The magazine for all those who love Free Flight

The BFFS DIGEST

The Newsletter of the Brisbane Free Flight Society Inc

December 2008



In this issue:

* The Maryborough Gathering
* Vintage Wakefield weekend at Dalby
* Watts Bridge fly in

plus much, much more!

2008 - 2009 Management Committee

President	John Lewis
Vice-President	Pieter de Visser
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Administrator	John Taylor

Enquiries regarding the BFFS Inc should be directed to :-

The Secretary, B.F.F.S. Inc
1 Rex Street, Aspley QLD 4034

Editor and Newsletter Publisher
Malcolm Campbell
1 Rex Street ASPLEY QLD 4034
Phone:- 3263 9339 **Email** : - actrain@ozemail.com.au

Club web page, by Brian Taylor
http://users.bigpond.com/bnt.61/homepage.html

Ron Chernich's web page
http://modelenginenews.org/bffs/index.html

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:
Barry Frederickson of Rockhampton launches his immaculate Keil Kraft Ladybird in the Maryborough Precision event

PRESIDENT'S REPORT

As I write this I am conscious Malcolm has asked me to be brief due to lack of space. My main message is to heap praise on Malcolm for his sterling effort in producing this newsletter which has received many favorable mentions recently from all over the world. Malcolm would be the first to say that any good newsletter is due to the material the editor receives so make it your number one New Year's resolution to contribute something to Malcolm next year no matter how small.

The other major worthy recipient for praise is Dale Jones who organized and catered for our very successful club fun day covered in the last newsletter. Most of us enjoy flying Free Flight competitively and travelling away etc but to enjoy a couple of social fun days throughout the year provides a great balance for the club membership.

Coominya is a great field for fun flying and trimming and I'm sure we all look forward to more of Dale's Fun Fly days. Finally I want to wish all our club members and our new found friends at Dalby Model Aero Club a merry Xmas.

Cheers, John Lewis

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BFFS Christmas Party

Sunday 7 December from 12 noon
At Bremer Waters Community Centre (UBD map ref 213 K6 > N9)
Advise Dale Jones of numbers and what sweet you are bringing no later than 28 November



Seen on the left are **Terry** and **Noela Tomlin**, who have tirelessly promoted and built up the **Maryborough Gathering** over the last nine years. This event has attracted competitors from a catchment area of over 1,000 klm, and has resulted in many country modellers revisiting their aeromodelling grassroots of Free Flight.

Incorporating the disciplines of Free Flight and Control Line, the event is staged at the Maryborough R/C club on Saturday for control line and an excellent evening meal on site.

Sunday is at a nearby cattle property for free flight where Terry conducts the prestigious precision event with excellent prizes. This is run in conjunction with a HLG competition. Noela puts on a delicious lunch to fuel us up before our drive home.

Next year is the tenth anniversary of this event and Terry assures us special things are planned to celebrate in 2009. Mark your calendar now!

SECRETARY'S REPORT



Well, this is the part of the flying year when we have completed the all the F1 events in our 2008 calendar and we now enjoy some nostalgia and sports events. Of course, that suits a lot of our older members and our currently compromised field. As usual, we've had a good time at our annual Maryborough event and the story and many photos are in this Digest. Our trips 3 hours west to Dalby have also been most enjoyable. The LSq/100 and "No Frills Wakefield" articles will tell you all about our competitions in Dalby. The F1H event postponed from earlier in the year was finally flown there in September.

I would like to take this opportunity to wish all our readers a Merry Christmas and a safe, healthy, happy and prosperous 2009. I for one sincerely hope the world leaders get it right soon so I know how much to spend on my aeromodelling hobby! *Malcolm Campbell*

FROM THE EDITOR: Well sorry about all the photos in this edition. The "pointy" end of the year is all finished and I'm shy a few contributors. So I hope you enjoy what I've been able to assemble and I hope those with literary skills will get their quills out next year and contribute, contribute, contribute. Of course many thanks to John Lewis, John Taylor, Brian Taylor , Adrian Bryant, Jim Bradley and David Brawn who have made my job easier this edition. With your help in 2009, I can just play editor and not have to anguish about writing reports and chasing down the deadlines.

Cheers, Malcolm

LETTERS TO THE EDITOR

Malcolm,

What can I say? The BFFS Digest under your editorship is going from strength to strength with each succeeding issue. Loved the opening shot of the Madcap launch. This is a model dear to my heart.

The balance of the issue was very interesting and informative and made great reading. With regard to the shot of Gordon and Adrian, they are standing in the latter's workshop at Uki. You weren't to know this and I neglected to say. Sorry.

with thanks and regards

David Owen

Hi John,

Thanks for your newsletter; it is great. I would like to send thanks to all your fliers who have visited our field; the positive comments in your newsletter really make being part of the club even better.

I have started playing about with a tow line free flight plane - went well till the wings folded on the 4th flight! I would love some info on the Pushy Cat I saw in newsletter and where I can get plans from, would love to give it a try.

Will see you next time at Dalby in September,

Andrew Liddle. DMAC

Malcolm

A great addition. I really wanted to send you a few words on my maybe last trip to the UK, but now I am so glad I didn't as everyone in the modeling world will be saying *"Who the f….. is this Albert?"* Sorry about that. I will send you some pictures I took with no mention of my name. But thanks again your Digest is really worth looking forward to.

Guess who

Wow what a great digest.

Dale & William Jones

Gooday Malcolm, Another great edition.

Vin Morgan

THE BRADLEY RUBBER REPORT

Malcolm,

Your timing is excellent. I just made, tested, and flew with some of the September '08 FAI Super Sport rubber. Before I get to the details of this batch of rubber let me explain what I am looking for so that everyone understands that while I may not like the batch of rubber for it could be used in other events with great success. I only fly F1B, OK I have a P-30 but I don't fly it much, so I view how good the rubber is from that point.

I use an Excel spreadsheet to calculate the energy under the curve from data I take at different points. I then calculate total energy, burst energy, and cruise energy and rate the burst energy and cruise energy as poor, average, good, or very good. This is the way I test the rubber and some other people who test it might have a different view of the rubber. I only test complete F1B motors and I test every motor I make up. I just finished making and testing over a 100 motors in preparation for the Livotto, Sierra Cup, and our Team Selection Finals in early October in California.

For the September '08 Super Sport I made up 5 of each at 24 strands, 26 strands, and 28 strands motors. The 24 strands has poor burst energy but very good cruise energy. This stranding likely would work good on non-VIT F1B's or open rubber models. The 26 strands motors have average burst (near the bottom of average on my scale) and good cruise energy. I flew my one of my F1B's which is a VIT model with a variable pitch hub today and it flew fine. The burst was a little weak but the cruise was as expected. I got motors runs in the low to mid 40 second range. I also few with a 28 strand motor and the burst was better being solidly in the middle to top of my average rating. The cruise was right at the break point of my average to good scale. Motor runs were in the low 40 second range. I got 430 to 440 turns on the 26 strand motors and 420 to 430 in the 28 strand motors. I wind my motors very close to the max as I never have any thoughts about using the motor again. I have a very good reputation for blowing a lot of motors at a big contest.

My overall feeling about this batch is that it is suitable for test flying and lesser contest so you can save you really good rubber for the really important contest.

Jim Bradley

BIGGLES at the 62nd NATIONALS at SPRINGHURST?

Hi Albert (who sent it on to Malcolm),

I'm back from one day at SAMS 1066 on Middle Wallop, an experience that goes alongside Andy's Port Meadow comp but covering 3 days.

Just a thought for the 62nd Oz Champs but as we have the travelling Biggles FFT Catering Manager, remember Biggles at the Nationals, and the Brisbane FFS at the champs; a first in down under relations.

So how about a Brisbane/Biggles evening at the 62nd Champs?

I'm pretty sure, from what I've seen of Brisbane FFS that they will be up for an informal evening of food (BBQ?), drinks (local wineskins), and a fun quiz (Oz model designers I can do). Host at our tents, bring your own seats and food for BBQ, for a jolly evening.

How about it?

David 'Broone' Brawn

The hospitality at Narrandera is one reason we have such a large number of Queenslanders attending. There, we have choices of motel BBQs, hotel, club and Chinese meals, as well as the AFFS Dinner. So maybe Albert and David can stoke up the digestive juices at Rutherglen? There's plenty of grape juice there to wash down the food. *Editor*

FUN FLY DAYS AT DALBY MODEL AERO CLUB

A word from Ken Hartman, the secretary of the Dalby Model Aero Club, who said:

"*Just to let you know of our fun fly weekends and to extend an invitation to join us for a social get together. You are all very welcome. The dates are May 16th & 17th Fun Fly and October 10th & 11th Regards Ken H*"

This, of course, applies to those wishing to fly R/C on those days. F/F days at Dalby remain as per our 2009 calendar.

NO WONDER KIWIS ARE SO GOOD AT F1B!



I saw this sign in my drive through the wonderfully picturesque south island. They teach 'em young in NZ!

And another thing, we don't have wind in Australia. New Zealand has wind and lots of it when a change moves through. No wonder the Kiwis fly in ALL conditions in Australia.

But, in the 16 days I was there in October, 13 were perfect for photography and scenery. Never pass up the chance to include a tour of this magnificent country when over there competing - it's worth it!

CLASS 1 POWER - food for thought

Although there are increasing numbers of F1Js about there are also a lot of Class 1 power models that would like an outing. Giving them a reverse handicap could help. If they win too much we can pull them back to 7 sec.

I propose we add to the program notes for next year:

"Class 1 Power Models" may be flown in the F1J competition with a 10 second motor run. The AFFS have not finalized their definition of a Class 1 Power Model but it is likely that models powered by .049/051 plain bearing motors and models without VIT will qualify."

We can then discuss this at the AFFS meeting.

Vin Morgan

Hi Vin

My thoughts on this are that we should try and get these models out of there boxes and make them competitive, yes.

I would suggest an 8 sec motor run plain bearing only, no moving parts ie VIT or AR. The CD must be able to classify the model easily.

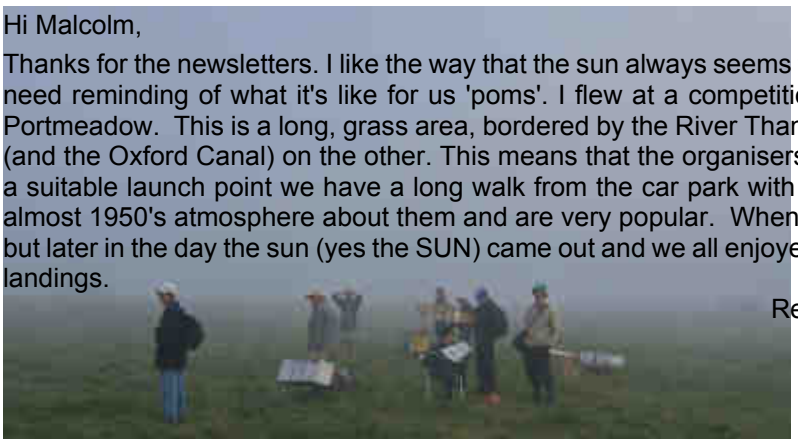
The old class 1 power was 10 sec but it was 3 min max. 20% of the motor run and 33/% of the flight time sounds more realistic.

We must be careful that we don't open a tin of worms, I am already thinking of a PB MP Jet 06D which I can use in OZ diesel and F1J. Vin, are you thinking of this for 2009 or talking about it at the AGM for 2010? The meeting will be after the Mini comps.

Roy.

I have been making some noise along similar lines but towards the old Class I power which I think was for models up to 1 or 1.5 cc. Not sure which. I think there would be a good idea to support Vin's suggestion as it would bring in all those who would like to fly their old 1/2A models. This may be a good lead in to some future experiments with power flying using handicaps.

Regards
Graham Maynard



Hi Malcolm,

Thanks for the newsletters. I like the way that the sun always seems to be shining in all the pictures! I thought that you might need reminding of what it's like for us 'poms'. I flew at a competition held near Oxford on Sunday; at an area known as Portmeadow. This is a long, grass area, bordered by the River Thames on one side and the London to Birmingham railway (and the Oxford Canal) on the other. This means that the organisers set a max. depending on the wind direction. To get to a suitable launch point we have a long walk from the car park with all our gear. However, the events held there have an almost 1950's atmosphere about them and are very popular. When we arrived (8:30) visibility was very poor (see picture), but later in the day the sun (yes the SUN) came out and we all enjoyed a fine day's flying. Keep up the good work and happy landings.

Regards, Vic Willson (Editor - NEW Clarion, SAM1066)

Yes Vic, the sun almost always shines in Australia
But we don't have the brilliant green of your fields.

P30 STATE CHAMPIONSHIPS - Coominya 13 April 2008

by Louie Da Fly

With the 2 metre tall crops and most of our remaining flying area covered in water we were forced to fly in the top paddock. Fortunately the weather was good with very light variable winds prevailing. With 7 entries the event got under way at 8am with George Baynes looking after the CD responsibilities. Round 1 produced only 3 maxes leaving Mark, John and William in a three way tie. Five maxes were recorded in round 2 with Des and William being the unlucky flyers to miss out. The wind picked up a little in round 3 with most models heading towards the crops. Brian Taylor retired after a second round max leaving a field of 6 four of whom maxed this round. The wind direction necessitated a line change closer to the road for round 4 with four flyers recording a max. Both Mark and John were still clean going into round 5 however a fly off was averted when John picked some solid sink to be down in just under a minute. Mark made no such mistake and went on to win the event with a full house. William made only the one mistake to edge out John. Except for Ron Munden's DT failure all models landed inside the top paddock but there were a few anxious moments when models went close to the hazards. After F1H was postponed due to wind it was good to complete an event on our reduced flying site.

NAME	R1	R2	R3	R4	R5	TOTAL
Mark Armour	90	90	90	90	90	540
William Jones	90	71	90	90	90	431
John Lewis	90	90	90	90	58	418
Ron Munden	45	90	90	75	90	390
George Baynes	70	90	59	90	65	374
Des Slattery	48	75	84	64	55	336
Brian Taylor	64	90				156



LSQ/100 at DALBY 20 September 2008

by Louie Da FLY



Ron Munden demonstrates a copybook launch for the interested spectators

3 rounds x 5 min **Sponsor Allen Thomas** **CD John Lewis**

This event is flown annually normally in October to coincide with Allen's birthday but was flown earlier this year in Dalby before crop harvest time. We set up at the southern end of the RC take off strip partly to show-case our activity to the Dalby RC club members and to be close to the facilities provided by the Dalby flyers including the lunch time bar-b-que. The wind prediction for 9am was 4 – 5 meters per second but by 8am it was blowing a steady 5 meters per second and showing every sign of increasing. ROG'ing fully wound models between wind gusts was to prove pretty tricky for most.

The damp black soil readily stuck to our shoes however the end of the strip where we erected our winding stooges provided a good launch area with a well mown lawn surface. By the end of round 2 the black soil had dried out sufficiently and we felt it best to move off the strip to allow some RC activity. Dave Jones from Florida was doing some testing with his UAV entry in the UAV Challenge to be held in Kingaroy the following week. Graham was away first but banked steeply and hit the ground 4 seconds later. The damage incurred concluded Graham's flying for the day. Malcolm's attempted takeoff from the table was even shorter lived recording only .5 of a second, when the folding U/C folded a tad early, destroying his prop


Brian Taylor demonstrates his winning ways


Graham Maynard "on the eve of destruction"

assembly. A full tube of 5 minute Araldite had him back for Round 2. Allen's first attempt was also unsuccessful but on his second attempt Allen scored a credible 206 and travelled a long way down wind and as a result missed the second round. Brian topped the scores for round 1 with a 244 second flight and as a result decided not to fly round 2 reasoning he had established a sufficient lead over the rest of the field. This as it turned out was a good decision with his final score around twice that of his nearest rival after he posted a max on his last flight. Thanks to a tracker and GPS he was able to locate his model later in the day. Allen had the misfortune of losing a wing during flight on his third round scoring just under a minute. No one seemed quite clear as to the rules of this old timer type event regarding jettison and there was no time left in the round to refly the flight. It was decided therefore Allen could keep his score up until the point when things fell apart as far as his placing went however prize money would be awarded on the bases of a zero score for Allen in round 3. Des "totaled" his Lim Joon in the first round and reverted to his trusty '37 Copeland. He and Ron Munden then flew steadily throughout the event to take 3rd and 4th respectively. The wind and an out of trim model hampered Malcolm's scores however he was getting things together by the end of the event. Allen has been keen to stick to the original format (5 minute maxes) for this event for some time and with the expansive flying site at Dalby this is now possible. Three one hour rounds also allowed us to have a leisurely lunch and fly another event in the afternoon. A special thanks to Allen for his generosity in sponsoring this event with substantial cash prizes.

Names	Round 1	Round 2	Round 3	Total
Brian Taylor	244	-	300	544
Allen Thomas	206	-	(52)	259
Des Slattery	88	78	92	258
Ron Munden	121	54	64	239
Malcolm Campbell	.5	13	56	69.5
Graham Maynard	4	-	-	4


Next generation Old Timer
Malcolm Campbell and his Lim Joon


Allen Thomas enjoys an early morning stretch


Des Slattery prepares to attack the photographer

F1H STATE CHAMPIONSHIPS at DALBY 20 September 2008

CD John Taylor *By LouiedaFLY*



Ben Lewis on the line

Members have often suggested we use the afternoons for competition thus making better use of our trips to the flying field. Due to the lack of space at our Coominya site it was agreed to fly F1H at Dalby after the LSq/100 event. Often after lunch most people want to get out of the sun and get home but the dynamics are a little different at Dalby. We were out of the sun for a couple of hours, had lunch and didn't have to face an hour or so drive home.

The wind was still around 6-7 meters per second but the forecast was for lighter winds by 3pm. We had the use of the Dalby take off strip thanks to the generosity of the Dalby RC club so towing was a breeze (excuse the pun). There were however, calmer patches developing which allowed for a quick up and off launch. John was a little fazed when he realized he had left his M&K F1H bunt model back in Brisbane and was forced to fly an old zoom reserve model. Ted arrived a little late and missed the first round but, of the six who flew round one, 4 recorded maxes being John and Ben, Van and Malcolm. Van however had lost his model due to timer failure and was now dependant on his reserve model.

Des was plagued with towing problems with his Little Hinney, breaking the model in round 4 and retiring. Those who recorded a 2 minute max were in for at least a kilometre long walk across a ploughed field. Round 2 produced 3 maxes and a reduced retrieval distance by approximately 200 meters indicating a drop in the wind speed. By the end of round 3 only John and Malcolm were on a full house. After each of Malcolm's first three booming flights, remarks were made like "*well, he's lost that one"* but, thanks to a good line and a Vin Morgan tracker, he kept coming back! His Andy Crisp designed F1havanana performed well against the hi-tech carbon models.

For most, a dropped flight or two had resulted in some poor scores which may have encouraged a few to call it a day. Only four flyers lined up for round 4. Ted had a model crunching tow-in splattering his model and scaring the bee Jesus out of John who was just returning from retrieving his model. This left just John, Ben and Malcolm to record times in round 4. By the end of round 4 John was leading on 4 maxes with both Ben and Malcolm on 3 maxes each, with Malcolm mis-reading the lift for round 4 to drop badly.

At the start of round 5 threatening black clouds were gathering in the distance. Maybe the pressure got to John but he towed in on round 5 for an attempt and on his second flight produced his poorest launch of the day to drop his last flight in fairly calm conditions. Malcolm made the best of what lift remained and Ben maxed the last round with a very good bunt launch to win the event.

The Dalby members put on the evening meal for us once again at the club house; however, by 7.30pm we were heading out of the field as a row of storms descended on Dalby. Ten minutes later back at the motel water was streaming horizontally off the roof and gutters and lightning blacked out the town on two occassions.

The good news: A week later, a farmer found Van's model some 20 kilometres away. This was also the model he left in a paddock at Narrandera.





Teamwork: Ted and Sonya in F1H



The Imelda Marcos of gliding, Ben Lewis: *"Now which one will I beat Dad with today?"*

F1H STATE CHAMPIONSHIP RESULTS

NAMES	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
Ben LEWIS	120	120	97	120	120	577
John LEWIS	120	120	120	120	88	568
Malcolm CAMPBELL	120	120	120	81	100	541
George BAYNES	40	105	68	-	-	213
Van RICHARD -SMITH	120	30	6	-	-	156
Ted BURFEIN	-	87	32	-	-	119
Des SLATTERY	33	25	38	-	-	96



Des Slattery prepares



John Taylor launches



John Lewis: "Now where did I put that tailplane?"

"No Frills" WAKEFIELD at DALBY 21 September 2008

by Louie Da FLY

Sponsor: Allen Thomas **CD John Taylor**

Following the heavy rain from the previous night I suspected the dirt road into the field might cause a problem however it was OK. We decided not to set up on the end of the strip so as not to limit the Dalby flyers RC activities. The wind speed at 8am was noticeable better than the previous day with a three minute flight travelling about the same distance as a two minute max in the first round of F1H on Saturday. The start to the day was made all the better by John Taylor's "on field" catering service. Our non-calorie conscious members availed themselves of his generously served lashings of eggs, sausages and bacon and toast, jam and coffee. John did a wonderful job and we are not used to so much attention at a F/F field.



John "Gordon Ramsay" Taylor - Breakfast Impresario and saviour for both days



Prior to the first flight, muffled shots(?) rang out from near the club house. The unwelcome visitor, a reasonably sized red-bellied black, had his club membership cancelled!

John was away first and recorded the only max for the first round landing just past Duncan's road to the south – a distance of 2 kilometers. Van crashed his model sustaining sufficient damage to put him out for the day which he then spent looking for his lost F1H. Round 2 produced only 2 maxes while Allen recorded a zero due to damage suffered in round 1. Conditions were improving by round 3 with maxing models travelling no more than half a kilometer. The black soil had also dried out which made walking a whole lot easier. Those who are familiar with how damp black soil sticks to your shoes will know what I'm talking about. By the end of round 3 the field had reduced to six with 3 maxes recorded. Ron Munden had decided to call it a day after suffering damage in round 2.

Only 4 competitors contested round 4 with John recording the only max for that round and establishing a substantial lead or so it seemed. Round 5 proved once again that a contest is not over until the fat lady sings. An over confident John launched his model when Malcolm appeared with his camera and blew the round and the contest. A somewhat smarter George held off till the air was better to record a max as did Malcolm.

By lunch time it was a beautiful day with only light winds. This seems to be the weather pattern at Dalby with the better conditions in the afternoon – certainly this was the case for the September Wakefield weekend.





CRUNCH TIME: George and John trade places

Once again the Dalby members and their wives provided lunch and marvelous hospitality for us. This was our last event scheduled for Dalby this year and I'm sure we all look forward to flying at Dalby again next year. Thank you DMAC for the use of your field and your friendship. Many thanks also to Allen Thomas who once again handed out very generous cash prizes to the first 3 place getters.

NAMES	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
George BAYNES	150	**180**	**180**	157	**180**	847
John LEWIS	**180**	**180**	**180**	**180**	91	811
Ben Lewis	96	101	**180**	121	130	628
Malcolm Campbell	147	43	97	114	**180**	581
Ted BURFEIN	41	111	50	-	-	202
Ron MUNDEN	132	59	-	-	-	191
Allen THOMAS	51	-	47	-	-	98
Van RICHARD-SMITH	-	-	-	-	-	-



Allen Thomas's trademark Wake



Ben Lewis shows his Dad how to do it



BFFS anchormen, John Lewis and John Taylor always ready to help



Malcolm Campbell attracts a band of helpers

Maryborough Gathering 23 - 24 August 2008



Entrants for the Precision event

Well it gets bigger each year with participants coming from as far away as Townsville and Melbourne as well as the usual attendees from North, South and West. This was the ninth year of this well supported event.

The weather was fine, although a little windy, but this did not dampen the enthusiasm of the twenty odd (sometime C/L fliers) with some magnificent aircraft taking part. The "operative" word of this weekend is FUN, fliers bring and fly whatever turns them on, though the particular C/L model this year was the "Spectre" and many fine examples flew throughout the day.

Most spectacular crash of the day was Des Slattery's model to win the dubious award. Brian Burke and Peter Krenske from Aeromodellers of Logan City showed off to the Maryborough R/C club members with a fine display of Combat flying models. Rob Edgerton from Thunderbirds Club impressed all with his Electric powered F1B stunter

A big vote of thanks must go to the Maryborough R/C Club for the use of their field and facilities and to the women who provided food and drinks throughout the day and turned on a great BBQ dinner at the end of the days flying.

Sunday morning saw a great line up of F/F models, the particular model being the Vic. Smeed "Pushy Cat". Again, conditions were a little on the windy side but a number of models successfully ROG'd and, apart from John McCutchen's Pushy Cat which was totaled, nearly all fliers present took home their models in one piece. Flying was completed on time at 1PM and presentations of awards were made after an on field lunch.



Trevor Fenning had to be different! And it flew!

Barry Frederickson won the Concours D'elegance with an immaculate K.K Ladybird.
Allan Tomlin took out the Precision Award with his Pushy Cat.
Perfect score of 45 seconds went to Van Richards Smith.
HLG was a walkover for Pieter De Visser with his Polly glider and 3x 60 second maxes.

Congratulation to Terry Tomlin and his wife Noela for all the effort they have put into organizing this great Fun event which is now in its ninth year .Noela always provides a great lunch on the Sunday before everyone heads home. This weekend was a prime example of co-operation between R/C, F/F, and C/L disciplines. Here is to more such togetherness in the future!

Those of you, who missed out, make sure you come next year for the **10Th Anniversary**. It promises to be even bigger and better with some very special activities and guests in attendance.

John D. Taylor
F/F Administrator

A SEVEN page pictorial of Maryborough follows!



Saturday. Three circles and no waiting



Everybody lined up for a chance to start
Graham Maynard's cranky little DC Sabre 1.5

CRASH CORNER









But Freddo
dug deeper!







Steve Raskin's shop did a roaring trade both days
and was also popular with the window shoppers



Pieter's Perfect Pair

Left to right: Des Slattery, John Lewis, Van Richards-Smith and Pieter De Visser, enjoying themsleves at Maryborough













THE SPECTRE QUADS
Front row: John Lewis and Van Richards-Smith
Back row: Des Slattery and John Jamieson
John Lewis won the Best Model award



FLYING STYLES - WHICH ONE IS YOU?









Definitely not control line crew - too clean!
The Two Julies - Lewis and De Visser catch up





The only way you can you can photograph it. John Taylor launches Peter Krenske's frantic combat wing

ROCKETMAN!







GOOD TUCKER!



John and Julie Lewis



Pieter and Julie De Visser

GOOD MATES!



Des Slattery and Trevor Fenning



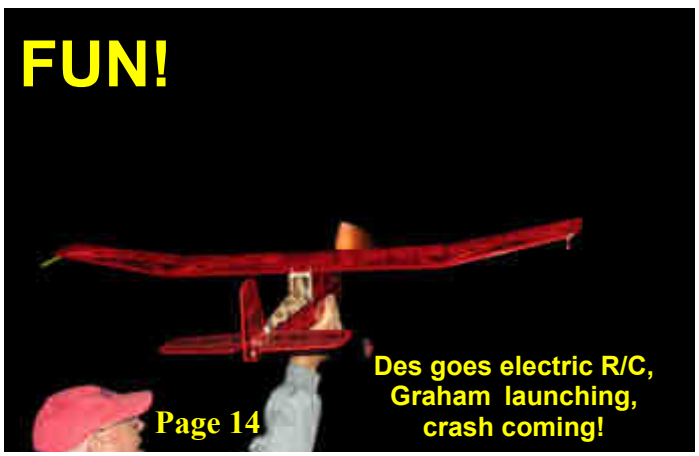
Terry Tomlin and
Byron Christmas

GOOD



John Taylor, John Lewis and Van Richards-Smith

FUN!



Des goes electric R/C,
Graham launching,
crash coming!

SATURDAY PRIZE GIVING:

Best Crash: Des Slattery.



Best Spectre: John Lewis



SUNDAY - FREE FLIGHT



Pieter De Visser's magnificent Flying Models "Buster"

Robin Thomasson's beautiful Vic Smeed Mam'selle



Barry Frederickson tunes his Keil Kraft Ladybird



Beware! Sleeping Pushy Cats



Precision entries (some of them)



The static Judges
Barry, Des and Terry




PUSHY CATS AWAY!

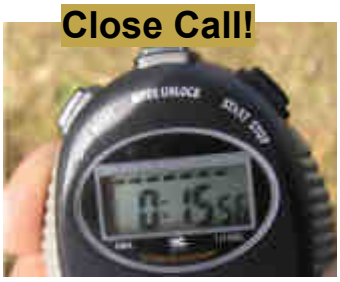

That's the way you do it!
A casual flick launch
from Des Slatttery


John Lewis's Mills 1.3 powered
Just Junior tackles the breeze


Winner Alan Tomlin's pretty
own design ROGs


Graham Maynard sets up
for another ROG with his Pushy Cat


Terry Tomlin's pretty Ladybird just-
clears the grass for another good flight


Close Call!


Byron's
Dog
Page 16


This year's Pushy Cat


Next year's Pushy Cat?

MARYBOROUGH PRECISION PRIZES



Best Crash: John McCutchen PUSHY CAT



Concours winner: Barry Frederickson KK LADYBIRD



Encouragement Award



Sportsman Award: Des Slattery



Perfect Score: Van Richards-Smith 45 seconds



Precision Award: Allan Tomlin OWN DESIGN V TAIL



Is the future of HLG in Keith Fisher's hands?



Pieter De Visser shows Albert Fathers his winning ways. *"3 x 60 seconds should just about do it!"*



What on earth is Van doing? Maybe it's a 747 on finals? Or is it a cross between HLG and DLG?

More shots from Maryborough





Des always seemed to have his hands full





Memories



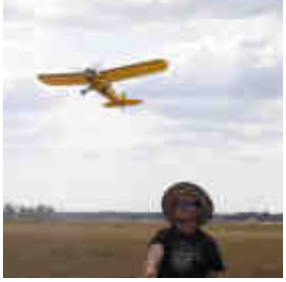












COL SOMERS VINTAGE DAY – 9 November 2008

by Malcolm Campbell



The weather pattern looked chancy on Saturday but it proved to be a surprise day for those who attended, provided they posted their flights early. The day was a mix of those who wanted to compete in the vintage event and those who just wanted to fly – anything. Mark Armour and William Jones did not compete although they were both testing their F1Bs and Mark was doing some self-launched circle tow practice with his F1H. William demonstrated how to max easily on 1½ prop blades when one previously repaired blade succumbed to a high torque DPR launch!

Wind direction caused the CD to reduce maxes to 2 minutes and poor attendance caused the three vintage classes to be combined. Ron Munden came prepared to fly but was distracted by a cranky PAW in his Stomper. He did try to resolve trim issues with his Scout rubber model, and put in several trimming flights. By the time he was ready to play with his Lulu glider, the weather had turned. William Jones had a beautifully built vintage rubber model, but he forgot to bring rubber for it! And George Baynes Slicker flew a few times but did not compete.

George and Des both fielded several sport models to amuse the spectators and Bart Carney, complete with glamorous helper, trotted out an 8.5 oz super light Nebula which he only hand launched. Pity. He towed up another very slow flying F1A model – lightness and slow glide speed are two aspects Bart seems to love.

Back to the competition. Graham Maynard trimmed his Senator early in the competition and was first to cross the road and max his first flight. He dropped his second one and recouped with a glorious 40º climb (as you do with a Senator)

Graham Maynard and Senator



Des Slattery and Stomper



Ron Munden and Scout



and a max for his final flight. Brave man - he flew without a DT. Senators know when you do this and they usually fly out of sight to show who's boss!

Des Slattery was comprehensively armed with a Stomper, Lim Joon and Nebula. He started with his Stomper and put up three text book flights to max each flight in glorious conditions. No further effort needed. Col would have been pleased.

Malcolm Campbell trotted out his faithful Seraph for a perfect launch in his first flight, using only a 50m line The model centred in very strong lift to max easily after a deliberate 1:40 DT. His second flight bombed badly when he picked the best of a lousy patch of air to fall out of the sky in 55 seconds. By then the sky clouded over and the winds got up so he elected to pack the model away.

Place	Entrant	Model	F1	F2	F3	Total
1	Des Slattery	Stomper	120	120	120	360
2	Graham Maynard	Senator	120	77	120	317
3	Malcolm Campbell	Seraph	120	55	-	175

We were expecting more competitors and those who didn't attend missed a great morning. Never trust the weather forecast. Turn up on the day and be surprised.



Bart Carney knows how to get good help, and he builds an excellent model - seen here is his Korda



Ron Munden got his Lulu out just before the weather changed



Albert Fathers had his Southern Sue all ready on the bench, only to be called into work on Sunday - drat!



George Baynes pretty little Slicker graced the skies a few times but did not compete

Come on fellas, let's make the Col Somers Vintage Day a BIGGER event next year!

Two serious F1B pilots were there on the day so, as William Jones had forgotten his rubber for his vintage model, he joined Mark Armour in tuning up his F1B models (and shearing the prop blade on one of them!)



INDOOR NEWS

by Brian Taylor and John Lewis

Indoor HLG (F1N) State Champs 6 September 08

	Best of 3 total	Place
John Lewis	89	1st
Matthew Taudevin	75	2nd
Des Slattery	73	3rd
Brian Taylor	59	4th
Brian Burke	49	5th
Peter Krenske	33	6th
John Taylor	32	7th
Ron Munden	28	8th



1st: John Lewis



2nd: Matthew Taudevin



3rd: Des Slattery

Indoor Peanut Scale State Champs 4 October 08



Pop Taudevin



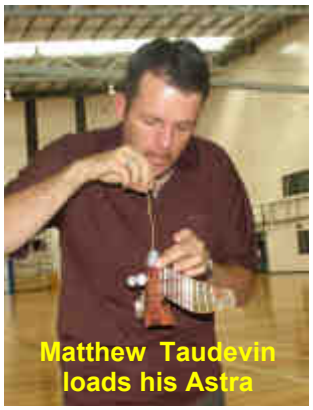
The judging table



Craig's beautifully built Dixon Nipper



Brian Taylor's winning electric Piper Cub



Matthew Taudevin loads his Astra



Brian Taylor's "toy" from under-neath. An electric R/C balloon!

Progressive Indoor Champion Points table

	Hangar Rat	F1L(EZB)	F1N(IHLG)
Des Slattery	1	-	3
John Lewis	3	-	5
Ron Munden	-	-	1
Matthew Taudevin	-	-	4
Brian Taylor	5	5	2
Allen Thomas	4	-	-
Peter Krenske	-	-	1
Brian Burke	-	-	1
John Taylor	-	-	1
Craig Byrne	-	4	-
Maurice Taudevin	2	-	-



Looks like fun!

WANT TO WIN IN PEANUT SCALE IN 2009 - WORDS FROM THE MASTER *by Brian Taylor*


Matthew Taudevin's Astra Kapferer

All the Peanut Scale rules have generous bonus points for complexity. The trick is to select a suitable aircraft that will attract as many static points as possible and be able to do close to 1 minute flight times.

The new international rules (F4F) were used for the State Champs this year but I have some issues re tied scores. I think we should adopt, for next year, a slightly modified version by combining the F4F and the old Australian rules.

The Australian rules are biased towards duration type models.
I believe the maximum flight duration should be capped at 60 seconds and the total flight score calculated as one third of the sum of the best two flights. The addition of the total flight and static scores would give you the final score.

This method should eliminate ties and still allow the more complex aircraft to be competitive.

PEANUT SCALE 4 October 2008 *by Brian Taylor*

This year, for a change, we ran this event using the FAI F4F rules. In my opinion they seem to favour the more complex aircraft and having to break ties seems inevitable. Static judging was carried out admirably by Des Slattery and Malcolm Campbell. Most of the models were will trimmed except Craig's Dixon Nipper which had a tendency to wander. Average flight times were around 45 to 60 seconds for most flights but John Lewis had an 84 second flight which turned out to be the highest for the day. Brian and Matthew tied on 4 points and after due consideration it was decided not to have a flyoff for first place. There are rumours of triplanes being built for next year!


Brian Taylor's old weapon - his Grasshopper

Results:

Brian Taylor	Piper L4 Grasshopper	=1st
Matthew Taudevin	Astra Kapferer	=1st
John Lewis	Fike	3rd
Craig Byrne	1910 Dixon Nipper	4th
Maurice Taudevin	Fokker D - 8	5th

P-18 2 November 2008 *by Brian Taylor*

The P-18 club event only attracted three entries as most flyers that came along for the last indoor of the year were content to do a bit of general flying and trimming. As we don't fly P-18 very often, finding the right size rubber to use took a little time. Ron Munden's first official flight of 140 seconds turned out to be his best flight because unfortunately his P-18 started to develop a habit of flying into obstacles, causing a bit of grief to his model. John Lewis started slowly with a 113 and a 131 seconds then had a middle round slump but finished with a 130 for his final flight. Brian Taylor remained reasonably consist even though a wall got in the way a couple of times.


Brian Taylor's new weapon - his Jodel

Results:

	Total best 2 flights	
Brian Taylor	303	1st
John Lewis	261	2nd
Ron Munden	250	3rd



Champion of Champions points for 2008

NAME	F1H	P30	O/R	F1A	F1B	F1J	F1C	F1G	TOTAL
John Lewis	4	3		3	1	5	4	1	21
William Jones		4	3		4			5	16
George Baynes	2	1	4		3			5	15
Ben Lewis	5			5				5	15
Mark Armour		5			5			5	15
Graham Maynard			2		2	3	3		10
Peter Nash						4	5		9
Albert Fathers			5						5
Ted Burfein				4					4
Malcolm Campbell	3								3
Ron Munden		2							2
Van Richard-Smith	1								1



For a while now I have given thought to building a few of the old models that I had when I was young and not very good at building or flying. Not that I figure that I am much good now but probably better than I was then at any rate. One was a little glider called Magpie, another a little rubber model called Fledgling, and the lovely little Keil Kraft Ladybird . As I remember the Magpie did glide but I could not tow it properly so we used to take turns to climb up on the roof of my school and just toss it off from there on weekends when there were no teachers around (I hope John Lewis does not read this). I fell in love with a Fledgling that another older guy had and wished I had it and not him. I did manage to get a Ladybird finished but I could not get the old ED to start so it was my next glider to be launched from the school roof. I tried to find copies of the old plans but with no success probably because everyone thought I had gone mad

Finally my wife Dale suggested that I ask one of our club members from the UK because that was where those funny little aeroplanes came from in the first place.

Of course I mean our mate David Brawn who placed an advert in the SAM 1066 newsletter over there called “New Clarion", the October issue. Would you believe there were quite a few responses from English flyers who actually did remember those old models? Martyn Presnell who is a man whom we have all heard about came to my rescue almost at once with two of the plans and actually gave me another all completely free of charge. Another man by the name of David Goddard is supplying plans and patterns of the KK Ladybird and David Brawn is bringing over to Aus for me in December when he will be here for the Australian Nationals at Springhurst in Victoria.

I would like to just let my mates know about this and to show them how much Free Flight is one big family and how we all seem to have the same ideas and share our pleasure even world wide. Martyn Presnell told me he understands my feelings about wanting to have another go with my boy hood projects to rekindle old memories. Who knows I might end up with 3 more gliders but I am a bit too old to climb on school roofs.

Take a look at Martyn's web site and you will probably be very interested in some of his plans they are very good. The plans are vintage pre 1951 and classic designs 1951-1960. I will certainly be getting some more.

www.martyn.pressnell.btinternet.co.uk

Thanks all you guys. I am very happy to be one of the family.

William Jones





SOME CHRISTMAS HINTS NEEDED?

http://www.peck-polymers.com/store/Default.asp?Cguid=

Louie says “*Have a look at this site guys. Lots of stuff here, just scroll down the page a little to see hobby things*.”

Then go and drop some hints. Not long to go now!



SPECIAL INVITATION TO BFFS MEMBERS

CONTROL LINE
FUN FLY CHRISTMAS BREAKUP
SUNDAY 14th December
CLASI FIELD IPSWICH



Leichardt Park UBD 232 R1. Ernest Street, turn in at Scout Hall on left, drive down to field alongside path.
Two Grass Circles. Sausage sizzle and cold drinks for sale. (Nominal charge)

START 9AM

Bring and fly whatever turns you on.

Please note that the field will be closed after that day for annual maintenance and will reopen on **Saturday 24 January 2009**

John Taylor CLASI Secretary



ATTENTION:
(SOMETIME) CONTROL LINE FLIERS

CLASI C/L Club is offering a super deal for **BFFS members only to join our club** as special affiliate flying members for a greatly reduced annual fee of **only $15 per annum.**



As the year is nearly half over the fee for the remainder of the membership year will only be $7.50!

This fee would allow you to participate in our normal club day flying on Saturday mornings but also at other times throughout the week .Further details can be obtained from CLASI Secretary on this special membership offer.

Our main aim is to encourage increased participation in control line flying in the Ipswich area which can only be a good thing for the sport of aeromodelling. I hope at least some of the BFFS members will take up this offer.
John Taylor (CLASI Secretary)

Phone 07 33927679 Fax 07 33927529 email johndt@iprimus.com.au

And now for a few JOKES... These classifieds were really put in the paper - a smile for your day

FREE YORKSHIRE TERRIER
8 years old. Hateful little bastard. Bites!

FREE PUPPIES
1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog.

FREE PUPPIES
Mother: AKC German Shepherd
Father: Super Dog
Able to leap tall fences in a single bound

FOUND DIRTY WHITE DOG
Looks like a rat. Been out a while.
Better be a big reward.

COWS, CALVES: NEVER BRED
Also 1 gay bull for sale.

JOINING NUDIST COLONY!
Must sell washer and dryer $100.

WEDDING DRESS FOR SALE
Worn once by mistake. Call Stephanie.

And the best one:

FOR SALE BY OWNER
Complete set of Encyclopedia Britannica, 45 volumes. Excellent condition. $200 or best offer. No longer needed, got married last month. Wife knows every-thing.

Law of Mechanical Repair
After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity
Any tool, when dropped, will roll to the least accessible corner.

Law of Probability
The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers
If you dial a wrong number, you never get a busy signal and someone always answers.

Law of the Alibi
If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Variation Law
If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works everytime).

Law of the Bath
When the body is fully immersed in water, the telephone rings.

Law of Close Encounters
The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result
When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics
The severity of the itch is inversely proportional to the reach.

Law of the Theater
At any event, the people whose seats are furthest from the aisle arrive last.

The Starbucks Law
As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers
If there are only two people in a locker room, they will have adjacent lockers.

Law of Physical Surfaces
The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

Law of Logical Argument
Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance
If the shoe fits, it's ugly.

Oliver's Law of Public Speaking
A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy
As soon as you find a product that you really like, they will stop making it.

Doctors' Law
If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better..

STOP PRESS

Following the problems in the sub-prime lending market in America and the run on Northern Rock in the UK, Lehmans, AIG , UBS etc uncertainty has now hit Japan.

In the last 7 days Origami Bank has folded, Sumo Bank has gone belly up and Bonsai Bank announced plans to cut some of its branches. Yesterday, it was announced that Karaoke Bank is up for sale and will likely go for a song, while today shares in Kamikaze Bank were suspended after they nose-dived.

While Samurai Bank is soldiering on following sharp cutbacks, Ninja Bank is reported to have taken a hit, but they remain in the black.

Furthermore, 500 staff at Karate Bank got the chop and analysts report that there is something fishy going on at Sushi Bank where it is feared that staff may get a raw deal.

I hope you are all maintaining your sense of humour while others play monopoly with your hard earned cash!

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

Armour	Mark	3348 6040	markarmour@spaceframe.com
Baynes	George	3813 5904	geob@ngvemail.com
Brownlow	Larry	07 5440 5757	equityopt@sun.big.net.au
Burfien	Ted	0419 163 900	chuck_e_bear@hotmail.com
Bryant	Adrian	02 6679 5177	adrian12@norex.com.au
Campbell	Malcolm	3263 9339	actrain@ozemail.com.au
Carney	Bart		c/- chriscarney@virginbroadband.com.au
Chernich	Ron	3262 8075	ron@modelenginenews.org
De Visser	Pieter		mpaero@skymesh.com.au
Fisher	Keith	07 4658 0483	keith.fisher7@bigpond.com
Fairfield	Ray	07 4630 0257	fairfiel@icr.com.au
Fathers	Albert		fathersplace@smartchat.net.au
Frederickson	Barry	07 4938 3404	bfreddo@bigpond.com
Jones	William	3345 7828	weldwell@ezinternet.net.au
Jones	Darren	3277 9960	
Kelly	RS	07 4123 5757	rskelly@optusnet.com.au
Lewis	Ben	3807 1269	vicben77@optusnet.com.au
Lewis	John	3848 4280	louiedafly55@aol.com
Mahoney	Col	07 5541 2364	
Maynard	Graham	07 5545 1160	maynag@hibis.wbs.net.au
Munden	Ron	3294 6921	rjmunden@tpg.com.au
Nash	Peter	07 5499 6398	pnash@doggy.cm.au
Parker	Ivor	3875 1542	estparker@powerup.com.au
Perkins	David		perkins@physics.uq.edu.au
Reich	Herbert		h.reich@cqu.edu.au
Richards-Smith	Dianne	3876 8265	dianne_richards_smith@hotmail.com
Richards-Smith	Van	3856 1798	van.richards-smith@bigpond.com
Scruton	Brian	3286 2629	
Slattery	Des	3356 1416	slatdn@acenet.net.au
Snabaitis	Michael		mick_snab@iprimus.com.au
Smith	Geoff	07 5564 1314	aus8742@zcts.net
Taylor	Brian	3398 2449	vid25@bigpond.com
Taylor	John	3392 7679	johndt@primus.com.au
Thomas	Heather	3376 3990	heathom@bigpond.net.au
Thomas	Allen	3715 5141	aus41@bigpond.com
Thomasson	Robin		rt@highwayautoelectrics.com.au
Tomlin	Alan	07 4122 2282	alantomlin@bigpond.com
Tomlin	Terry	07 4121 2120	
Turton	Allan	07 4122 1148	alturton@satcom.net.au
Volter	John	3882 1413	
Wattley	Bill	3379 5101	
Whiteley	Phillip	07 4928 7097	
Williams	Warwick	3286 6441	
Zimmer	Arno		marie.denial@bigpond.com



USEFUL CLUB LINKS ON THE INTERNET:

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

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

REMEMBER:

Any Digest contributions are greatly appreciated

