with his Barbini (overpowered) Cardinal as did Ivor with his little red electric terror. Sonia and Ted Burfien arrived a litttle late but enjoyed time talking and flying their coupe. John Lewis mustn't have read the calendar properly as he was seen testing hi-tech coupes, but e did enjoy the food Dale put on!

There on the day included:

Dale and William Jones, John Lewis, George Baynes, Peter and Des Slattery, Ron Munden, Albert Fathers, Ted and Sonya Burfien, Malcolm Campbell, Dianne and Van Richards-Smith, Ivor Parker and his son, Bart and Chris Carney, Max and Mark Armour, Darren Jones and wife Seonaid.

As you can see, it was a real family affair with five father and son pairs in atttendance. Twenty one people in all attended.

Mark the calendar now for next year! Later in the Digest are 4 complete pages of photos from this fun day. I had more photos and received more but felt these were the best that depicted fun flying at its best.

NEW CLASSES - IDEAS TO PONDER?

E36 - a small electric class flown in the US ..... *as reported by Graham Maynard*

The rules put out by the NFFS are as follows



Check the class out on the Net

Model specs:
1. 150 gram min weight
2. 36 in max span (projected no area limit)

Power:
1. any 4.8 volt electric motor and prop combination
2. maximum of four 190-mAh Nicad or nickel metal hydride cells. (This has just been amended because of unavailability of the batteries. It now reads "*Any 4.8 volt battery pack of any current rating may be used. No LiPo batteries allowed.*"

Motor Run:
1. 25 seconds

Max Flight:
1. 120 seconds

Flyoffs:
1. decreasing motor runs of 15, 10 and 5 seconds with the same max.

If anyone would like more info get them to contact me and I can direct them to sources on kits, power units etc and wiring diagrams. Graham Maynard

Another event we could try at Coominya is the old Power Ratio.

Any power model, total flight divided by engine run equals score. Highest score wins.

Example:
Engine run 12 secs
Total flight 120 secs
Score equals 10

Another example:
Engine run 2 secs
Total flight 25 secs
Score equals 12.5



HLG/DLG - Word from the Bush - Keith Fisher in Longreach

I'd like to put my 10 cents in re next year's calender. I would travel to Bris for a QLD HLG state champs if it was held on a long weekend or a school holiday. I fully recognise that you can't necessarily accomodate this.

In the previous newsletter I was quoted correctly to the effect that I'm happy to wait for more interest in DLG or T (tip) launch gliders before they separate the classes but after talking with Pieter and others I've changed my mind. The sooner they separate them the better - separating is more likely to encourage interest and is fairer on Javelin launched models.

Re P30 sized electric class - absolutely flippin' brilliant! gives me hope for future! Although I can't pretend I would be in on it soon - too busy pickin' my guitar and chasing rare raptors.

Regards, Keith



Little power models - words from Ted Burfein

I too read the Sen news letter and concur with John's (Lewis) thoughts. I have a 1/2A Maverick kit which I would put together for F1Q, whether it gets to be a alternative F1C proposition later on is to be seen, however seems to me to be a good opportunity to get involved in a more field friendly form of power flying, especially with the opportunity to D/T on command (RDT) to address field size issues. Maybe promote the event at a club championship level to start with for 2009,or at least a show and tell along the way,

Regards

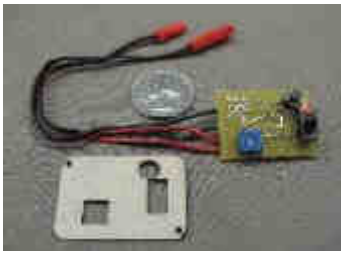
Ted Burfein



E30 - electric P30 in the UK .....

as reported by Graham Maynard

Hi all there is a UK electric class called E30, sort of like an electric version of P30. It may make a useful Coominya class. There have been some articles on E30 in AMI magazine by Trevor Gray who often wins the events. It is probably best to look at it before we try to reinvent the wheel. I have just found the rules on the BMFA web site.



E30 Rules:

Max span 30 inches	Max length 30 inches
Max prop size 6 inches	Minimum weight 100 gms
max batteries 3x 50mAH	

That's all! I don't know if it requires a commercially available prop. Probably not. Motor is unrestricted but will need to be matched to battery power output Info in various issues of Aviation Modeller International discussing power packages and model design.

Graham Maynard

RCDT and the 20 second rule

The first part of your message is truly an example of someone shooting from the hip without first obtaining an understanding of what they are trying to regulate. The purpose of the restrictions in the various MOP concerned with frequency control is to ensure interference does not result in a radio controlled model becoming uncontrolled and causing an accident. Free flight models are, by definition, not controlled. The purpose of RDT is to allow termination of this uncontrolled flight. The most common reason is convenience of retrieval but RDT can also be used to prevent damage to the model or perhaps to cars or other models which may be located near the flight path.

By allowing the flyer to terminate the flight before (or in some cases after) the time pre-set in the models timer, RDT adds an additional layer of safety to the normal requirements for free flight activity. To suggest it could invalidate the MAAA insurance conditions is mischievous and potentially damaging to a technical development that actually makes flying safer. For your information the available RDT systems use frequencies that are commonly used for computer networking. The signals are encoded so - as with computer systems - several can use the same frequency without interference.

Personal opinion:

The 20 second rule should be reduced to something between 2 and 5 seconds. The 20 sec rule is a hangover from when models had to ROG. It was recognized that factors outside the flyers control could lead to a failed ROG so a second attempt was allowed. The present rule is idiotic as it gives someone who makes a large mistake and gets 18 sec a second chance while the person who make a smaller mistake and gets 25 sec has to wear it. As you know the 20 rule was abandoned some time ago but the flyers were not happy. There is some justification for another attempt if the launch is spoiled by, for instance, miscommunication between a helper. 5 seconds is plenty.

Regards,

Vin

And words from the MAAA

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Ben Lewis prepares on the village green of the Dalby Model Aero Club
Towing was a cinch on perfect lawn and minimal breeze

F1A State Championships

24 May 2008 at Dalby

By LouiedaFly
CD:
Graham Maynard

We arrived at the Dalby Model Aero Club at 6.30am for the advertised 7.00am start and were greeted with thick fog and a light breeze. By 7.30am the fog had cleared and the first round had commenced. The decision was taken by the competitors to fly off the nicely mown runways which proved to be a magnificent towing surface.

John was away first and was soon in trouble caught out by lack of practice and a stronger than expected breeze at the top of the tow line. A dodgy launch returned a poor score of just over a minute. Ben flew second but overcooked the bunt launch leveling out at 45 meters and sub maxed by 18 seconds. Ted flew later in the round and hung on comfortable for a max. The wind for the first 3 rounds was taking models towards Cecil Plains road which was situated 1 km downwind however little more than half that distance was reached on the longest flight.

The wind in the remaining rounds became light and variable. In the last two rounds there were extended periods of virtually no wind. John had a string of failures throughout the day but recorded a good max on the last flight. Ted began well maxing the first 3 rounds and had a couple of hair raising flights later in the day with his model developing a magnetic attraction to the trees around the club house and other structures missing all by centimeters. Ben dropped the first two flights but maxed the remaining five to comfortably win the event.

Disappointingly only 3 sportsmen competed in the event in perfect conditions on the best towing surface I have ever flown off. In fact the facilities provided to us by the Dalby aeromodellers were simply superb making flying gliders a most enjoyable experience. Never before have we had seating provided under shade cloth to set up our models while we waited for the next round to start. The local club members even retrieved Ben's model on his last two flights. Ben's last flight was just over 9 minutes to the ground and traveled two kilometers.

As good as the flying was the lunch that followed also provided by the Dalby modelers was fantastic. Thanks must go to Graham for traveling up from the Gold Coast to CD the event and to the Dalby Aeromodellers who allowed us to take over their facilities for our event and showered us with that legendary country hospitality.

NAME	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	TOTAL
Ben Lewis	162	158	180	180	180	180	180	1220
Ted Burfein	180	180	180	72	180	115	86	993
John Lewis	65	103	138	136	152	121	180	895



Ben Lewis winds his F1B in a recently cleared field not far from the club house. The field is pretty big with trees a long way away.

F1B State Championships

25 May 2008 at Dalby

By LouiedaFly
CD:
Dale Jones

Following on from the previous day we were greeted with perfect conditions without the fog this time. It was a majority decision to move away from the club house to gain more distance to the road. The chosen spot had clear recovery in all directions. Of the eight competitors, 5 maxed the first round with Ted Burfein only 4 seconds short.

Round 2 produced 6 maxes with Ted once again being only a few seconds short. Ted didn't see this as a bad thing as Ben had dropped the first 2 rounds in F1A the previous day and then went on to win. Certainly it looked a chance for Ted when Ben dropped round 3 with his prop folding on top of his wing and Ted gained his first max of the day. 5 maxes were scored in round 4 however Ted was unable to record a time wiping out his winning aspirations.

Round 5 was kind to all except Ben who had his model fall out of the sky as if on DT while everyone else recorded an easy max. At the end of round 5 there were still 4 sportsmen in flyoff contention. Round 6 took care of both George and John who both found their share of sink. Round 7 had for the most part a light breeze blowing with a few calm periods.

Both Mark and William were on 6 maxes each and keen to advance to the fly off. Both waited for half an hour to ensure favorable conditions and launched within seconds of each other. Mark climbed away in a nice piece of air while William's model wandered away in marginal sink to be down in just over two and a half minutes. John was looking good for third spot until he dropped round 7 badly to finish the day in 5th spot. Both round 6 and 7 proved tricky with most models maxing while others launched at the same time found down air.

As with the previous day lunch was waiting for us back at the club house. This was the most civilized Free Flight weekend we have ever experienced with the Dalby members looking after our every need. A big thank you also to Dale for looking after all of us CDing the event. For those who missed this Free Flight weekend you missed a wonderful experience on a perfectly flat field of enormous size in perfect conditions. There are 3 more days scheduled for this year so grab your models and head west.

NAME	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	TOTAL
Mark Armour	180	180	180	180	180	180	180	1260
William Jones	180	180	180	180	180	180	151	1231
George Baynes	180	180	180	180	180	60	180	1140
Graham Maynard	157	180	126	133	180	180	180	1136
John Lewis	180	180	180	180	180	100	75	1075
Ted Burfein	176	172	180	-	180	180	180	1068
Ben Lewis	180	180	111	180	77	145	180	1053
Allen Thomas	85	133	76	60	180	-	-	534



Yes, I know they're not F1J's - our photographer forgot to take some shots on this day. But the field's nice, isn't it?

F1J State Championships

14 June 2008 at Dalby

By LouiedaFly

We arrived at the Dalby clubhouse at 7.20am and decided to set up at the end of the north – south runway at the northern end. Conditions were perfect as we set up our models. Soon after our 8am start a slight breeze appeared from the south. John Lewis was away first with a short motor run to open his account with a sub max 94 sec flight. Graham Maynard's contest came to a disappointing finish with a 5 second attempt resulting in a broken rudder hinge. Peter Nash-model had insufficient trimming and stalled down in 76 seconds after gaining good height in the climb.

By the start of round 2 the wind speed had picked up to about 3 meters a second. John managed to max this round while Peter went close but still suffered from an out of trim model. By round 3 the wind speed had picked up to around 5 meters a second resulting in longer retrieves. Peter found bad air and was down early. John had a 5.3 second overrun and was forced to refly maxing on the second attempt. By the end of round 3 the wind speed was around 6 meters a second and the decision was taken to wait till after lunch to fly the remaining two rounds.

During the lunch break the wind dropped with a number of calm spells. Unfortunately after lunch the wind returned to around 5 -6 meters a second. We waited till 3pm with no improvement and called the contest completed. The following day we discovered by 4pm the wind had all but gone.

As with our previous visit the to Dalby the local club members were perfect hosts providing coffee, lunch and more coffee along with chocolate biscuits! I guess once we left the flying and went into the club house it was always going to be hard to leave the comfortable surroundings. Disappointingly only 3 free flighters attended. But speaking for the 3 of us it was a great day spent among our new friends from Dalby with another great lunch. Thanks guys and girls we truly appreciate your hospitality.

NAME	R1	R2	R3	Total
John LEWIS	94	120	120	334
Peter NASH	76	113	72	261
Graham MAYNARD	5			5



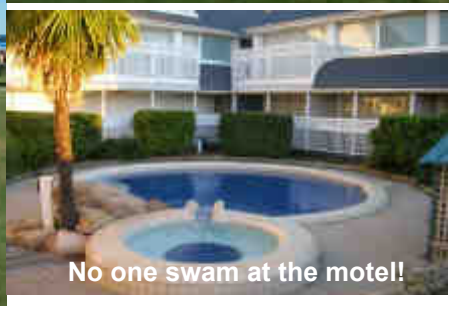
F1C State Championships

15 June 2008 at Dalby




A frosty start to the day


Graham returns


No one swam at the motel!

By LouiedaFly

We were in the car and ready to go a little after 6am when we noticed the windscreen was covered with ice. A quick removal of some ice in front of the driver had us on our way leaving the demister to take care of the remainder within a kilometer of the motel. By 6.30am we were on the field and set up in cold still conditions at the western end of the east – west runway so as not to interfere with any RC flying. The grass had a thin layer of frost covering it which brought to mind the Holiday on Ice Free Flight competitions held in Europe.

All 3 competitors had trouble starting their engines but this was more due to lack of practice and preparation then the cold. Finally John was up with a short run similar to the day before not being too sure where 5 seconds was on the timer. Graham went for an even shorter run out of concerns for the trim of his model. This proved to be a good decision as the model was under elevated and was heading towards terra firma when the motor cut. Unfortunately, Graham's tail plane mount packed it in on landing threatening to end his day. Peter switched models and got his motor running leading to a typical Nashy Max. Even a slightly premature DT saw Peter down in just over 3 minutes (.35 sec over).

Round 2 began with the competition field down to only 2 posting similar results to round 1 except Peter was higher when he DTed and John was 20 seconds short of his first round score. Round 3 opened in perfect conditions so Graham made the necessary repairs and although his model was still under elevated on the climb it gained greater height from a longer engine run and glided well. Graham's run of bad luck continued with more damage to the tail plane mount and a lost spinner nut which finished his day. Also in this round John had a heart stopping moment when a lean setting on his motor had the engine appear to stop 10 feet into the climb. The motor then burst back into life for another 3 seconds before quitting all together leading to a poor transition and a poor score. Peter also dropped this round.

The day remained perfect (and I mean perfect with virtually no wind and perfect temperature for being out in the sun). Flying for the remaining flights was mostly uneventful except for John DTing early in round 5 probably robbing him of his only likely max while Peter sustained some damage on one of his DT landings. John completed his 7 rounds while Peter was well ahead after 6 rounds and called it a day. Peter decided to trim the glide on his F1J in the ideal conditions. Unfortunately the timer failed to start giving a spectacular climb for about 15 seconds and then a vertical decent into the ground. Even with the disappointment of breaking a model we had a great day's flying.

Not only were the conditions perfect but so were our hosts. I went to the car for something mid morning only to be greeted by Ross' wife who asked if I would like a coffee. Once we finished flying and packed the car we went to the toilets where there are sinks, soap and hand wipe tissues provided. Once cleaned up we were ready for lunch where the Dalby members insist visitors get served first. Sitting down in the club house looking out on a flat surface which goes on for ever I thought perhaps I died and I'm in free flight heaven. Maybe we will never get these conditions again but the two weekends we have flown at Dalby have been superb. I started flying free flight in the early 60's, climbed many a fence, waded through

waist high grass and swamps, been chased by cattle and horses, swam rivers, climbed trees etc etc. Dalby is the closest I have come to flying free flight in paradise. Thank you DMAC for this opportunity.

Name	Rd 1	Rd 2	Rd3	Rd 4	Rd 5	Rd 6	Rd7	TOTAL
Peter Nash	180	180	163	159	138	180	-	1000
John Lewis	135	111	86	111	122	132	66	763
Graham Maynard	24	-	106	-	-	-	-	130

Biggles (and Albert) at the Brit Nats

by David Brawn



While I've lived the last twenty years in Tenerife I haven't missed a Nats in all those years. 2007 was a wash-out from Saturday lunch onwards so we're all looking forward to something better in 2008, not least because 'The Legendary' Albert Fathers will be there as an 'honorary Biggle' - we've all heard loads of Albert stories from Andy Crisp, but only John Cooper can remember Albert edging him into second for a Coupe d'Hiver Nats win in the early seventies; so we've got a Nats Winner joining the Biggles team for the 2008 Nats!

While I've met Albert at Narrandera I can't add a lot to the legend except to say he flies everything except power, and does lots of flying with some good equipment. We exchange emails, Albert phones Ros in Brisbane to get some background, and I set off to buy a tent, £24.99 3-man Aldi special to go with a folding chair and a Biggles shirt - so long as Albert is XL or M as we're low on shirts so he'll have to fit what we have.

Albert asks if there would be a room at the Houblon Inn (Biggles unofficial HQ, with only 4 rooms but great beer and food) so as Ros and I are overloaded with work we transfer our Friday night booking to Albert, who confirms with Hazel (landlord). As the weekend approaches the weather forecast goes diabolical so I decide to leave the Brisbane F1As model-box at home. We drive up early to find a slightly fragile Albert already on the Barkston airfield at 09.00; he'd met up with John Bailey in the Houblon, enjoyed a fine meal, tested the real ales, made friends with Hazel, tested a few more real ales with John and had retired to our Room 4 - already booked by me until the next millenium!



Our Albert

Alberts already met most of the early morning Biggles but I introduce him again as I get out the day tent, chairs and present him with his tent, chair and shirt. All this while battling a 40kph wind blowing in from the East down the main runway. Max is reduced to 2 minutes, possibly just on the drome, as I debate flying in **combined glider.** To say its windy is an understatement, this is 'attritional' weather where 'last man standing' is the likely winner.

He might not be a 'born Australian' but the Aussie spirit runs through Albert's veins as he is first out with the Biggles glider fliers; John Cooper, John Bailey, Brian Lavis, Chris Parry, young James Steers and myself (timing; models still in their box) while other glider fliers are noticeably absent. Albert's Sija F1A has been converted to straight tow with a sexy double curve towhook to take advantage of the 'straight tow' 75m line length, and sure enough he's up and away for the first glider max of the Nats landing just on the drome. A spattering of other glider fliers appear, make awful flights and then retire to their cars. If you think 2 minutes in wind is easy consider that John Cooper scored 9 seconds on his second attempt, and John Bailey has a sub-20 first attempt.

I missed Albert's second flight as I decided to fly, a disappointing 56 seconds, so I missed the drama. John Carter had launched for an awful time and disconsolatly trailed his towline over Albert's, nobody noticing this 'rule breaking' until Albert decided to go; the ensuing extra towline giving an early release for 49 seconds - now Albert's too polite to protest officially but we all learn a few new Aussie words for our lexicon! Meanwhile John Bailey has corrected the problem of his first attempt to max and Chris Parry is battling the winds with his 70s design V-wing A1. Damage is accumulating as gilder fliers arrive, fly poor flights, and go; that's go as in the sense of 'Gone, I'm not breaking another model'.

Albert's back and tows into good lift, an easy max retrieved from the crops a few fields off the drome thanks to Vin Morgan's beacon system - much admired for its range and sensitivity - should have bought one while I was in Narrandera. Chris breaks an A1 and reverts to a 30+ year old A2 for his last flight. After his initial error John Bailey flies consistently to max out which means a Biggles 1-2-3 with Albert third at his first Brit Nats for 30+ years!

That's not the only the only Biggles success on Day 1. Andy Crisp starts catapult glider with an 8.8 seconds attempt (I know because I timed it) and then went on to a first round max, followed by consistent flying to win **Catapult Glider**. Trevor Payne has maxed out in power with his Nelson 40 'Earth Trembler' (my name as Trevor does not name his models) but in the flyoff when well away in lift spins down 300 metres before pulling out again resulting in a second place. In Brit Rubber (max 50grms motor) Neil Cliff an Chris Strachen have maxed out, Chris' small long run model (a similar idea to Mark Armour's) wins while, in the Frog Junior, James Steers has seen off the Billams to secure his second win to add to his 2007 success.



Trevor Payne's <u>big</u> power model
Although Roy Sommersby may not agree!

Flights in, results totalled, flying gear and tents packed we're off to the hanger at the other end of the drome where there is a temporary, completely soul-less, bar along with barbecue for the day's prize giving. This hanger is colder on the inside than standing in the wind outside. Don't get your hopes up at the word 'barbeque' - this is a slice of pork in pappy bread.

As soon as decently possible, having collected Glider 1-2-3, Rubber 1, Catapult Glider 1, Frog Junior 1, and Power 2, not bad for a club with a dozen members; then we're off to the Hubloun where I've reserved the big eight seater table in the bar for Biggles. Even though we can't order food until 21.00 (its a busy pub) we settle down to the real ales, flying conversations and stories before the food arrives. The Houblon is a classic stone built, low ceilinged pub, with log fire and plenty of patrons; just the place to enjoyingly debate the day's flying and what the morrow will bring.



Trevor Payne again with what David calls his "Earth Trembler" Come on Roy - invite him out to the AFFS comp!

Its **FAI** day and if you thought Saturday was bad today its raining along with the 40kph wind; driving rain that defeats my storm jacket and trousers so its umbrellas whenever possible. There's little flying, much sheltering behind the control van and the burger bar while John Hook's travelling Free-Flight model shop does great business. I get out the day tent, with Albert's assistance, to give us some shelter. Having to drive back to the airfield Albert had lightly imbibed at the Houblon but he still looks a little fragile. It turns out that having pitched my tent in the lee of the hanger he had returned from HQ to find the tent a little smaller than its advertised 3-man, read three intimately acquainted men, tent to be followed by people setting off the sirens on the fire-engines in the hanger, and if that wasn't enough they then started playing football against the corrugated iron walls with Albert just a couple of metres away - not a lot of recuperative sleep!

I'm with the 'wimp' majority, whose models stay in the box, but Albert hasn't come all this way just to watch so its out with the F1Bs. My time is split between Albert flying from the back of his hire car and timing for John Cooper flying F1A on the main runway - again its just a clutch of Biggles on the flight line. John's making up for yesterday's '9 second' debacle with some consistent flying in the wet gale for a clear win. Meanwhile Albert is having a few troubles with broken motors and a general lack of power from his rubber; it came over in the aircraft hold*.

Despite the handicaps Albert's giving it a go, though all flights are low on climb, so that his three moderate flights find him finishing fourth. Meanwhile over in the sodden **HLG** box 'Biggles Chucker'



John Hooks famous Hooky's Emporium.
Every modeller loves a bargain!





Steve Brewer is putting his arm into it but a 14 second third flight of seven means he has to make do with 2nd. Its been a pretty awful day, enlivened for me through buying two new KSB DT timers from John Cuthbert, a glider front end from John Carter and four CLG gel timer mechanisms from John Hook - if your name's John I've got money for you!

After an awful Sunday on the field at least in the evening we are hosting the most over-subscribed event of the Nats - **Biggles at the Nationals**. Back in 2005 the Biggles car convoy toured the country pubs trying to get fed, finally ending up in the fifth pub for which we were grateful. That night I vowed it would not happen again so 'Biggles at the Nationals' was born where we book the pub, that's the entire pub for a Biggles meal, real ales, quiz and banter. In 2006 we were at the Houblon with Sergio Montes as our overseas guest, 2007 saw us at The Ermine Way in Ancaster, while for 2008 we are back home at the Houblon. Tickets are







The "Biggles at The Nationals" feast - Fun and Games at the mighty Houblon pub

limited to 26, which I could have sold thrice over so simply getting in to Biggles at the Nationals is quite a challenge in itself.



Our Albert ably assisted by John Cooper

After an abstemious Saturday night Albert has booked himself into John Bailey's VW camper so only has to commute across the car park. He's esconced with the main posse of Biggles, Free Flight Tech Committee on his left, while Ros and I are flanked by John and June O'Donnell, John and Mrs Carter, Pete and Kath Watson, Sue Coy, Chris Edge, Phil Ball - its a gala list of UK FF names as you'd expect at a Biggles do! The seriously good 'Umble Ale' is flowing encouraging conversation and story telling and while the main 'Roast Dinner' course is slightly delayed due to Hazel dropping the chicken fillets, resulting in Duck and Salmon appearing on the menu, everybody tucks in with gusto. 'Biggles Desert' of 'treacle sponge and custard' is historic, so with the ale every-body is in a good hearted, well-fed mood for my 'All Our

Yester-Nats' photo quiz, over which there is the usual cock-up over answer numbers and mixing up Martin Dilly with Stafford Screen but we have a clear winner in Mike Woodhouse. A third-place fly-off is adjudicated by Neil Cliff, prizes issued and we set about the serious business of discussing aeromodelling over a few more beers, the 'Umble Ale' runs out shortly before closing at 23.30. The final note of the evening is John Bailey inviting Albert back to his camper with the cheery 'Come on dearie, time for bed.'


Steve Brewer presenting trophies in the hanger where it was even colder than outside!

Monday is Mini-Day: We, the priviliged, start the day with cereal, fruit, full English breakfast followed by toast in the Houblon restaurant; Albert, Ros, myself, John Cooper, John Bailey, Brian Lavis; so we arrive on windswept Barkston well provisioned. Its the usual 40kmh wind but dry as Albert gets out the 'coupes' but his luck is getting worse; broken motors, lack of power, then a broken wing so that a lot of effort only results in one 'official'. In **F1H** four Biggles are battling it out before Chris Parry finishes a clear winner, Trevor Payne is 2nd in **F1J**, a similar placing for Chris Strachen in **CO2** who also goes on to win **Vintage Glider** with a single max at the very end of the contest.

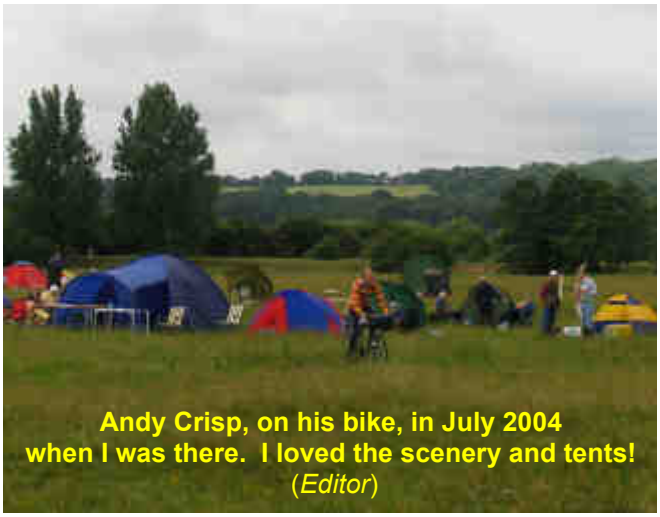
So the Brit Nats 2008 ends on a windy note as we drift away promising to meet up at Andy Crisp's Oxford Comp the next weekend. Albert's very quiet about his own thoughts, probably an Aussie diplomatic mode so as not to give offence but I feel he had expected to finish much higher up the results, but he seems to have enjoyed being an honourary Biggle.

Taking Your Rubber Abroad - Important Warning

Albert's problems with his rubber motors, which to be honest had all the energy of 'old knicker elastic' when they were not breaking, could be to do with how he got his rubber to UK. Motors were short on turns, hardening off well before max turns, and then simply not performing in the flight. My thoughts were that something has happened between Brisbane and UK and this was confirmed when Albert explained that the rubber was transported as luggage in the plane's hold - which is unheated. While plane cabins might be cool your luggage is frozen stiff at -60C temperatures, for journey to the UK that's 26 hours at -60C.

Albert's motors exhibited all the signs of some of the 'long molecule' room temperature structure having 'crystallised', presumably due to the continuous freezing on the flight. Everything has its elastic point and it seems that Tan II is no exception. It reminded me of Dave Tongway's wake entries flown by Steve Marriott in the Bulgarian World Champs - models and rubber had travelled in the hold, Steve broke every motor at well below the recommended turns, borrowing old motors along the flight line to get the flights in. Well the lesson is clear. If travelling with rubber carry it in your hand baggage, even on short flights.

Andy Crisp's Oxford MFC Comp 2008,
with Albert


Andy Crisp, on his bike, in July 2004 when I was there. I loved the scenery and tents! (*Editor*)

We're off to the 27th consecutive Andy Crisp comp so while I drive the 60kms south through some driving rain I'm in good spirits because this is my favourite UK comp; its quirky rules of no thermal detectors (not even a streamer), no power models, no flying from cars, maxes decided on the day and all of it ruled by a school bell, the current model purchased in Ronda, Spain and presented to our host by Biggles FFT a few years back. Like Andy, his contest is quirky and affable all at the same time, almost a 'throw back' to the days of Northern Heights Gala though here on Port Meadow the prizes are highly respected being original Andy Crisp creations to be treasured as a part of our Free-Flight heritage (see top of next page.).

If you catch one comp on a UK visit make sure it is this one; historic city, convivial watering holes made famous in Morse, the general public taking an interest in the flying - when was the last time that happened at a free-flight contest? - You just have to be there.

I arrive in the Port Meadow car park under a thin drizzle at 09.00 to find Albert a bit damp and bereft, his model box sheltering in Chris Strachan's car. Already the car park is filling up with fliers, all cheerful despite the rain because we all know that Andy is lucky with the weather. Discussing Andy's comp with Albert at the Nats he'd been dumbstruck when I said there would be over a hundred entries, but as the car park fills he seems to be in wonderland, he lived opposite the meadow before departing UK and is just amazed at how many modellers are packing into the car park. We chat and banter under umbrellas while the man, Andy, and his helpers unload the control tent, tables, lists of rules, crates of wine (transported across the meadow by Sue Crisp) and other paraphernalia to set out to a distant point that Andy has decided will be 'Control' for today.






Original Andy Crisp creations - to be treasured by those who receive

Rain ceases, so umbrellas stowed, a motley crew sets out across the wet and swampy meadow following Andy to a point four hundred metres from the car park. Albert's travelling light, as befits the international traveller, but there are day tents, chairs, model boxes, refreshment packs etc to be transported; many modellers have wheeled barrows/trucks to transport their gear making us look like a medieval (badly dressed) army on the move before we set about pitching camp around Andy's control.

As the weather improves to warm overcast with light drift (8kmh) towards the river Andy's bell clangs out across the tented village to announce the rules; no rounds, 50 metre towlines, no flight line - a thigh deep water runoff is just upwind and the river downwind delineating the flying area - as we mass around the control tent where Andy and Sue are hard pressed collating entries (£2 one event, £3 two or more events) and finally we are ready to let battle commence.

Albert's in his 'up for it' mode so he's winding, and moaning again about the lack of rubber power, on his coupe. Despite his low power climb Albert is picking the right air to be two maxes up in F1G, while I'm one max up in Vintage Glider. Biggles glider crew have chosen to trek way upwind, beyond the water runoff, to fly on their own with very mixed results. There's plenty of time in the light drift conditions for bantering and admiring the wide array of unusual models, questions being asked by enquiring members of the public, and general bonhomie. Albert takes a break to meet his father in the Red Lion, the returning Biggles glider crew agree to do the same, sinking a few beers in convivial company before trekking back out onto the meadow for the PM activities.

If tired rubber isn't enough Albert launches for his final max, gets it wrong with a left launch accompanied with a loud 'BUGGER' expletive. His coupe wallows about before settling out at just fifty feet, a good glide is not enough so Albert's out of the money.

I get a hook-up on my Lulu and tow in, the refly is in dead air for a sub-max, as is my third; that'll teach me to get my flights in 'pre-pub'! So now the Shorty comes out of the box for two easy maxes before I get another hook-up to DT off the top of the line, luckily a sub-20 attempt. Stuart Damon has maxed out so I need a good third flight but the air's dead so I'm down in 93 seconds but at least that's second in Classic Glider.

Albert has to leave early after making his farewells so misses the fly-offs and prize giving. Its been an enjoyable, if not entirely competitive, days flying in the unique atmosphere of Andy's comp. Biggles haven't done too bad; John Cooper easily topping the F1H flyoff, Steve Brewer second in HLG/CLG. I'm second in Classic Glider, Chris Strachan's in the money in a couple of classes. There's a good crowd for the prize giving, Shirley McDonald presenting the magnificent Vintage Rubber trophy plus Andy and Sue distributing the 'Art' prizes and bottles of wine then its time to give thanks to Andy, Sue and the Oxford crew that make this contest a unique feature on the UK free-flight calendar - just need to break camp, three treks to the distant car completes the decamping before final banter and heading home.

If you only have one day to attend a UK contest, then make it Andy's Oxford Comp!

A few photos I took of Motherland Modellers at Oxford in July 2004 (*Editor*)







Ron gives his Indian Mills some curry!



Des puts his back into it

Dales Fun Fly Day - 27 July

The Pushy Cat Page



First away in an early morning launch



Under power and looking good Des



On the glide



Des's Pushy Cat flew very well. Malcolm's blue one didn't, but it looked good!

Good Pushy Cat

BAD Pushy Cat



Ivor and Brian get some exercise

A SELECTION OF NEAR MISSES



George's Cardinal sin



Brian's yellow plane attacks Malcolm's blue plane - ouch!



Malcolm's planes



Malcolm's stooge (sorry Dale!)



Club "heavies" Brian and Ivor put the hard word on John Lewis for not bringing any sports models. He spent the day talking and testing coupes!



Ron Munden's squadron

The Fun Fly continues.....



William Jones and Brian Taylor ready for action



Ivor Parker's electric launch



It's MAGIC!





Electric Ivor in flight (left) and Ron Munden's Black Magic (centre and right)

More Fun Fly photos



George and his Cardinal



Van's Madcap



Des's Black Magic



Ron conducts Free Flight school





And this is why you won't miss next year's Fun Fly!



Bart Carney's Korda



Pushy Cat pilots



"Team Richards-Smith" Dianne & Van


Chris and Bart Carney


Peter and Des Slattery


The flight line was busy for the Slatterys

These were photos of some "Father and Son" teams enjoying the day.

But there were a few families at the Fun Fly day.

- Bart and Chris Carney
- William and Darren Jones
- Mark and Max Armour
- Des and Peter Slattery
- Ivor Parker and his son

Maybe more teams like this next year?


Mark and Max Armour

Rogue's Gallery - Fun Fly Day




Gorgeous George


Mr Irresistible


"Always Flying" Slattery


Our Albert


Van's new electric toy


Ivor Parker's son


Ron crosses over, momentarily



William winds up Dale



Ron Munden's Black magic flew magnificently

And YES, this IS the last page of FUN FLY photos!



Malcolm captures Dessy's perfect launch



Chris, Bart and Ron discuss the Korda



Chris Carney directs Bart's Korda launch.
It flew perfectly



Van crosses to the dark side with silent wings



Van & Dianne



Mark & Max



And so the sun sets on a great days flying

OPEN RUBBER STATE CHAMPS Coominya 27-04-08 ..... *CD Ron Munden*

Numbers were down for this event this year however seven flyers turned out ready to fly. The forecast had not been thoroughly encouraging but as it turned out light winds prevailed. Due to the restricted nature of the flying site it was decided to run 3 flights of 2 minute maxes. Four contestants entered with Albert Fathers being the only one to record a max on his first flight. By contrast everyone recorded a max on their second flight. Graham Maynard missed his last flight leaving the rest of the field to max their final flight. Albert was the only one to max out and hence win the event, George was second with William third and Graham forth. Ted, Brian and Bart were content to do some trimming on the day. As usual Ron did a good job CDing the event – Thanks Ron.



George Baynes

NAME	F 1	F 2	F3	Total
Albert Fathers	120	120	120	360
George Baynes	112	120	120	352
William Jones	68	120	120	308
Graham Maynard	86	120		206

INDOOR





Ron Munden (left) with EZB at the Brisbane State High school's magnificent new hall.

Brian Taylor's little peanut scale model (above), a Jodel 8-9 Bebe

Hangar Rat State Championships 3rd May 2008

results from John Lewis

Brisbane State High School hall

Results:

Brian Taylor	320	+137	1st
Allen Thomas	320		2nd
John Lewis	281		3rd
Maurice Taudevin	268		4th
Des Slattery	90		5th



Dale darts about indoors



Is Brian all hot air?

F1G STATE CHAMPS - DALBY 12 JULY 2008

CD Dale Jones

Eleven fliers braved the weather forecast and lined up at the Dalby Model Aero Club for an 8.30am start Saturday. We moved well away from the clubhouse to allow for prevailing winds and the expected increase in wind according to the weather forecast. Local Ross Milne dropped by to see how we were going and announced pretty strong SE winds in Toowoomba heading our way. He was right - we did not have long to wait.



Look closely at the mylar poles thankfully no dust

Round 1 was idyllic with 7 maxes. Poor John Lewis dropped 1 second. Round 2 also started well for the early birds with 5 maxes until the round was postponed 1/2 way through as it got so windy and models were getting damaged in the air and on the ground. Malcolm and Brian had propellor damage preventing an early start in the round and Malcolm sustained further damage in a difficult launch.

It was agreed to recommence round 2 early Sunday morning and do a 3rd round before Big Bird's scheduled commencement at 8 am. Sonia, Ted, Albert and Darren had to leave on Saturday so took no further part in event. So there were only 3 fliers still to do round 2. Malcolm and Brian and both had average flights, but William maxed it.

7am saw the start of round 3 and 6 maxes were scored. To ensure the Big Bird comp could start on time on Sunday, it was decided at that stage to call it a 4-way tie for 1st place after discussions of when more rounds could be flown failed.

A great time was held by all and many thanks to the hospitality of Dalby Flying Club - great toilets, hot showers and great food!

Name	Rd 1	Rd 2	Rd3	Total	Place
William Jones	120	120	120	360	1
George Baynes	120	120	120	360	1
Ben Lewis	120	120	120	360	1
Mark Armour	120	120	120	360	1
John Lewis	119	120	120	359	5
Dale Jones	108	120	120	348	6
Brian Taylor	120	105	107	332	7
Malcolm Campbell	71	85	106	262	8
Albert Fathers	120	85	-	205	9
Darren Jones	120	80	-	200	10
Sonia Burfein	84	-	-	84	11

Story by Dale Jones

William Jones and George Baynes prepare for battle



9 WORDS WOMEN USE

(1) **Fine**: This is the word women use to end an argument when they are right and you need to shut up.

(2) **Five Minutes** : If she is getting dressed, this means a half an hour. Five minutes is only five minutes if you have just been given five more Minutes to watch the game before helping around the house.

(3) **Nothing**: This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.

(4) **Go Ahead**: This is a dare, not permission. Don't Do It!

(5) **Loud Sigh**: This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to # 3 for the meaning of "nothing".)

(6) **That's Okay**: This is one of the most dangerous statements a women can make to a man. That's okay means she wants to think long and hard before deciding how and when you will pay for your mistake.

(7) **Thanks**: A woman is thanking you, do not question, or Faint. Just say you're welcome. (I want to add in a clause here - This is true, unless she says "Thanks a lot" - that is PURE sarcasm and she is not thanking you at all. DO NOT say "You're welcome" ..... that will bring on a "Whatever").

(8) **Whatever**: Is a women's way of saying "F#@k you!"

(9) **Don't worry about it, I'll sort it**: Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking 'What's wrong?' For the woman's response refer to # 3.

BIG BIRD 2008

report by Julie de Visser

C O N G R A T U L A T I O N S

Winner of Big Bird 2008, Dale Jones, the first female winner in its 21 year history



This year's event was held at Dalby as our present flying field is under water and crops. The Dalby site is fantastic. There were 9 entries in this year's event.

There was a slight breeze in the early rounds with 8 maxes in round one. Only Pieter de Visser and Dale Jones managed the sixty second Super Max.

There were 7 maxes in round two and the pressure was on. The breeze came up during round three with the lulls at 4m/sec and thermal gusts to 8m/sec. The start of round four saw some unease amongst competitors but George Baynes showed them how it was done as soon as the round opened. The 6 maxes that round showed that it was perfectly flyable. A fly off was looking inevitable in spite of the Super Max, but round five saw most people come to grief with only 3 maxes posted. This left Dale Jones as the outright winner of the Big Bird at her first attempt. Congratulations!! Bill Jones was 2nd and Mark Armour 3rd.

The wind gusts were challenging at times, but no models flew out of the field and the retrievals were reasonably easy.

The prize giving was held at the Dalby Club House and place getters selected from an array of prizes. The winner also received the famous Big Bird trophy, a bottle of champagne and cash.

Julie and Pieter de Visser would like to thank all of the competitors who supported the 21st anniversary of the Big Bird. We would also like to thank the members of the Dalby Model Aero Club for the use of their field and facilities and also their generous hospitality.

The Dalby field is worth the trip. See you next year!

Pos	Competitor	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Super Max	Total
1	Dale Jones	120	120	120	120	120	60	600
2	Bill Jones	120	120	120	120	120	9	600
3	Mark Armour	120	120	120	119	115	17	594
4	John Lewis	120	120	96	120	120	23	576
5	Pieter de Visser	120	120	120	120	92	60	572
6	Ben Lewis	120	120	120	120	78	25	558
7	George Baynes	120	97	120	120	89	5	546
8	Malcolm Campbell	120	107	0	86	99	37	412
9	Brian Taylor	97	120	0	66	5	0	288


Mark Armour launches with style


Great prizes!


That will do!

Thank You!

Dalby Model Aero Club


BB08 - Mark Armour (3rd), Dale Jones (1st), William Jones (2nd), Pieter de Visser (5th) and John Lewis (4th)

A word from our Winner

Many thanks to all who helped me win Big Bird; William for all his help and support and letting me go first, and holding his temper at all my mistakes! And thanks to all the people who helped me find my plane and to my tracker dogs (Darren & Matthew). I feel very honoured to win Big Bird - the first woman and the first JONES, in the 21 year history of the best coupe comp in Australia!

I only decided to start flying properly about 4 weeks ago. I decided rather than stand around, I would fly myself. So at moment, it is a bit of a learning curve but I suppose I am lucky to have a family who love modelling so much. You learn from watching them fly. And of course, I was lucky to have all the Thermal Gods on my side.

Thanks to Brisbane Free Flight Society and thanks to Julie & Pieter for putting the event on and the great trophy and prizes.

Dale Jones



Winner Dale Jones and organiser, Julie de Visser

Pieter de Visser launches "old faithful" in good air



Big Bird organisers, Julie and Pieter de Visser



Dale Jones away to another max



Tucking into an excellent meal at the clubhouse - Dale, Ben, Mark, William (obscured) and John





Dalby Model Aero Club on dusk. Excellent ladies and gents showers and toilets to the right.



We even got entertainment at the BBQ lunch!



Everything's big at Dalby!

JOKES PAGE: Church Bulletins *These items (with all the BLOOPERS) actually appeared in church bulletins or were announced in church services:*

- The Fasting & Prayer Conference includes meals.
- The sermon this morning: "Jesus Walks on the Water." The sermon tonight: "Searching for Jesus."
- Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.
- Remember in prayer the many who are sick of our community. Smile at someone who is hard to love. Say "Hell" to someone who doesn't care much about you.
- Don't let worry kill you off - let the Church help.
- Miss Charlene Mason sang "I will not pass this way again," giving obvious pleasure to the congregation.
- For those of you who have children and don't know it, we have a nursery downstairs.
- Next Thursday there will be tryouts for the choir. They need all the help they can get.
- Irving Benson and Jessie Carter were married on October 24 in the church. So ends a friendship that began in their school days.
- A bean supper will be held on Tuesday evening in the church hall. Music will follow **** (to drown out the noise of 'passing of wind')
- At the evening service tonight, the sermon topic will be "What Is Hell?" Come early and listen to our choir practice.
- Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.
- Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.
- Please place your donation in the envelope along with the deceased person you want remembered.
- The church will host an evening of fine dining, super entertainment and gracious hostility.
- Potluck supper Sunday at 5:00 PM - prayer and medication to follow.
- The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.
- This evening at 7 PM there will be a hymn singing in the park across from the Church. Bring a blanket and come prepared to sin.
- The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.
- Low Self Esteem Support Group will meet Thursday at 7 PM. Please use the back door.
- The eighth-graders will be presenting Shakespeare's Hamlet in the Church basement Friday at 7 PM. The congregation is invited to attend this tragedy.
- Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double door at the side entrance.
- The Associate Minister unveiled the church's new campaign slogan last Sunday: "I Upped My Pledge - Up Yours."

FOR SALE



Albert Fathers has an F1J for sale

It is a Faust Parker CNC matrix kit. Wings are build but not covered, tail is finished and covered, fuselage needs assembling and rigging, comes complete with new unrun Cyclone, 5 spare plugs, folding prop, timer, all hardware. Pictures attached. **All up $650.00**



POSTALS

The HEAVE HO Worldwide postal comp for Hand launch gliders is on. The prize is the trophy and the fun of competing. It is open from now until Jan 31 2009. Rules are below. Results can be posted, or e-mailed to me. My contact details are at the base of this e-mail. My hope is that Heave Ho will continue to be a source of fun and worldwide correspondence on chuckies. If you've got back or shoulder problems - give Tip launch a go! It's very easy on the body and you can get good results without doing a full 360. And there's always catapault. Have you discovered this website? - good info on chuckies and many other things. http://www.hippocketaeronautics.com **Cheers, Keith Fisher**

HEAVE HO rules: There are 3 categories:

1. hand launch glider (hand grip on the fuselage) any size

2. catapult launch , any size (up to 1/16" x 1/4" x 9" rubber loop allowed)

3. discus launch (or tip launch) any size

Rules are:

All categories to fly to a 1 minute maximum time limit.

All categories fly 9 official flights (record all times) times must be recorded by a time keeper.

If you make 5 maximum flights out of 9 then keep adding 30 seconds till you miss a flight maximum, e.g. make a 90 second flight then try for 120 sec and if you make it then go for 150 sec until you don't make the maximum, then record that flight time plus all the previous times for your score. Flights under 15 seconds don't count, try again.

Entry is free and enter as many times as you can and encourage others to participate in this great outdoor activity

Send Heave HO results to:
Keith Fisher
38 B Cassowary St,
Longreach Q 4730
AUSTRALIA **or** e-mail to keith.fisher7@bigpond.com

WORLD-WIDE POSTALS

I have details on many of the "Postals" on at this time of the year, as shown below. If you'd like the details, contact me at actrain@ozemail.com.au ***Editor***



The Sidus F1C timer

The system comes now complete with a magnetic sensor (Hall-effect) start switch that make it completely vibration, fuel, rain and dust proof. A wing-wiggler function is available. The new CNC machined faceplates can optionally mount 1 front and 5 rear arms, or 2 front and 4 rear arm.

Details at http://www.ffelectronics.com

Two look twice as good!



New F1A Diet

From Ken Bauer

I received a couple of direct responses after my question posed last week as to how much our F1A gliders are pulling on the towline during acceleration. There were no measurements from others, but an agreement that the forces are much higher than we think. It then occurred to me that I could try measuring the force simply by dialing up the unlatch tension on my electronic hook until the model becomes unlaunchable. This might be much easier than trying to hold the force gage on the end of the towline while running.



Chubbie US modeller used for demo purposes only. Sort of looks like a Fat Phil. Just coincidental?

This morning I attempted the experiment in totally dead calm conditions at sunrise. I normally set this towhook to 25 lbs force, but bumped it up to 35 lbs. Several flights at this tension went normally so I was clearly exceeding this force. I then increased it to 40 lbs and it because hit and miss. Sometimes I could pull hard enough to get off a launch and sometimes not. So for this glider in conditions of absolutely no wind where I was running a different direction each flight, the maximum pull was around 40 lbs. But as all F1A flyers know even a small amount of wind can make a very big difference in pull, so I am now estimating that 50 lbs of pull might be reasonable for conditions with at least a light breeze for these newer models with extremely stiff wings.

So now I am starting to understand why my launches have not been as high as other sportsmen. Everyone has been telling me for a couple years that I have plenty of speed when the glider is low and turning the corner, but that I slow down and the glider loses energy just before the release. Since I weigh only around 155 lbs and now see that the glider may be pulling 50 lbs, then the glider pull is 32% of my weight! Clearly the problem is that I don't weigh enough, I need to fatten up. If I could boost myself up to say 300 lbs, then that 50 lbs of glider pull would be only 16% of my weight and wouldn't slow me down as much! It is simple physics - the more mass I can get moving then the more momentum I will have which in turn will maintain speed despite the heavy glider pull.

Now I understand the secret of some of the more round F1A flyers out there. It is all about mass. Tomorrow is the July 4th holiday here in the US, so if Roger gets this out quickly it will be just in time for F1A flyers to start the new diet. A typical celebration here will include a barb-b-que with hamburgers, hot dogs, potato salad, ice cream, etc.., all perfect F1A food! I invite F1A flyers around the world to join in this great US holiday (Brits excepted, I don't think US independence day plays too well over there...) and eat your hearts out! No more salads and light foods, but Big Macs, milkshakes, steak, ribs, chocolate bars, pile on the sour cream on that potato... F1B and F1C flyers envious? Never too late to convert to F1A, the true eating man's sport. Randy Weiler, there is still hope. *Ken*

Phil Mitchell's reply: Interesting reading thanks Mal....but there is also something about velocity = mass x acceleration. The less mass (gut) the greater the final velocity given the acceleration (leg effort) is the same. I'll stay off the Big Mac's and on the cycle trainer. *Phil*

FREDDO'S FACTORY - Aren't some guys lucky?









2009 BFFS FLYING CALENDAR

Detailed Calendar available
upon request.

FEBRUARY	Saturday 14th	12 noon	**Club general**
	Sunday 22nd	8 am	**Dale's Fun and Friend's Club Day COOMINYA**
MARCH	Saturday 7th	3pm	**Indoor** (practice and trimming
	Saturday 21st	7am	**F1J State Champs DALBY**
		1pm	**F1H State Champs**
	Sunday 22nd	7am)	**F1C & OPEN POWER STATE CHAMPS DALBY**
APRIL	Saturday 4th	3pm	**Indoor 6" HLG**
	Tues 7th – Wed 8th		**Southern Cross Cup NARRANDERA**
	Thursday 9th – Monday 13th		**AFFS Champs NARRANDERA**
	Sunday 26th	8am	**Scale State Champs COOMINYA**
		10am	**Combined HLG, CLG, DLG State Champs COOMINYA**
MAY	Sunday 10th	8am	**P30 State Champs COOMINYA**
	Saturday 23rd	7am	**F1A State Champs DALBY**
	Sunday 24th	7am	**F1B State Champs DALBY**
JUNE	Saturday 6th	3pm	**Indoor Mini Stick** and **F1L /EZB State Champs**
	Saturday 13th	12 noon	**Control line (MARYBOROUGH or DALBY – T.B.A.**
	Sunday 14th	8am	**Precision and All in Vintage**
			MARYBOROUGH or DALBY – T.B.A.
	Saturday 27th	12 noon	**AGM**
JULY	Saturday 4th	3pm	**Indoor Frog Trophy Contest**
	Saturday 11th	7am	**F1G State Champs DALBY**
	Sunday 12th	7am	**Big Bird Competition for F1G DALBY**
	Sunday 27th	8am	**Dale's Fun and Friend's Club Day COOMINYA**
AUGUST	Saturday 1st	3pm	**Indoor Delta Dart Competition**
	Sunday 18th	8am	**QDP / Electric Power State Champs COOMINYA**
SEPTEMBER	Saturday 5th	3pm	**Indoor HLG State Champs**
	Saturday 19th	7am	**Lsq / 100 Wakefield DALBY**
		10am	**OPEN RUBBER State Champs DALBY**
	Sunday 20th	6.30am	**OPEN RUBBER FLYOFF**
		7am	**NO FRILLS Wakefield DALBY**
OCTOBER	Saturday 3rd	3pm	**Indoor Peanut Scale State Champs and No Cal Scale**
	Sunday 11th	8am	**Col Somers Vintage Rally COOMINYA**
NOVEMBER	Sunday 1st	8am	**Reserve Day / Club – Fun Day**
	Saturday 7th	3pm	**Indoor P18 Club Event**
	Saturday 14th	12 noon	**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
or phone me on 07 3263 9339

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USEFUL CLUB LINKS ON THE INTERNET:

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http://users.bigpond.com/bnt.61/homepage.html

Ron Chernich:
http://modelenginenews.org/bffs/index.html

REMEMBER:

Any Digest contributions are greatly appreciated

