The magazine for all those who love Free Flight

The BFFS DIGEST

The Newsletter of the Brisbane Free Flight Society Inc

May 2009



In this issue:

* Dalby Power weekend
* Southern Cross Cup
* AFFS Champs
* Member profiles

plus much more!

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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:
Top line F1B flyer William Jones sniffs the air prior to launching his model in the SCC Open Rubber fly off at Narrandera. William is off to Croatia this year for the World Championships.

PRESIDENT'S REPORT

John is currently swanning around overseas with wife Julie. So preoccupied in getting his baggage down to 30 kgs prior to departure, he forgot to prepare a report, or even attend the AFFS Champs for that matter!

John missed an excellent event but has made inroads into his control line Carioca, which he will have ready for the tenth Maryborough Gathering.



John said: "*How is everyone's Carioca going for June at Maryborough? I have attached mine at this stage. Have to get into it when I get back from overseas to have it finished in time but am hopeful. It is an easy build airplane and economical from standard sheets of balsa.*"

So how are your F/F Stork and C/L Carioca projects going? The event is on 13 and 14 June. Don't forget to book your accommodation early.

Cheers
John

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Van Richards-Smith's half size vintage Moon Shadow (used in night scramble) model seen at the February Fun Fly

See Page 5 for event details



Queensland State Championships in F1A and F1B at Dalby MAC



F1A
SATURDAY
23 May

F1B
SUNDAY
24 May



SECRETARY'S REPORT



The F/F year has started well, with another enjoyable visit to Dalby in March, the "never to be missed" Southern Cross Cup and Australian Free Flight Championships at Narrandera (the greatest F/F field in the World) and the prospects of a great F1A/F1B weekend in Dalby in May.

BFFS members did well down at the Narrandera event and the lime green shirts seemed to be everywhere. We were entertained with excellent by skilled overseas guests power Supremo Allan Jack from the UK and "ironman" F1A/H/B flyer Brian Van Nest, from USA.

Aussie flyers flew very well to enjoy what was perhaps the best weather we've had in the nine years coming to Narrandera.

Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

This one came from the US following up on the photo of Des Slattery's Stomper:

DES...
Thank you for asking. I seem to search the internet every now and then for many items that hold interest. One being model airplanes. Many years ago I had a wonderful collection of the AeroModeller ...as a kid it held my interest with other countries. And, since I still have some kid in me, I am fascinated with the information I've gained from the BFFS Digest, among others related to free-flight. It gives me an insight on what other modellers build and fly. And, along the way I've corresponded with some wonderful people, learned some things that helped me get back into modelling once again. Unfortunately I've got some odd hours I keep due to work and a limited space for building- so building is put on the back burners at times. In the mean time I enjoy my time reading files I pull up on the internet on model airplanes. My interest way back in the mid 50's were Wakefields and the FAI events in that time period, as a results I find the Vintage and some Nostalgia free flight planes of interest.

Regards, Bob

Hi Malcolm,

Thanks for the newsletter - great stuff, keep up the good work. Good to see that the sun is still up there! We are in the middle of the "worst winter for 20 years". I think that we have just become spoilt by a succession of mild winters! I remember 1947 and 1962/3 and they were much harsher than this one. Keep building and flying.

Regards, Vic Willson (SAM 1066 – UK)

Hello Malcolm,

Congratulations on another wonderful read! It's always great to hear what is going on over on t'other side.

Best Regards, Paul Rossiter (WA)

Malcolm,

Thanks for another very fine issue. I have to say that over here we do appreciate your efforts to learn how to speak properly, but I think I need to tell you it probably won't help you win back the Rose Bowl, but the best of luck with that next year :-). You just need to get more Queenslanders on the Aussie team! We will be over at Easter so hope to see you all at Narranderra.

Cheers, Dave Ackery (NZ)

More letters to the editor:

Malcolm, Yes it did brighten up my day, thank you. I see David Brawn keeps a supply of yellow shirts in Australia as well. Really sorry about the fire disasters, a real tragedy. **JohnThompson (UK)**

Hi Malcolm, Always enjoy reading the BFFS newsletter. Thanks; this is a big effort to put together. Please keep 'em coming! **Rod Mogle, F1C Electronic Timers, etc. USA**

Thank you, Malcolm. It's enough to make a bloke pick up a balsa knife again! Had a good "Speed on Tweed", some very classy cars there. A big thrill for me was Spencer Martin driving my car in the "famous driver "parade laps. Say "*Hello*" to everyone at the BFFS from me. **Warwick Williams**

Whatever you do, DON'T remove me from the mailing list, you do a really fine job Malcolm, and thanks for sending it to me. If "The Aeromodeller" was still going strong like it used to, I'd vote you in for the editor, no kidding. You must put so much work into getting it right, a truly marvellous piece of work, well done. **J French**

Hi Malcolm, Just read your BFFS magazine..... Good work. It seems you have a nice group up there that play together regularly, good stuff! Cheers **Col Collyer**

Hi Malcolm, Well, thank you, you have impressed David and myself with the Digest, you certainly do a terrific job. And of course putting us in past and present! Such a surprise and nicely done, it tempts us to get back but what wonderful memories and fun times we all had. Love **Jan Thomas**

Correction - 62nd Nats Vintage Glider

Malcolm, It's not your mistake. I had 180-26-140 something to finish second with Southern Sue. Can't let the POMs get one over us. Albert

SPELLING ERRORS IN THIS PUBLICATION: I've pushed my publication programme to the limit this month and I screamed out LOUD the 4th time it crashed in Spell Check, because you always have to restart from the beginning! There ARE spelling errors in the reports - not many. But I don't care. I still have my sanity!

Area Centralised Contests for Australia

from David Brawn

As I find my time squeezed between completing a couple of new Morris Dancers and publishing deadlines I'm looking at the logistics of Narrandera; 1,300kms each way, hire car for 12 days (Ros wants the Saab at home this time), motel rooms for 10 nights - it all adds up to a 'thousand dollar plus' adventure. Of course I'd go anyway, having flown 10,000kms to get to Australia you don't baulk at a mere two days driving to get to a contest; or do you? Attending an Oz Centralised contest puts a big dent in your personal budget and can use up a goodly part of your annual leave. Given the cost and time I'm pleasantly surprised at how many competitors do actually make the sacrifice to be on that huge, dusty, fly-blown paddock.

Every flier is worried about the state of our sport/hobby and whether it will survive in the near future. I presented a paper at the UK conference of 'The Future of Free Flight', about 70 fliers attended and I was flattered to be following my old mate John O'Donnell in the presentations. The general consensus is that Free Flight is dying and in serious danger of following the Dodo into historical legend. My own ideas on how to halt, or even reverse, this mortal danger involve two simple concepts for Free Flight contests:-

1. Make contests enjoyable
2. Make contests accessible

Here in Oz your problem is perhaps more extreme than in UK so it surprises me that you don't have an Area Centralised competition structure that has worked so well in UK since aeromodelling emerged from WWII. Back in the 40s and 50s UK car ownership was a privilige of the monied classes so if we wanted a national system of contests they would have to be organised on a 'local' basis with results collated 'nationally'. 'Areas' were defined, my Northampton club was in South Midland in the 60s, now combined with Midland so we usually fly our AC contests at Barkston Heath (90 minutes drive) and occasionally at North Luffenham (40 minutes drive). - very different to Oz Inter-State contests. There was no hint of AC contests being in any way second class as major UK trophies were allocated to these events, they were even used as pre-trials eliminators in those heady days when hundreds of hopeful fliers tried to get into the national teams!

AC in UK consists of six events in a year, we used to have just three classes flown at each AC but in recent years we have expanded out the number of classes to five or six at each AC. In UK this system has worked successfully for 60 years and it seems so simple for Oz to take the best bits of the system and apply them for an experimental trial in 2010.

I'll go further than that to say I'll sponsor a trophy for a P30 event flown over 8 Oz AC events during 2010, the overall winner being the flier with the best 6 results calculated on the UK 'Plugge Cup' scoring system - this is a simple system where the winner of an individual event receives 100 points while the last in the contest receives 1 point, the positions between first and last receiving points scaled between 100 and 1. Events would be flown on local (state) fields to common national rules and timekeepers should be members of AFFS.

If you wanted to try an AC system of contests, in addition to your present contests, I would suggest that you:-

- select 8 Sundays during the year to be designated as AC events.
- at each AC you offer F1A, F1B, F1C-F1Q, P30, Vintage (all classes), and HLG/CLG classes.
- using the best possible 6 results from 8 possible contests each class could have a 'National Champion'.
- Oh! And perhaps you could think about having a 'Champion Club' based on the best fliers in each AC contest.

So it doesn't matter if you are in Perth, or Hobart, you can still compete regularly through the year without breaking the bank or your annual leave.

So that's David's idea. I'm sure we could get some feedback on this one? Actually, Bill Pudney has been pushing a not too dissimilar idea from SA, some years back. Over to the masses for your ideas.....

DALE'S FUN FLY 22 February 2009

by Malcolm Campbell

A happy little gathering emerged from their cars at Coominya for the first scheduled flying day for 2009 and, from what I recall, more talking than flying was done although those that flew enjoyed good weather. Several "radio-assist" sports models seemed to spend hours in the sky, as one owner lent his model to anyone with two thumbs to learn the black art. As it is with Fun Fly days, no competition took place, most flew sports models and some real diehards used it for testing. The following pictures explain the day.



THE NEW CLUB SHIRTS. Bill, Mark, Brian and John



ABOUT FACE! Dale, Ron, Albert and Des


Des Slattery, horsing around as usual


The giveaway goodies - and the food was yummy too

More Fun Fly "Fotos"



Kick starting 2009



There's nothing Slicker than a Slicker



John Lewis's Simplex



Alex Armour learns the ropes kiting

Brian Taylor tries Indoor Outdoor





The good doctor Maynard administers a flu shot to Des's F1J. Nurse Munden assists

Simple people with simple models. John Lewis & George Baynes display their Simplex models





Secret men's business

Oh No! Not MORE Fun Fly Photos!



Alida and Albert Fathers P30 launch



William Jones unleashes a rubber sporty



Dianne Richards-Smith: "Goodbye" to Van's Druid



Louie turns his back on free flight - briefly

And now something you've been waiting for in a Free Flight magazine

THE BLACK SEALED SECTION!



Super cool



Cool



HELP!

Crossing over to the Dark Side



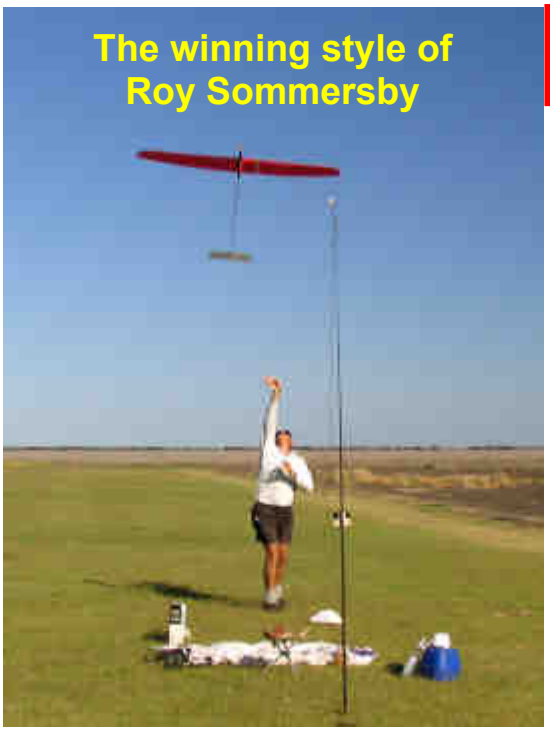
John Lewis's Simplex



F1J STATE CHAMPS - Dalby

21 March 2009

CD John Taylor by LouiedaFly



Our first State Champ event for 2009 was flown at the magnificent Dalby RC field and attracted a couple of NSW contestants - Roy Sommersby and Terry Bond.

The event got under way at 7am in fine light conditions. Roy, Terry and Des led the way with effortless maxes in round 1 with the remainder of the field unable to max. Graham was unable to record a score with engine problems and withdrew from the contest. By round 2 the wind speed had increased to around 3 meters per second and was now coming from the east. A few of the higher climbing models were now in danger of landing close to the Cecil Plains road however, only Roy maxed this round and all models landed safely inside the field. Des had a few nervous moments when his bunt malfunctioned releasing to the glide setting at about 50' altitude. Most including Des agreed that a poor score was better than a wrecked model.

John managed a similar score to Des in round 3 after a bad launch however three maxes were recorded in this round with Roy's being the most spectacular after his model DT'ed at 2 minutes and landed at 8 minutes some 4 kilometers away. The local roads facilitated an easy retrieval and Roy was back for the start of round 4. John was definitely not having much luck and after recording his forth sub max tried to retrieve his model by hanging the model out the window of his car and managed to break the wing with the air pressure. Malcolm failed to record a score and Des too failed to max. Except for Terry dropping a max in round 2 our southern visitors were maxing out.

During round 5 only Des, Roy and Terry recorded a score. Terry had a hairy flight and like Des and John previously now had a score in the thirties. Roy went on to max out the event while Des made the longest flight of the day when his model failed to DT. The model was finally located at 4.30 pm the next day after extensive searching. I couldn't hope but wonder if the local RC members didn't wonder why we don't have an RC unit in our models to bring them back.

By flying 45 minute rounds we were cleaned up and ready for lunch by 11.30 and looked after in fine style by our friends from Dalby.



Graham Maynard reflects on what was to prove a frustrating event for him



Terry Bond may have been shaken, but not stirred. More shakes were to come on Sunday!

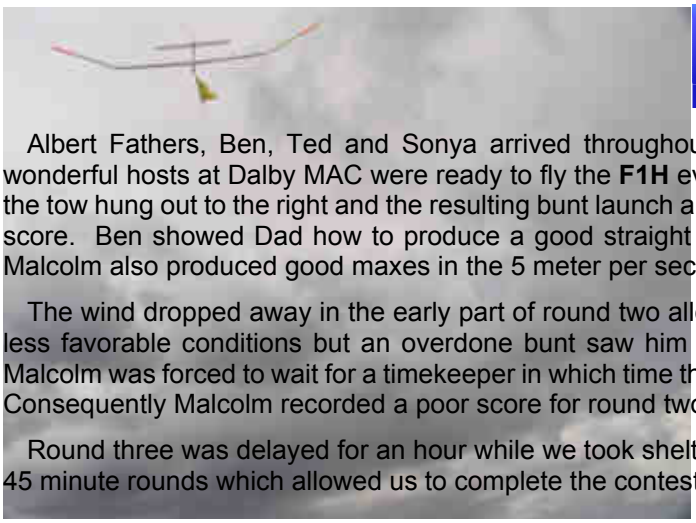






NAME	Rd 1	Rd2	Rd3	Rd4	Rd5	TOTAL
Roy Sommersby	120	120	120	120	120	600
Terry Bond	120	113	120	120	37	510
Des Slattery	120	34	120	94	120	488
John Lewis	102	108	37	106	-	354
Malcolm Campbell	54	44	26	-	-	124
Graham Maynard	-	-	-	-	-	0





F1H STATE CHAMPS Dalby 21 March

CD John Taylor by LouiedaFly

Albert Fathers, Ben, Ted and Sonya arrived throughout the morning and after a relaxed lunch supplied by our wonderful hosts at Dalby MAC were ready to fly the **F1H** event which got under way at 1pm. John was away early but the tow hung out to the right and the resulting bunt launch and right glide trim resulted in a low release height and a poor score. Ben showed Dad how to produce a good straight tow, good height bunt launch and an easy max. Ted and Malcolm also produced good maxes in the 5 meter per second conditions to set up an early three way tussle.

The wind dropped away in the early part of round two allowing Ted and John to post an easy max. Ben got away in less favorable conditions but an overdone bunt saw him lose valuable height on the launch and a sub max score. Malcolm was forced to wait for a timekeeper in which time the conditions became gusty and cold preceding a rain squall. Consequently Malcolm recorded a poor score for round two even after a good launch.

Round three was delayed for an hour while we took shelter in the Dalby MAC clubhouse. Fortunately we were flying 45 minute rounds which allowed us to complete the contest in good sunlight. The wind speed was around 4 meters per second at the start of round 3 and continued to drop throughout the afternoon. John was the only one to max this round but at a considerable cost as it appears the model landed near the road and vanished – possibly stolen by a passing motorist. John completed the event with his reserve model.



F1H Heaven - smooth grass to tow on, a gentle breeze, no fences and look at that sky! But that was to change.

Round 4 gave Albert his first max of the day. Malcolm also maxed this round pulling into winning contention. Des had pulled out after round 2 when he was offered assistance in looking for his lost F1J and so there remained only five competitors left to fly the fifth round.

Three competitors had two maxes a piece but all had a low score as well. A max on the last round was now almost essential to win the event. Ben finished as he began with a good launch into helpful air to post a convincing max. No one else recorded a max in this round. However both John and Malcolm had scores in the nineties leaving the winning score in some doubt.

I think John Taylor kept the results a secret until some time after the event on purpose however it was finally revealed that John had won the event with Malcolm second and Ben third. Dalby MAC members provided us with a nice dinner to finish off an enjoyable day of F/F competition.

NAME	Rd1	Rd2	Rd3	Rd4	Rd5	TOTAL
John Lewis	43	120	120	118	95	496
Malcolm Campbell	120	33	104	120	91	468
Ben Lewis	120	70	73	61	120	444
Ted Burfein	120	120	43	85	49	417
Albert Fathers	74	37	78	120	75	384
Des Slattery	54	60	-	-	-	114



Final photo of John Lewis's M&K F1H. Seen down after 2 minutes, it was not at pickup point

OPEN POWER STATE CHAMPS Dalby 22 March

CD John Taylor by LouiedaFly

Open Power was flown concurrently with F1C. When we reintroduced F1C a couple of year's back we ran Open Power as a fall back if we didn't get enough entries for F1C. Since F1C numbers were sufficient to make a contest we only ended up with two entries in Open Power. Both Des and Malcolm flew models with relatively small motors. Des recorded good scores on his 3 flights however Malcolm was plagued with engine and trim problems failing to make the first round and crashed a few seconds after launching in round two putting him out of the remainder of the contest.

Des and Malcolm spent most of the rest of the day searching for Dessy's F1J lost the day before. At 4.30pm that afternoon their efforts were rewarded with Dessy's F1J located. The conditions were generally good for the weekend and as usual we were treated exceptionally well by our hosts. We look forward to returning on May23 and 24 for our F1A and F1B State champs.

NAME	Rd 1	Rd 2	Rd 3	TOTAL
Des Slattery	163	180	90	433
Malcolm Campbell	-	7	-	7



TIGER - "buddy" of John Taylor

F1C STATE CHAMPS

Dalby 22 March 09

CD John Taylor by LouiedaFly



Why feature John Lewis with Peter Nash's 30 year old F1C? Read on.....

At 6.30am the wind was calm and the temperature very pleasant. It was therefore decided to fly from the strip adjacent to the club house for at least the first round. Roy Sommersby was away first but suffered an over run even though engine runs were checked before flying commenced. Roy's model of course maxed. Terry Bond flew next and although gaining good height was down at 166. John followed soon after and although his dated design didn't gain the height of our southern friends John managed 167. Roy returned and posted 161 off a short run. After experiencing starting difficulties Graham put in a good flight of 175 to take an early lead.

Round 2 began in light south easterly winds. Graham had a good climb but a tight glide saw him move from first place to last. Roy fell a few seconds short of a max while John and Terry maxed comfortably with John taking the lead by one second over Terry.

Round 3 was disastrous for Graham when his model went into a tight spiral after the engine cut resulting in a broken model. Roy maxed easily and took the lead after John and Terry both failed to max. Round 4 began in 3 to 4 meter per second winds with the flight line still next to the club house. Roy and Terry maxed however John DTed early moving him down to third place. Unfortunately Roy's model broke on DT impact with the ground (an old repair). This left only John and Terry left to fly round 5.

John was away early and after a good climb was soaring nicely in lift. Terry launched into the same air but when the bunt came in the model was on its side and stayed that way when the motor failed to shut down. Those present stared in amazement as Terry's model did a number of outside loops while flying on a wingtip progressively getting closer to the ground. The Nelson was running at full bore when the model hit the ground leaving John's model to cruise into the winning position. It mattered not that John's model DTed early again as it was the only one left in one piece and still flying. John was flying an old Nashy model with a Cox Conquest that won the Camperdown Nats in 1978-9. An oldie but a goodie as they say.

Terry Bond, Roy Sommersby and Graham Maynard prepare for battle







DON'T WRITE OFF YOUR OLD MODELS!





NAME	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	TOTAL
John Lewis	167	180	147	118	141	753
Roy Sommersby	161	173	180	180	-	694
Terry Bond	166	180	130	180	-	656
Graham Maynard	175	105	24	-	-	304

THE SOUTHERN CROSS CUP

as reported by Malcolm Campbell

It's always difficult to write about events if you are also trying to compete in them, and even more difficult if you try to remember what happened more than 2 weeks after and you're back at work. So here is what I remember of the Southern Cross Cup and AFFS Champs events for 2009. If you merge my report with those of David Brawn elsewhere in the Digest, I hope the experience is worthwhile.

F1B 7 April 2009

An early breeze with stronger periods meant the 7 rounds would test the legs of the retrievers. Many ended up in a small group of trees in R1 causing the relocation of the flight line for the remaining rounds. Leigh Morgan came out of this the worst, having to retire her model with damage to the D box, pylon and fin. This gallant sacrifice allowed her to fully concentrate her attention on getting Vin across the line (isn't love grand?).



Leigh Morgan, on her way to the trees & an early retirement

Two flyaways in the event ended with a 50% recovery result. Verena Greimal's 8 minute flight was found by a farmer 6 klms out but Albert Fathers 28 minute flight remained hidden no matter how hard he searched, and he searched hard and often. Adrian Bryant intended to fly until he maxed a round but the 79 year old had to fly all rounds because he maxed none.



Differing launch styles for the fly-off. Vin Morgan (left) came first and Paul Rossiter (right) came fourth

Vin Morgan (under Leigh's expert tutelage) maxed all rounds, as did Kiwi David Ackery, Terry Bond and Paul Rossiter.

The fly off the following morning in very light air had Terry away first (as always) earning second place 4 seconds behind Vin. Paul Rossiter finished 4th, 4 seconds behind David Ackery.

F1B

Place	Name	1	2	3	4	5	6	7	Total	F/O
1st	Vin Morgan	180	180	180	180	180	180	180	1260	286
2nd	Terry Bond	180	180	180	180	180	180	180	1260	282
3rd	David Ackery	180	180	180	180	180	180	180	1260	261
4th	Paul Rossiter	180	180	180	180	180	180	180	1260	257
5th	Gary Pope	180	162	163	180	180	180	180	1225	
6th	Brian Van Nest	141	180	180	180	180	180	180	1221	
7th	William Jones	180	128	180	180	180	180	180	1208	
8th	Paul Lagan	152	180	139	180	180	180	180	1191	
9th	Albert Fathers	180	126	180	180	90	157	180	1093	
10th	George Baynes	102	180	173	85	180	180	180	1080	
11th	Verena Greimal	167	84	180	180	91	180	180	1062	
12th	Ted Burfein	180	180	156	180	75	180	84	1035	
13th	Harald Meusburger	108	128	180	180	180	180	0	956	
14th	Adrian Bryant	103	175	150	62	0	90	135	715	
15th	Bill Mcgarvey	127	180	180	180	0	0	0	667	
16th	Leigh Morgan	160	180	0	0	0	0	0	340	
17th	Neil Murray	108	180	18	0	0	0	0	306	



David



Gary and Percy



Brian and Paul

OPEN POWER 7 April 2009

A small group of entries ensured an excellent trophy for all entrants. Des Slattery spent his 5 flights trimming, handing over his perfectly trimmed model to Malcolm Campbell who quickly amassed two maxes and had Roy Sommersby a bit worried, as Roy was also experiencing some trim problems. Not to worry, Malcolm's flights soon became erratic although he did gain a 3rd max to place second behind Roy. Bill East, practicing near us, had a model overbunt flying knife edged (as I remember it) and the ensuing forces collapsed the wing joiner with catastrophic results, putting an end to his F1C preparations.

Place	Name	1	2	3	4	5	Total
1	Roy Summersby	80	174	142	180	180	756
2	Malcolm Campbell	180	180	49	112	180	701
3	Des Slattery	69	180	105	40	32	426

F1A 8 April 2009

It was impossible for me to photograph F1A because handling the breezy conditions took its toll on me. Most went "up and off" in each round as circling required a degree of athleticism reached by only a small group, and this was led by the two Kiwis, Rob Wallace and Paul Lagan (who probably didn't think it was windy),Tahn Stowe and American, Brian Van Nest. The scores indicated a fairly close competition, with Phil Mitchell cursing his "cocky" launch in R6. He felt he'd launched into good air with a massive bunt, only to fall out of the sky in 73 seconds, destroying his opportunity to fly off with Rob Wallace.

F1A

Place	Name	1	2	3	4	5	6	7	Total
1st	Rob Wallace	180	180	180	180	180	180	180	1260
2nd	Paul Lagan	174	180	180	180	178	180	180	1252
3rd	Tahn Stowe	180	180	149	180	180	180	180	1229
4th	Brian Van Nest	180	180	131	180	180	132	180	1163
5th	Vin Morgan	180	180	75	180	180	180	180	1155
6th	Phil Mitchell	180	180	180	180	180	73	180	1153
7th	Malcolm Campbell	168	139	110	180	180	0	180	957
8th	Mike Thomas	180	180	180	180	180	0	0	900
9th	Ted Burfein	169	56	180	180	70	10	0	665
10th	David Brawn	119	62	75	76	50	74	0	456
11th	Albert Fathers	35	72	41	0	0	0	0	148
12th	Alan Jack	129	0	0	0	0	0	0	129
13th	Neil Murray	DNF							

OPEN RUBBER 8 April 2009

This event served as a shakeout for the F1B fliers who didn't do so well the day before. But there were some serious Open Rubber models hot to trot. Sadly the weather was unkind and Don Broughton retired before the event started, with a damaged wing on his best model, although he did attempt a return later in the day. Our George excelled in this event, maxing out and wearing himself out with massive retrieves. Paul Rossiter and William Jones started strongly but pulled out before the event ended, saving their models for the AFFS F1B event.

	Name	1	2	3	4	5	Total
1	George Baynes	180	180	180	180	180	900
2	Jim Christie	176	162	162	180	180	860
3	Bill Pudney	172	128	180	180	180	840
4	Paul Rossiter	180	180	94	0	0	454
5	William Jones	180	180	0	0	0	360
	David Ackery	DNF					
	Don Boughton	DNF					



The veil was for the flies but it helped to disguise the sheer exhaustion etched in George Baynes' face



The picture says it all. Alan Jack's MAGNIFICENT flapper dominated the event, flying on rails in all rounds.

F1C 8 April 2009

Alan Jack's model impressed all as the geared model clawed skyward as if on rails. Roy Sommersby slipped up in R3 spoiling what would have been an interesting flyoff. Percy Wright was the surprise for me, flying one of Roy's models with consummate ease, and slipping into 3rd place ahead of a very unwell Terry Bond, who spent most of the week as quiet as a mouse.



Roy Sommersby and Bill East were hopeful, but no match for the big Glaswegian



	Place	Name	1	2	3	4	5	6	7	Total	
1st		Alan Jack			180	180	180	180	180	180	180	1260
2nd		Roy Sommersby			180	180	94	180	180	180	180	1174
3rd		Percy Wright			180	179	180	124	96	180	180	1119
4th		Terry Bond			156	180	0	0	0	0	0	336

AFFS CHAMPIONSHIPS

as reported by Malcolm Campbell

SCALE 9 April 2009

With knowledge of the weather pattern of prior days, Scale entrants were very keen to get the flying over early and Scale judge Graham Maynard equally so with competitions awaiting him. As it is with Scale, only a handful of entrants fronted but the quality of construction and flying were truly enjoyd by those who witnessed the event. Gary Odgers model as always flew wonderfully well, although Stan Hinds model was its equal. Eric Holland was the one to beat with a model that featured strongly in static and flight.



Scale

1	Eric	Holland	42.5
2	Stan	Hinds	41.5
3	Gary	Odgers	40.5



FIRST: Eric Holland



SECOND: Stan Hinds



THIRD: Gary Odgers

COMBINED OPEN 9 April 2009

There were too many people to watch in this class as people used the event to iron out models for the events yet to come so, as I was flying in two events simultaneously, I'll leave it to you to peruse the scores. Five models made it to the flyoff - Roy Summersby's F1J, Phil Mitchell and Brian Van Nest's F1Hs and two F1Bs, those of Paul Lagan and Neil Murray made it to the morning flyoff. When the dust settled (*those timing early morning flyoffs with late arrivals using the entry road will know what I mean!*), it was Roy by the slim margin of 9 seconds who took first place.

Combined Open			Max	1	2	3	FO
1	Roy	Summersby	120	**120**	**120**	**120**	299
2	Phil	Mitchell	120	**120**	**120**	**120**	290
3	Brian	Van Nest	120	**120**	**120**	**120**	222
4	Paul	Lagan	180	**180**	**180**	**180**	248
5	Neil	Murray	180	**180**	**180**	**180**	224
6	Colin	Collyer	180	**180**	**180**	151	
7	Gary	Odgers	180	**180**	161	163	
8	Sonya	Burfein	120	**120**	**120**	73	
9	George	Car	180	**180**	**180**	81	
10	Mike	Thomas	180	**180**	160	93	
15	Harry	Sokol	120	64	**120**	93	
11	Malcolm	Campbell	120	108	106	43	
12	George	Baynes	180	**180**	**180**		
13	Don	Boughton	180	**180**	**180**		
14	Des	Slattery	120	67	75	95	
16	Albert	Fathers	180	170	135		

F1G 9 April 2009

With an entry list of ten very experienced fliers, a win by flyoff was totally expected but fickle air in the first two rounds saw all but three falter, and those maxing Round 1 included Sonya Burfein. Round 2 saw only half the field max, leaving Vin Morgan in a commanding lead. Jim Christie, Brian Van Nest and Paul Rossiter applied the pressure but Vin never flinched to take the event with a full house.



Sonya Burfein acquitted herself very well in F1G and kept herself well covered up in the Narrandera sun

Place	Name		R1	R2	R3	R4	R5	Total
1	Vin	Morgan	**120**	**120**	**120**	**120**	**120**	600
2	Paul	Rossiter	112	115	**120**	**120**	**120**	587
3	Jim	Christie	104	**120**	**120**	**120**	**120**	584
4	Brian	van Nest	94	**120**	**120**	**120**	**120**	574
5	George	Baynes	95	90	**120**	**120**	**120**	545
6	Albert	Fathers	113	85	**120**	102	61	481
7	Sonya	Burfein	**120**	85	**120**	49	105	479
8	Brett	Townsend	77	73	45	84	**120**	399
9	Bill	Pudney	**120**	**120**				240

F1H 9 April 2009

Electronic bunters favoured the breeze, gaining massive height over conventional models (or maybe unconventional models according to what you fly). Col Collyer surprised the field by flying a vintage Lulu and Phil Mitchell dropped round 4, leaving the flyoff to Brian Van Nest and Rob Wallace, with the dynamic American winning by a convincing 36 seconds.

Place	Name		R1	R2	R3	R4	R5	Total	FO
1	Brian	Van Nest	**120**	**120**	**120**	**120**	**120**	**600**	220
2	Rob	Wallace	**120**	**120**	**120**	**120**	**120**	**600**	184
3	Vin	Morgan	**120**	117	**120**	**120**	**120**	597	
4	Colin	Collyer	117	47	111	92	**120**	487	
5	Malcolm	Campbell	66	**120**	**120**	96	75	477	
6	Phil	Mitchell	**120**	**120**	**120**	113		473	

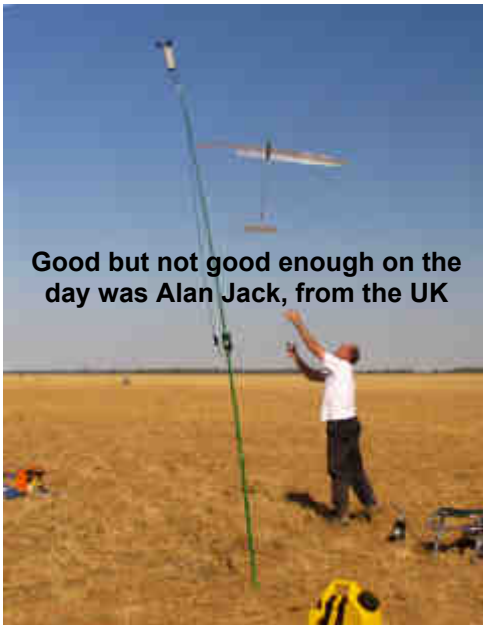


Maybe this is why Tahn didn't fly in F1H?

F1J 9 April 2009

Des Slattery's previous days crash during testing removed his high hopes of being a good chance in F1J and it was up to Alan Jack and Roy Summersby to be the stars of the show, and they were just that gaining massive height which only a few years ago would have been exceptional for an F1C. Alan uncharacteristically dropped R5 giving Roy the win with Harry Sokol, Stan Hinds and Des Slattery (flying his old reserve model) filling the minor places.

Place	Name	R1	R2	R3	R4	R5	Total
1	Roy Summersby	120	120	120	120	120	600
2	Alan Jack	120	120	120	120	95	575
3	Harry Sokol	120	120	55	112	51	458
4	Stan Hinds	85	92	120	57	80	434
5	Des Slattery	56		49	120	80	305
6	Chris Behr		120			4	124



Good but not good enough on the day was Alan Jack, from the UK

F1B 10 April 2009



All smiles in the Morgan camp but it was going to be a tough day

The day dawned bright, clear and calm, and this was to provide tricky lift picking conditions for the competitors. The premiere event in Australian free flight attracted the best local flyers to battle visitors from New Zealand, Austria and the USA. Nineteen in all competed in what was a test of nerves with many waiting up to half a round to pick the best lift. By the end of the day, 6 seconds separated the top three, and 50 seconds the top six. Although Bill McGarvey dropped two flights to Terry Bond's one, he still came second, although he was to call on a reserve model when DPR failure destroyed his best model when it reactivated, tearing off a bladethen ground looping to break the wing and boom. Sandgroper Paul Rossiter happily took the top spot with a masterful display of flying. A review of the scores shows how severely top flyers were punished for their mistakes. Our club flyers Ted Burfein did well to take fifth place and Graham Maynard took 10th place with a very creditable 5 max score card.



Eventual winner Paul Rossiter hooks up with WA buddy Neil Murray not far behind



Oldest competitor Adrian Bryant takes it easy between rounds

It was great to see a recuperating Don Blackam out on the field timing for son Richard in F1B. Don, always the true gentleman, had a sparkle in his eyes as he spoke with many during his two day visit to Narrandera. The three photos that follow are a tribute to the best father and son F1B team Australia has ever produced.





Richard and Don wait for air





Terry Bond (left) eyes the thermistor while Paul Rossiter patiently waits for a message from his beard



F1B

Place	Name		1	2	3	4	5	6	7	Total
1	Paul	Rossiter	180	154	180	180	180	180	180	1234
2	Bill	McGarvey	157	180	180	180	173	180	180	1230
3	Terry	Bond	180	148	180	180	180	180	180	1228
4	Brian	Van Nest	180	138	180	180	180	178	180	1216
5	Ted	Burfein	180	180	180	180	137	170	180	1207
6	William	Jones	180	180	180	180	106	180	180	1186
7	Gary	Pope	145	180	180	180	135	180	180	1180
8	Vin	Morgan	180	180	180	97	180	174	180	1171
9	Richard	Blackam	180	180	180	180	180	163	99	1162
10	Graham	Maynard	180	180	180	117	139	180	180	1156
11	Dave	Ackery	180	180	180	144	180	148	137	1149
12	Leigh	Morgan	180	180	129	107	180	180	180	1136
13	George	Baynes	150	180	155	143	180	132	180	1120
14	Paul	Lagan	180	176	180	95	180	152	137	1100
15	Bill	Pudney	47	180	180	180	180	166	158	1091
16	Neil	Murray	180	115	179	155	98	180	180	1087
17	Adrian	Bryant	161	180						341



The waiting game - Brian and Janet Van Nest (left) and Ted Burfein and George Baynes (right).

It didn't pay to go early





Col Collyer in free flight "heaven"

OPEN POWER 10 April 2009

A beaming Col Collyer showed the way maxing out with his day-glo striped ground shaker from Roy Summersby, 3 seconds behind. Des Slattery flew his conservative Cox 09 model into third place from Stan Hinds and Gary Odgers.



Stan Hinds on the big field

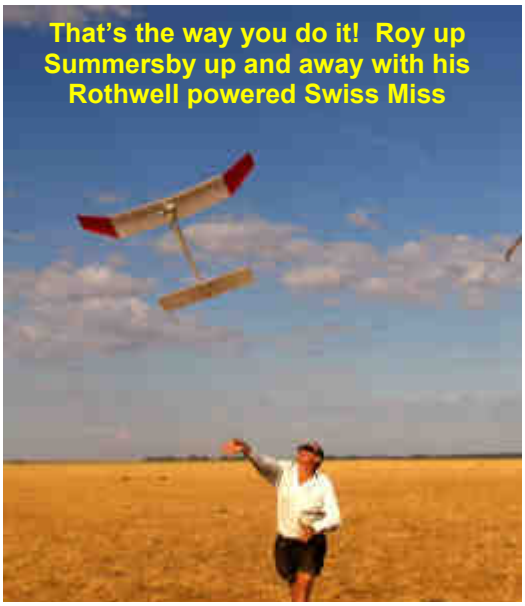


Gary Odgers with another big one

Open Power

Place	Name		1	2	3	Total
1	Colin	Collyer	180	180	180	540
2	Roy	Summersby	177	180	180	537
3	Des	Slattery	107	79	180	366
4	Stan	Hinds	150	73	105	328

COMBINED VINTAGE 10 April



That's the way you do it! Roy up Summersby up and away with his Rothwell powered Swiss Miss



Hands up those who like Nebulas! Noels launches for Phil Mitchell

This was the first time all three classes had flown as one and, although big on entries, some felt the three disciplines should have been kept separate. With an even mix of glider, rubber and powered models, Phil Mitchell was away early to almost max out with his Nebula (Noels, Phil says "*Thanks for the 179 in F1!*") Jim Christie, flying the oldest rubber model nearly joined Roy Summersby (Swiss Miss) and Des Slattery (Nebula) for the flyoff but dropped 5 seconds on his third flight. I really thought Des had the flyoff in the bag with a simple tow to the top of the line in light air but the line snagged on unlatch, de-stabilising his model, and seeing it down in 75 seconds to Roy's easy 4½ minutes.

Combined Vintage

Place	Name		Year	F1	F2	F3	Total	FO
1	Roy	Summersby		180	180	180	540	270
2	Des	Slattery	1954	180	180	180	540	75
3	Phil	Mitchell	1954	179	180	180	539	
4	Jim	Christie	1941	180	180	175	535	
5	Malcolm	Campbell	1953	178	180	107	465	
6	Les	Esquilant	1947	126	176	158	460	
7	Des	Slattery		90	180	180	450	
8	George	Car	1952	0	180	180	360	

HLG 10 April 2009

Phil Mitchell's push bike worked over-time with 6 lengthy flights whereas Peter Lloyd only needed 3 flights to establish the supremacy of his discus model. Tahn Stowe and David Brawn took the minor places.

HLG

1	Peter	Lloyd	HLG	58	**60**	**60**				178
2	Phil	Mitchell	HLG	21	33	28	33	19	26	94
3	Tahn	Stowe	HLG	6	11	19	20	8	15	54
4	David	Brawn	HLG	20	22	5	3	4		47



Peter Lloyd and Phil Mitchell face off in Chuckies





CLG

1	Les	Esquilant	CLG	19	**60**	33	24	37	22	130
2	Malcolm	Campbell	CLG	32	**60**	7	31	32	17	124
3	Phil	Mitchell	CLG	22	43	27	35	23	26	105
4	Brett	Townsend	CLG	15	14	16	15	26	21	63
5	David	Brawn	CLG	20	18	12	3	9	19	57

REST DAY 11 April 2009

Organisers placed a trial Rest Day into the programme and it was much appreciated, with some taking drives to Leeton (Lillypilly Wines) and Wagga while others walked down to the local sports oval to admire the beautifully presented hot rods and maybe devour some dodgy hot dogs and soda. A few photos follow:













F1C 12 April 2009

The high aspect flapped model of Alan Jack was a standout success with 7 glorious maxes. The pressure was on Roy right from the start although it wasn't until R6 that he faltered, badly. Terry Bond, subdued all week by the flu bug (that he successfully passed on to Percy Wright and Dave Ackery), grabbed third. Following up was Percy Wright (F1c newcomer?) with 4 maxes to boot.

F1C

1	Alan	Jack	180	180	180	180	180	180	180	1260
2	Roy	Summersby	180	180	180	180	180	121	180	1201
3	Terry	Bond	180	180	103	180	180	180	180	1183
4	Percy	Wright	180	180	130	180	135	154	180	1139

F1A 12 April 2009

No photos today as I was too busy completing all rounds of F1A and Open Rubber. Very little breeze, tow ins, line tangles, model damage, fickle lift, boomers and dummy spits made this a pretty hard day at the office.

Phil Mitchell was the only one with a perfect score and Martin Williams, flying at the end of each round, surprised many by snaring second place. Tahn Stowe deserved his third place as he spent so much time circling to ensure success after recording just 128 seconds in R1. Brian Van Nest plummeted to 5th place after his beautiful stars and stripes model exploded on launch and then his reserve model suffered an altercation with Vin Morgan's glider. Vin was practicing away from the flight line, maybe strayed a little close, and then Brian towed through, severing his own line.

Three BFFS flyers were filling the lower order places behind 7 models that were all current electronic bunters, so we didn't do too badly. I managed to cross lines three times with Vin (his magnetic personality?) and in one disentanglement unlatched at what seemed less than 8 metres. The model went on to max! Ted Burfein also had an amazing flight that got as low as 0.5 metre pretty early on only to climb again in pretty fluky air that tossed him around for at least another minute. Richard Blackam remarked that he must see that wing section!

Albert Fathers' newly acquired electronic model gave him 3 maxes and a few ordinary scores. The final round was most entertaining. Tahn circled for ages to find "blue ribbon" air and launched. Phil Mitchell casually trotted over and launched into the same mass then Brian Van Nest raced over to join in with Vin Morgan in hot pursuit. They all maxed with Tahn getting magnificent height. Vin demo'd his RCDT to save wearing out his model.

My final round max was not without drama. I accidentally let go of the line when the model was at full line height and, in chasing it down, my mobile rang! First call all week too. Without answering it, I circled the model and went off to finish the round on a high.

F1A

1	Phil	Mitchell	180	180	180	180	180	180	180	1260
2	Martin	Williams	180	180	180	150	159	180	180	1209
3	Tahn	Stowe	128	180	180	180	180	180	180	1208
4	Mike	Thomas	123	180	180	180	180	180	180	1203
5	Brian	Van Nest	180	180	180	180	180	87	180	1167
6	Vin	MorganV	180	180	139	120	180	180	180	1159
7	Rob	Wallace	180	113	180	180	129	180	180	1142
8	Malcolm	Campbell	141	180	180	180	66	122	180	1049
9	Paul	Lagan	180	180	180	180	180	73	65	1038
10	Ted	Burfein	180	180	180	180	137	0	180	1037
11	Albert	Fathers	25	180	117	180	152	21	180	855



Old friends Don and Adrian



The magical Narrandera sky



New friends Adrian and Brett

OPEN RUBBER 12 April 2009

The usual mix of Open Rubber and F1Bs made up an entry list of 16 models and the near perfect conditions assured us of a flyoff the next day. In my own attempt to fly F1A and O/R, I got in two good flights, one marking very good air for the nearby gliders as my big "broomstick" circled lazily through their midst. With 4 F1Bs and 2 O/Rs in the fly off, it was good to see a true O/R model dust off the Wakes, by a very good margin. Of note in this event was Brett Townsend, who recorded 2 maxes flying Albert's small vintage model.


William and Dale Jones in fly off

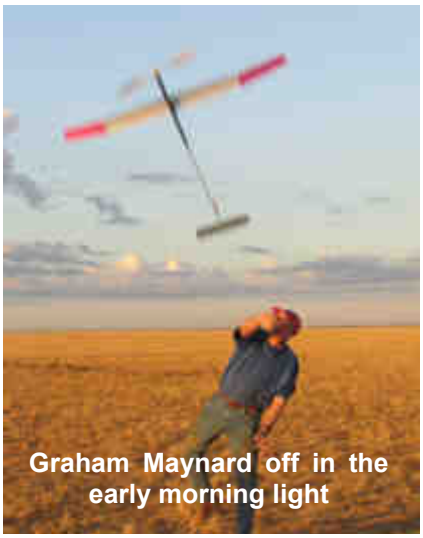

Jim Christie's away in fly off


Brett Townsend really enjoyed himself


Gary Odgers launches a REAL model

Open Rubber

							FO
1	Gary	Odgers	180	180	180	540	430
2	Jim	Christie	180	180	180	540	401
3	William	Jones	180	180	180	540	335
4	Paul	Rossiter	180	180	180	540	257
5	Leigh	Morgan	180	180	180	540	211
6	Graham	Maynard	180	180	180	540	189
7	Paul	Lagan	180	180	179	539	
8	Peter	Greenhill	155	180	180	515	
9	George	Baynes	180	148	180	508	
10	Colin	Collyer	180	180	134	494	
11	Les	Esquilant	101	180	180	461	
12	Malcolm	Campbell	180	179	88	447	
13	Brett	Townsend	70	180	180	430	
14	Vin	Morgan	106	64	120	290	
15	Dave	Ackery	180	103		283	


Graham Maynard off in the early morning light

SCRAMBLE 13 April 2009

Great fun as usual was reported very well by David Brawn elsewhere in the Digest. I must say that I enjoyed Tahn's banter with Abdul (the Muslim Menace), who seems to do whatever he pleases, steering Tahn's Carpet all over the field and, at one stage through the cars and tents at about waist height. The occasional long flight saw Tahn go ballistic, but he says it's all to do with psyching himself up for the hour. I was pleased with my Scooter, as it put in copybook flights without one bad flight or problem, and young Brett Townsend sure saved my legs. The "Supreme Athlete" team of Phil Mitchell and Paul Lagan coolly amassed a score that effectively closed down all opposition.

Scramble

1	Phil	Mitchell	2095
2	Tahn	Stowe	1753
3	Malcolm	Campbell	1690

Spot the crazy one.
YEP! They're ALL crazy







Usually the hunting ground of Morgan and Morgan, Leigh dropped just 4 seconds in her final flight, leaving Vin to do battle with the wily Jim Christie in the fly off. Neil Murray and Les Esquilant both maxed two flights and Adrian Bryant defied "tradition" by continuing to fly after his first flight max. Albert and Brett were his eyes and retrievers, although Brett also flew. Drama occurred in the fly off when Vin started to doubt the integrity of his fully would motor. This belated decision and the mad scramble to load another saw him huffing and puffing and out of time. Cool Jim, after sipping most of his cup of tea, casually put down the cup and launched the 2min 40sec winning flight, unaware of the drama unfolding







P-30

1	Jim	Christie	120	120	120	360	160
2	Vin	Morgan	120	120	120	360	0
3	Leigh	Morgan	120	120	116	356	
4	Neil	Murray	107	120	120	347	
5	Les	Esquilant	120	120	100	340	
6	Adrian	Bryant	120	92	108	320	
7	Brett	Townsend	120	80	64	264	



Vin made sure he was well covered with sunscreen most days, but after the P-30 hiccup he had to apply more to hide the rush of blood.



The strange BFFS sect, Ted, Sonya and Malcolm, in true Lawrence of Arabia fashion



The Mean Clean Green machine Dale, William and George in Open Rubber



Terry Bond was sans female company at Narrandera, as evidenced by his hasty trousers repair

OZ DIESEL 13 April 2009

Roy's Chippella powered F1J-type model took no time at all to run up 5 maxes. I recorded 3 great flights and then the PAW became cantankerous. Good lift was going through and the motor wouldn't fire. Know the feeling? It seemed like 2 hours had passed during which I squeezed in my last 2 flights, and one was ordinary. Des Slattery had an unintended trimming day, his model going off song after a first flight max. He turned this frustration to advantage, by offering William Jones his first fly of an Oz Diesel and he acquitted himself well with 2 maxes. Phil Mitchell narrowly missed third place by 1 second but he too had some low score flights. Tahn Stowe was unlucky, damaging his brand new beautifully built Stomper in its second flight, after spending the previous day setting it up.

Oz Diesel

1	Roy	Summersby	**120**	**120**	**120**	**120**	**120**	600
2	Malcolm	Campbell	**120**	**120**	**120**	114	55	529
3	Des	Slattery	**120**	70	93	93	95	471
4	Phil	Mitchell	**120**	**120**	89	64	77	470
5	Harry	Sokol	**120**	85	70	**120**	56	451
6	William	Jones	**120**	73	70	51	**120**	434
7	Stan	Hinds	73	**120**	110	30	85	418
8	Tahn	Stowe	107	80				187

AFFS CHAMP OF CHAMPS

Nine results are listed below and 3 are from the BFFS. Phil Mitchell was the expected winner, he does so nearly every one of the 9 years at Narrandera. I was surprised to come a close second, just one event short (I was going to fly P-30 but didn't). Ironman Des Slattery romped in a good fourth with our Albert ninth.

And so ended another great AFFS Champs. Maybe not as many entrants this year with some of our good Queensland competitors unable to attend but the weather was superb and the good company makes this the premier free flight event in Australia. As I've said each year, if you haven't been to Narrandera yet, do so next year. You aren't getting any younger and 2010 will be the tenth anniversary at this field.

Expect something big.

Place	Name	C of C score
1	P Mitchell	7.469
2	M Campbell	6.673
3	R Summersby	5.948
4	D Slattery	5.066
5	B van Nest	4.868
6	J Christie	3.964
7	V Morgan	2.864
8	A Fathers	2.045









Southern Cross F1B
1. Vin Morgan 2. Terry Bond 3. Dave Ackery



Southern Cross Open Power
1. Roy Summersby 2. Malcolm Campbell
3. Des Slattery



Southern Cross F1A
1. Rob Wallace 2. Paul Lagan 3. Tahn Stowe



AFFS F1B
1. Paul Rossiter 2. Bill McGarvey
3. Terry Bond



AFFS OZ DIESEL
1. Roy Summersby 2. Malcolm Campbell
3. Des Slattery

AFFS Presentation Dinner 13 April

at the Narrandera Race Course

Some of the class winners



AFFS F1A
1. Phil Mitchell
2. Martin Williams (not present)
3. Tahn Stowe



AFFS F1C
1. Alan Jack (not present)
2. Roy Summersby 3. Terry Bond



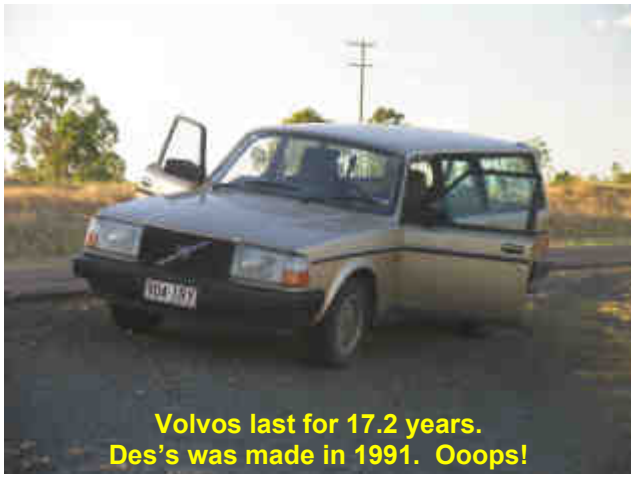
AFFS SCRAMBLE
1. Phil Mitchell
2. Tahn Stowe 3. Malcolm Campbell

NARRANDERA 2009, as seen from the driving seat of our UK "Brawn Identity", David Brawn

"GREAT EXPECTATIONS"

David's style of writing is excellent for those who did not make it to Narrandera. With minimal effort, the reader can easily imagine they are right there in the thick of it, whether it be the big dusty field or the indigestible steak. David brings it to you loud and clear with his own inimitable style. Enjoy! Ed.

Unlike 2008's 03.30 start time I'm having a relaxed breakfast on the front deck of our rental, the hire car is packed and fueled ready to go, I've got seven official models plus a pack of Zing-Wings to fly, I've even got two tents in the boot even though I'm booked into motel with Albert, Adrian and Albert's grandson Brett Townsend. After tea, coffee, peanut butter toast and fresh fruit salad it's 07.40 and time to head south for the Big-One at Narrandera.



**Volvos last for 17.2 years.
Des's was made in 1991. Ooops!**

Being Sunday morning I take the Ipswich road out of town so how I missed the Cunningham Highway I can't explain but after a scenic tour of Ipswich I'm back on track through Warwick and then pootling through Inglewood at 45km (I got a speeding ticket on Lytton Road last visit so I'm being especially careful) I spy a gold Volvo Estate ahead loaded to the roof with wooden model boxes and the bonnet up; cruising past I spy Des and Malcolm leaning disconsolately against a fence so I pull in. Realizing that I have stopped across the entrance to the local police station I reverse back, then thinking this might be an Australian motoring offence I park to walk the fifty metres back to Des and Malcolm.

After courteous greetings it transpires that after George Baynes had left them at the Inglewood rest area they pulled out only for the infamous Volvo to die a hundred metres later. They've perked up as they ask if perhaps they could continue with me; no problem on my part except when we look up the road at my little Kia Rio hire car then look back at the packed Volvo load area we quickly realize this is a mission impossible so we look under the engine end, poke things (HT leads and coil), look for fallen off wires, Malcolm tries the starter twice; all to no avail. Des has called the RACQ (he's a gold member) but I still feel like a rat as I leave them to continue my road adventure when theirs has probably already ended without even leaving Queensland.

An uneventful few hours sees me arrive at Gilgandra's Coo-ee Motel at dusk to park behind George's Rav4 and quick as a flash to recognize the physical reality of the situation he exclaims 'You're here' as I clamber out of the Rio. George has brought everybody's 'Brisbane FFS' shirts except mine, despite a call from Albert that I would be here! I quickly explain the Inglewood situation, mobiles are pulled out, their microscopic digital memories examined to see if anyone has Des or Malcolm's mobile number; after much button pushing they've got Des' home number where a quick call gives his mobile number, which is rung and answered by Malcolm to discover that they are on the road towards the Coo-ee - just as well as their room has been paid for already. *Des was supremely grateful to Albert for worrying about us! Ed.*

With the D & M news that they are on their way we totter to the Bowls Club for some dinner and return for glasses of wine (I've put a cask or two in the boot should just such an happenstance ensue) when majestically into the parking area drives a near new Land Rover Discovery 3 piloted by Des with Malcolm navigating. It turns out that Des' daughter in law had taken their Disco from Warwick down to Inglewood, given it to Des for his adventure and returned to Brisbane with the dead Volvo in the RACQ tow truck. Being reunited with friends you'd thought you had lost is a great feeling so the banter flows at full pace until we decide to retire where it turns out that Albert's booking of a family room means only three beds so I'll share with George who promptly warns me against snoring. I still owe George for half the room fee but I'm hoping he will offset it against the missing shirt.

Albert, with Adrian and Brett, is away pre-dawn while the rest of us have a more relaxed start but even so I arrive at the Camellia just a few minutes behind Albert to discover that our 'family' room is three beds for four of us. I opt for shopping with Albert's advice of 'Buy the Specials' while the others head off for the famous paddock; I'm also the delegated cook for the evening. You'd think they would have learnt from Rutherglen but no, our catering is entrusted to a Brit who never goes shopping and who has never owned a barbecue.

At FoodWorks I bump into Des and Malcolm who confirm Albert's ideas of barbecue food so I return with three big (but very cheap) steaks, a dozen sausages, a bag of Coleslaw and a big tin of potatoes. The trio return from the paddock but the news is not good. Albert had built a sixteen inch span chuck glider for Brett. After a couple of hand launches to check the trim the plane is handed to Brett. He's only thirteen but is the opening bowler for his school cricket team, so with a whippy action reminiscent of Thommo he hurls the chuckie skywards, where it stays skywards climbing away in a classic Narrandera afternoon thermal. Despite a long follow it's lost upwards into the blue.

So we're a model down and the contest hasn't even begun! Never mind the size of these steaks will cheer them up, so we grab the barbecue where we need Phil Mitchell to explain the intricacies of how to light it before I can throw on the steaks and sausages. My distant recollection of barbecuing says that after throwing on the meat you take a few swigs of beer then turn them over, finish the beer, go and get another one and after a couple of swigs the meat is done.

Potatoes and coleslaw are doled out over the plates, steaks and sausages unloaded from the barbecue onto the plates and we should be ready to eat. After the Woongarra experience I've brought along a two man picnic set complete with proper metal cutlery that I share with Adrian but Albert has arrived with the remnants of our emergency plastic cutlery and plates we bought in Rutherglen.

Plates piled high we set about the feast; '*Crack*!' Albert's steak has got the better of his plastic fork, '*Twang!*' that's his knife snapping, '*Crack!*' there goes his second fork. With his remaining knife he slices open a sausage to declare it 'not cooked'. Sausages go back on the barbecue, the potatoes which are like white bullets are chosen to be sliced and heated on the barbecue plate. A few minutes later we start again, the steaks now cold and tough as big lumps of jerky; at least there was no problem with the bag of coleslaw. Despite my forethought to bring along a box of claret to ameliorate such a situation my cooking and shopping come in for a deal of abuse; a bit unfair I thought given our Rutherglen experience but the result is satisfactory as I don't have to shop or cook for the rest of our trip; Narrandera RSL being the unexpected beneficiary of our own 'economic stimulus' package.



Austrian Verena Greimel's model was fortunately found by a local farmer

Tuesday is F1B so we are up at cowtime, grab a cereal breakfast and head for the paddock where the BFFS corrals around Des' big Land Rover. Adrian's flying the rounds until he gets a max but along with Albert he's having problems picking the right air, not helped by a faulty prop hub causing the blades to run back under the wing. He finally misses round 6 due to the prop, borrows a spare from Terry Bond to complete the seventh round. They are not frightening the leaders but in the last round Albert picks a boomer, Tahn losing it upwards at 2.40 while I lose the tiny dot way up in the sky at 3.20 despite having binoculars; Albert's yagi equipped Vin tracker keeps receiving a signal for twenty eight minutes! Albert and Brett head off to scour the Boree Creek road for signals. They arrive back at the Camellia having collected Verena Greimel's Austrian F1B from a local farmer along the way but no sign, or signal, of Albert's model; though Verena's delighted as she had given up the model as lost.

Wednesday is out early to the breezy paddock for Albert and myself to be on the F1A flight line. My old style balsa and spruce Nordics have been back to UK and flew five rounds at a windy October meet so I assume they are OK - that is until the launch when the 'Stubby' careers left at head height scattering the next two poles timekeepers before piling into the Narrandera 'concrete' for a split wing; make a note to remember if using the 'offset ping ring' tow system I should not also put the auto rudder on!!!! Albert's better but his electronic bunter is only part trimmed so he reverts to his straight tow Sija after three rounds. We battle through the day but a windless round six sees me tow-in twice for a zero so I still only make six flights in a seven flight contest. A feature of F1A are the extended tows, almost like mini marathons, undertaken by Tahn Stowe, Brian Van Nest, Vin Morgan, Rob Wallace and Phil Mitchell who cover amazing distances across the paddock during the windless rounds but they get the results proving that determination matched by fitness, combined with good models is what you need to succeed.

George has been successfully campaigning his big open rubber models alongside us while over on the F1C line the star of the show is the big Geordie - Alan Jack - with a fully flapped, geared motor model. Usually these 'vorsprung technic' leaps of technology are fraught with malfunctions but Alan's flapper is flying on rails, and vertical rails at that to head the F1C standings. Most amazing aspect of Alan's model, apart from its immaculate performance, is that it is not bought from some Russian/Ukranian factory but entirely hand crafted in the wild north-east of England by Alan himself; a prodigious feat itself but combined with its flight performance a world class performance from the big man.



David's collection of models sheltered from the harsh Narrandera sun in their own blue igloo

Graham Maynard materializes at the Camelia. Adrian who is just stepping into the unit does an about turn, quite a sight for a big man with a wizard's staff, at Graham's mention that he has fillet steak, salad and real potatoes as his catering. Adrian is packed in seconds and heads off to share with Graham leaving us with the unaccustomed luxury of three beds for three people and the reliability of an RSL meal.

Thursday dawns, or rather doesn't dawn as without Adrian Albert sets the alarm clock, then staggers about in the pre-dawn dark making us cups of tea to get us going for a busy day of F1G and Combined Open. As usual we corral around the Discovery, Graham's arrival saving me from having to judge Scale with Adrian, 10 gram F1Gs are readied and then it is into action at the relaxed start time of 08.00. Young Brett is flying Albert's second string; Albert rigging and then Brett winding, deciding on the time to launch and me timing. It's a busy flight line fourteen flyers in F1G and a lot of speculative waiting for good air plus the flyers in combined open, which is difficult to keep track of on the field due to the percentage system (a terrific idea IMHO as I expounded at the UK conference) so being scorer I had plenty of chances to visit control to see how the scores were stacking up. Brett is flying well but DTing early on his good flights; this is mentioned to Albert who insists the DT is correctly set (see later).

Lloydy, Peter Lloyd arrives at the paddock complete with my 180 dollar order and seeing the three Morris Dancers in my car suggests a bit of trimming for the famous design. Under his expert tutelage we retire to a point midway between control and the toilets to engage in some expert trimming. On softer ground my Morris Dancer disco hlgs might have survived the rigors of early trimming flights but on the Narrandera's concrete I quickly break two wings to receive Peter's sage advice "You have to build them strong." – now he tells me!

Friday we're back to F1B with Adrian promising to retire when he gets a max. Brett is flying the Zing Wings somewhat better than my own efforts at Rutherglen, a half inch orthodontic band tripled over the hooks giving good pullouts at the top of the catapult launch. He goes from a fifteen second average up to twenty five seconds, quite exceptional for a toy shop product, but then goes on to record forty and forty-six second flights after the contest is over. Brett beats me in CLG and then I plant my clg when using it in HLG so I'm now four models broken. Meanwhile Albert has drawn the short straw of retrieving for Adrian when he puts his F1B into a boomer timed at over seven minutes down to the ground; in this breeze that's a long retrieve so ninety minutes later Albert arrives back somewhat cream-crackered.



With the dubious honour of being the oldest flyer on the field, Adrian Bryant gives his helpers Des, David and Brett something to chase

At the end of flying Roy Sommersby offers Albert some advice on off-field retrieving so a group of us wander over to where we estimate the model was launched three days earlier. Roy sets up his sighting binoculars on a tripod before asking the key question "Which way did it go?" Three arms fly out, all pointing in different directions, Roy looks heavenwards with a "Who trained this crew" visage as we each take a turn through the binos trying to remember the line; our results vary between 11 to 24 degrees East. Roy settles on 19 degrees then adds 3 degrees for magnetic deviation so our search line is 22 degrees East of North from our estimated launch point. Roy also inputs a waypoint for the launch point into his gps which should keep us on track for the search – except!

Saturday is officially rest day but for our crew it's retrieving day, just as it was at Springhurst. We break into the Tourist office ahead of its opening time to get a local map, estimate roughly where the flying field is then draw an area approx North round to 25 degrees east of North. Albert says he has covered the area south of the Newell highway so we'll be covering the fifteen to twenty-five kilometers distance of the search cone. We drive on bitumen and dirt roads, meeting and exchanging conversation with the same sheep farmer three times, stopping every half kilometer to scan the area with the yahgi. After four and a half hours we've only had one peep and that's from power lines so we finally give up retiring to the pub for lunch and refreshment.

Sunday we're back on the F1A line where I stupidly put on line tension when the models going away from me, it dives into the rock hard earth for my fifth breakage and a zero score while Albert persists with his Sija. Finally I take out my Lulu but while everybody else is finding booming lift I'm running my feet off struggling to make minute flights on a fifty metre towline; for once I pack away an intact model. Brett is flying Albert's 1940s Genie in Open Rubber. Albert has thought to take the undercarriage off as an aid to performance but Brett's first flight power stalls and glide stalls all over the sky for seventy seconds. Undercarriage reattached Brett picks his now usual thermal for a second flight which only just maxes due to a short DT. Mentioning the short DT to Albert he winds up the button timer promising "This will not be a short DT". Brett uses Bill's thermistor as a guide and the Genie is away in booming lift, the minutes go by but no DT, several more minutes go by before the model DTs at nine and a half minutes giving us a long retrieve. F1A has seen the usual extended tow experts vying for who can run the furthest for a max while Open Rubber sees four wakes max out with two traditional open models for Monday mornings early fly off.



Brett with GrandDad's 1940 Genie flew very well in Open Rubber

Monday sees me out early in the paddock as I'm CD for the day. In the rubber fly off the open models have the advantage of longer run and larger airframes giving them the height and visibility to be clear of the wakes but Bill manages to finish his flying with a five and a half minutes oos from his Steppenchuk to easily lead the F1Bs, his tracker showing the model to have flown near seven minutes which augurs well for the world champs.

In scramble Malcolm has Brett retrieving and Des timing against the Phil Mitchell/Paul Lagan partnership and Than Stowe self retrieving his Abdul the Menace flying carpet. An hour is a long time for scrambling and from my viewpoint



Albert spent a lot of time searching and climbing under fences

I would have Malcolm in the lead, especially so when Abdul bites Phil's tail bringing down both models for sub15 attempts. Abdul continues to live up to his name by giving Des' head more close shaves than his razor. Terry Bond collects in the score cards, totals the scores to make Malcolm third. I can't believe this so I recheck the flight cards, not one but twice, but Terry is not wrong.

Over in P30 Adrian is fooled into making a third flight when he thinks his second was a sub-max. Meanwhile the committee are chomping at the bit worrying if the scorecards are coming in and who else is to fly, my offer to only record scores handed in by 14.05 does little to reassure them and then I find out why. The contests end at 14.00 but as it seems that everyone has flown in P30, where Vin Morgan and Jim Christie are clear, Vin organizes the fly off for 12.30; I've never seen, or even heard of, holding a fly off ninety minutes before the contest is due to finish but there you go this is Narrandera. I time the ten minute fly off slot where Vin breaks a motor and fails to reload and wind in the time giving Jim a fly over – Vin later apologizes for his descriptive language.



Britt scores a Hett from Phul. After 7 days, I've mastered the Kiwi lingo!

After a week on a dusty paddock everyone is scrubbed up for the presentation dinner out at the race course where my 2008 report has been read in detail as Phil now has amplification for the speeches, less 'door' prizes, and more emphasis on the flying awards; at the AGM there were comments that the dinner was expensive but after so much flying (not much by me) such a well organized event in convivial company should not be missed.

On the long drive back, fifteen hours direct to Brisbane with only coffee stops, I have time to mull over my mistakes. With five seriously crunched models out of six flown I'll make sure that next year I'll take trimmed and tested models, after all Coominya is a lot closer than the 3,000km round trip to Narrandera. I'll invest in some better F1As and won't 'wimp out' of Combined Open and Vintage because of the wind. Also I'll bring my gps and a roof aerial for off-paddock retrieving. There, thats not much to correct in time for 2010. Also next year I'll try and emulate Des and Malcolm's buzzing around flying everything with gusto so roll on next year.



Brett Townsend receives a Southern Cross Cup Junior award from NSWFFS president Terry Bond





A big C5 Galaxy livened up our trip home near Amberley air force base