The magazine for all those who love Free Flight

The BFFS DIGEST

The Newsletter of the Brisbane Free Flight Society Inc

August 2009





In this issue:

* 10th Maryborough Gathering
* 2009 British Nationals
* F1G State Champs & Big Bird
* Indoor 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:
The top photos shows many of the entrants for the Precision event. The bottom photo shows the 2009 selected F/F model for 2009, the Stork. Inset are Terry and Noela Tomlin, tireless organisers of the Maryborough Gathering, now in it's 10th year.

PRESIDENT'S REPORT

The year is more than half over so I guess it's time to reflect on events so far.

Dale's fun day got us off to a good start with most members on the field sporting their new BFFS polo shirts thanks to George for organizing these. The first Dalby weekend was well supported for F1C, F1J and F1H with both Terry Bond and Roy Summersby joining us for our power weekend. However, Open Power tends to miss out with F1C being flown at the same time. The weather was good and all had a good time. Although I was overseas for Narrandera and the Scale/ HLG day I believe these were well supported and enjoyed.

Once again the Maryborough weekend was a great success (possibly the best yet with night flying at the cricket club and calm conditions). Thanks to Terry and Nola Tomlin for their efforts in organizing this event annually.

The recent F1G/Big Bird was flown in perfect conditions except for the last round of Big Bird which although quite flyable had a few models travelling half a kilometer away. Unfortunately we set up on the wrong side of the Dalby club house meaning we were over flying the club house on some flights. This location also prevented the Dalby RC flyers from using their facilities. Although we had the day approved for our events I feel we need to show consideration to the RC members who in nearly all cases waited for us to finish flying by which time the conditions had deteriorated leaving them with poor flying conditions in the afternoon. The Dalby members have been particularly kind to us so we need to avoid any potential conflict where possible.

John's lengthy report continues on Page 14, Editor

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Wot kan Oy say, don't worry about your spell checker Malcumm, nobudy will no the difrens.

Hey, you've done it again. I'll have to print your May Digest out to read it in instalments, better than any newsagency magazines for content. Do you have any time left for, say, eating?

Seriously, no, really, seriously a truly wonderful effort worthy of the best comments possible. All the best as always, from John and Kath.

The French Connection returns in this edition! (P 33)

WHY DOES ALBERT LOOK LIKE THIS?



In mid-June, Albert received a phone call from Andrew Steiner of **Euroley** telling him he had **found his F1B!** It was lying in a dried up creek bed and looked to have no damage. He estimates it had **flown about 35 klms**. Albert is understandably OVER THE MOON!

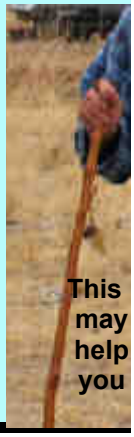
Albert is " *…just taking some pictures to show him how to take it apart and will post him a box with the instructions so that it can be returned ready for the State champs*." So I hope it returns on reasonable condition.

ANY IDEA WHO THIS IS?



Indiana Jones?
Crocodile Dundee?

All will be revealed as you read this edition of the BFFS Digest



This may help you

SECRETARY'S REPORT



Want to feel scared? Well, it's the second half of the year! The years seem to flit by and it seems like I'm not getting anything done. And I'm not working 5 days a week any more, so I must be getting old. Do you know the feeling? Maybe this Digest is warping time?

Maryborough was a great event this year, with many enthusiastic modellers displaying extremely well-built models, both in the control line circles and out on the free flight field. Those who saw the initial test flight of my Stork will understand I'm not quite with it, because the little PAW took quite some time to consume, on low revs, a full 15cc of fuel. Maybe it thought I needed a good early morning walk?

I hope you don't mind all the photos. In the currently drab and devalued world we live in, I thought some colour and happiness would help to liven up our days. Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Malcolm,

Thank you very much again for your excellent work. Just reading the contest reports and great pictures makes us really jealous.

Wibke and I are planning seriously to come to Australia next year April. It has been too long for us since we visited your fantastic country and contests.
The flying season started as well for the Seifert family. I have been with Wibke at the February MaxMen this year already. Nice weather in F1B and F1G, terrible in F1A. Wibke flew the first time in F1G in her life, made it into the second fly off and placed 4th.

Last week we had the training camp for the junior national team. Daniel and Philipp are both qualified for the EC in Romania. I went with my youngest Daniel since Philipp is in the final weeks in school.
Philipp and Daniel will both fly F1B in the EC while Daniel qualified as well in F1P. This is his class. He loves fuel and he is doing very, very good. And he is just 12 but is able to handle the whole plane himself, everything.

So next week I am off to Vilnius in Lithuania for the Baltic Cup. Two World Cups on one weekend. I have never been there but go with a F1C friend who has been there various times. I am really looking forward since this is as well a very historic place where we can do a lot of sightseeing in between.

Well and then the real season starts with numerous qualification contest for juniors and seniors, European Champs, No WC in Croatia since we placed only 4th and 5th etc etc.

Anyway, back to Australia. We are already doing some serious preparations for our trip. I hope to see you all there again.

Best regards
Michael Seifert and Family

Malcolm,
Simply superspectaculicious.
(My spell checkers broke too)
It'll take me a week to read it.
How long ago did you give up building?
You can't build and turn out such a wonderful publication, too.

My thanks,
Rod Mogle, Utica, NY,

Malcolm
Thanks for another bumper issue.
Cheers, **Dave Ackery** NZ

To the BFFS all and sundry

All the best guys and gals, Wish I could be with you, as in the olden days. Thanks for the Newsletter. Safe travelling and fun flying.
Merv Buckmaster.

Malcolm,

I very much enjoyed reading your BFFS digest. The overall standard is very high with lots of descriptive pictures and text and I particularly enjoyed the tongue in cheek comments. Back in the UK I look out of my window today at grey scudding clouds and 11C temperature and even manage to wish for the heat dust and flies of Narrandera!

I have in fact managed to go flying here 5 evenings out of the last 7 but last evening it fell to only 5C (and it was blowing 4m/sec) when I got back to the car to go home...brr....

Keep up your excellent work and I hope to see you all again next year.

Best regards

Alan Jack (PS Also thanks to Roy S for forwarding it on to me)

SCALE, HLG AND CLG - 26 April 2009

by Dale Jones, Brian Taylor and Malcolm Campbell

It was to be a day of fun and relaxed flying, although the increasing breeze had other ideas.

Scale

The day dawned fine and clear with light to variable winds, the forecast south westerly winds yet to make an appearance. On cue, with models being assembled, the wind arrived. Four models were presented for static judging. Des was flying a small Auster but was having trimming problems in the wind. Brian's old L4 Grass-hopper refused to accept a charge into the batteries and by the time the fault was rectified it was just a little too windy for a flight.

Malcolm had two models, a Fike and a Piper Cub. The big rubber Fike initially appeared to have trim problems but it was more likely the breeze on the large flying and body surfaces and a loosely banded wing. The Mills powered Piper Cub J3 battled in the wind to record the only qualifying flight. Brian Taylor solved his electrics problem, rigging up a fix with 10 mins to go. He waited for a lull and this did not happened so he retired the little G/hopper unflown and undamaged, leaving the "win" to Malcolm's Cub.



The winner of the Bill Thomas Shield, Malcolm Campbell

	Static	Flight
Malcolm Campbell (Piper Cub)	36	81
Brian Taylor (L4 Grasshopper)	42	--
Malcolm Campbell (Fike)	35	--
Des Slattery (Auster)	23	--



Brian Taylor's L4 Grasshooper

HLG

Keith Fisher drove the 1,200 klms down from Longreach to be there with his discus and conventional gliders - a very keen competitor! And he was rewarded for his effort! We had a large role up of members to fly both classes.

Des Slattery's flyaway was the only one to max and, while there were many breakages in the wind, many enjoyed some good flights. Seeing Des running around in bare feet took about 65 years off his age.





Another great launch from Keith Fisher (left) while Des Slattery throws one of his away (above)

Keith Fisher	124
Des Slattery	94
William Jones	78
Brian Taylor	50
Michael Snabaitus	45
John Taylor	13

CLG

Dale flew her first CLG event and she won! William did well early and then coached Dale at the end of the day and the results were excellent. Graham just missed 2nd place and recorded some good flights, as did Ron and Des. Malcolm forgot to bring his models, relying on a model borrowed from Des.







Everyone is worried about Des's model - except Des (top left of picture)

Dale gets "expert" advice from hubbie William who displays his own athletic style (right)

Dale Jones	113
William Jones	96
Graham Maynard	94
Ron Munden	81
Des Slattery	80
Malcolm Campbell	64

The Muswellbrook Gathering 2009





As photographed by Des Slattery in between flying the seven planes he took down















The Muswellbrook Gathering is a mixture of free flight, control line and radio control, flown on a multi-purpose field 5 minutes from town. Anyone who's anyone in aeromodelling attends and has a wonderful time flying all three disciplines and talking (a lot). Plan to attend one Muswellbrook Gathering while you can still fly!

P30 - 10 May 2009 - CD Dale Jones

story by Dale Jones

The day was hot and sunny and, as you often encounter on such days, we were "blessed" with strange thermals. However, it was a great day with winds that were light to variable all day, making lift picking somewhat fickle at times.

In the end, there was a tie for 1st between George Baynes and William Jones. William who had also been trying to help me flew late for his last flight with a new plane after finding his good plane had a cracked propeller. The air was not good and George had thought he had won but alas, after checking stop watch, 90.45secs, he had tied with William.

With 19 maxes in all, and with William having to walk ONE pace to retrieve a 3 mins 50 sec flight, everyone actually had quite a good time!

1. George	90	90	90	90	90	450
1. William	90	90	90	90	90	450
3. Albert	82	90	90	90	90	442
4. Brian	90	70	66	90	90	406
5. Ron	40	82	90	90	76	378
6. Dale	5					5







Place getters from left to right - George Baynes (1st), William Jones (2nd) and Albert Fathers above (3rd)

MUST HAVE THINGS FOR EVERY MODELLER

A BOX FOR THE TOYS AND A WELL LABELLED TOOL BOX







The Control Line model for 2009, the Model News plan Carioca

Front row Laurie Chetter (*1st C/Liner in 50 yrs!*)and Trevor Fenning (*crash damage*). *Back row* – John Lewis, Tom Christiansen and Pieter de Visser









Martin Baker 5, beautifully built (above) and flown by Trevor Larsen (below)



The Rockhampton Boys - 50 years on

Trevor Larsen, Barry Frederickson, Neil Oswald, Brian Harris and Trevor Fenning still flying together

The 10th Anniversary Maryborough Gathering





SPORTS PRECISION SUMMARY

In the late nineties I started discussing ideas for a free flight contest for sports models with members of the Brisbane Free Flight Society and the Rockhampton and Maryborough Modellers.

A copy of the Bowden Trophy Rules was obtained from Pieter de Visser, and many phone calls and letters were exchanged with the late great Bill Thomas.

I had in mind an R.O.G. contest where design, craftsmanship and trimming ability gained the points, and mechanics, aerodynamics, the weather and human nature provided the penalties.

The rules for the contest were drawn up in 1999 and the first contest flown in August 2000. Members of the B.F.F.S. gave solid support, approved the rules and have attended every contest as have the Rockhampton, Maryborough and Bundaberg Modellers.

A review after the first contest left the rules basically unchanged, with a suggestion to make R.O.G. a qualifier by Big Bill discussed but held over.

In 2003 Barry Frederickson introduced a target model with the Pridmore 'Ladybird Special', to hone every-ones building skills. This produced some groans, but also a spectacular line up of very elegant models, and they flew well.

This was followed with the 'Frog Janus' by A.A. Judge, the 'Black Magic' by Fred Hempsall and the 'Pushycat' by Vic Smeed.

2009 was all Australian, we asked Adrian Bryant for suggestions and the result was the Stork for free flight and the Carioca for control line.

The Stork is a semi-scale high winged cabin monoplane designed for small diesel engines from .9 to 2cc. (The original model was powered by a Clan .9cc motor.)

The model's designer, Phil Renkin, was the founder and president of the Elsternwick and Districts Model Aero Club.

This was a successful club and it played a significant part in early Victorian modelling.

During W.W.II Phil served overseas in the R.A.A.F. for 6 years attached to R.A.F. Squadrons and Command Headquarters.

After finishing 3 operational tours in the Middle East, he was appointed Personal Staff Officer to Commander in Chief, Sir Arthur Tedder, on the North African Campaign.

Lord Tedder was appointed Deputy Supreme Commander of Operation Overlord, the invasion of Europe, and took Phil with him as his staff officer for the duration of the European War.

Following some time on Skymasters (DC4s) in Special Flight Transport Command, he was returned to Australia.

After the war, Phil was offered the position of Manager of the Central Aircraft Company. In 1947 they kitted two of his designs, the Tern and the Stork. The models were a great success, the kits and plans selling well.

In 1948 Phil left Central to return to England and took a permanent commission in the R.A.F., dropping 4 years seniority in the process.

He served in many parts of the world, including a four year exchange tour with the U.S.A.F. Defence Command as Project Officer for the Century Series Fighter Aircraft, the F101, F104 and F106.

During his time in the U.K. Phil Renkin was heavily involved in R.A.F modelling mainly in scale R/C and C/L. He won the R.A.F. Championship for C/L Scale and the R.A.F. Arts and Crafts Championship with a finely detailed D.H. Rapide.

As the Commanding Officer of Royal Air Force Hendon, he wrote the initial proposal which resulted in the creation of the Royal Air Force Museum at Hendon.

Group Captain Phil Renkin returned to Australia in 1973 and settled in W.A.

Most of the above info come from the Aeromodelling Digest 1991 edited and published by Merv and Joan Buckmaster, with their kind permission, full sets of the digests are available again from Merv at 1923 Samaria Road, Moorngag, Vic 3673, for $59.00 posted.

Chock full of plans, engine info, photos, personalities and places, they are a handy reference and an enjoyable read.

Terry Tomlin

MARYBOROUGH FREE FLIGHT AND CONTROL LINE WEEKEND
13TH AND 14TH JUNE 2009

Great weather, great flying, good company and a superbly prepared C/L field, what more could you wish for?

Saturday was Control Line Day at the M.A.C. Field. Modellers from Townsville, Mackay, Yeppoon, Rockhampton, Bundaberg, Childers, Howard, Maryborough, Caloundra, Brisbane, Boonah, Toowoomba and Uki attended and around 30 models were flown.

The pace was leisurely, catching up and swapping stories and info being the popular pastime. That said, some very polished exhibitions of precision aerobatics were enjoyed by all and by lunch time two circles were running continuously.

Noela and Lynn ran the M.A.C. canteen and kept us fed with hot pies and coffee etc, and Steve Raskin set up his mobile model shop to supply our bits and pieces.

To mark our 10th year of Sports Precision Contents, supporters donated generously to create a prize pool worth over $1000 to be awarded over both days. Our most generous donor was A.(Nonny) Muss. Thank you Nonny, to quote from the the famous Romano/Irish Modeller Porus A'Drink, "May your diesel never bite you nor run backwards in the morning."

Our guest of honour was that legendary editor, publisher and designer Adrian Bryant, who helped with the judging and awarded the prizes.

RESULTS FOR CONTROL LINE

OVERALL CONCOURS

Neil Oswald	**Mars**	**Prize:** NIB FOX 35

BEST TARGET MODEL

John Lewis	**Carioca**	**Prize:** New Taipan 2.5, plus Shoestring kit and 110' Laystrate

BEST FLYER

Trevor Larsen	**Martin Baker**	**Prize:** Mango Wood C/L handle trophy by Laurie Chetter and 130' Laystrate.

BEST CRASH

Trev Fenning	**Carioca**	**Prize:** Skyray Kit and 2 Zap

SPORTSMANS AWARD

Alwyn Smith		**Prize:** 2 Zap and 2 sets of Laystrate on reels.

Alwyn was everywhere, sharing his considerable knowledge, helping where he could, giving people flights on his models and getting kids involved.

By 3:30 Barry Frederickson's scale jets were in the air laying smoke trails to the enjoyment of all. The Bell X1 and ME 163 both fly well.

After a clean up at the Carriers, we moved on to the Cricket Club for drinks, talk, a delicious roast meal, dessert and coffee.

This story continues later - enjoy some more photos!





Perfection on the ground and in the air - Neil Oswald's 1953 Palmer designed Mars



Barry getting last minute instructions from Adrian



Fredo fuels up like no one else does!





A Perfect Pair - Pieter de Visser's and John Lewis's Cariocas



Control line "Groupies"



Adrian Bryant (R) with "minder" Albert Fathers



Fredo tunes in the Legacy .....



..... and then rolls over



Phil Whitely and Byron Christmas



Some of the local “hippies”









Veterans Alwyn Smith and Terry Tomlin introduce a young spectator to control line flying

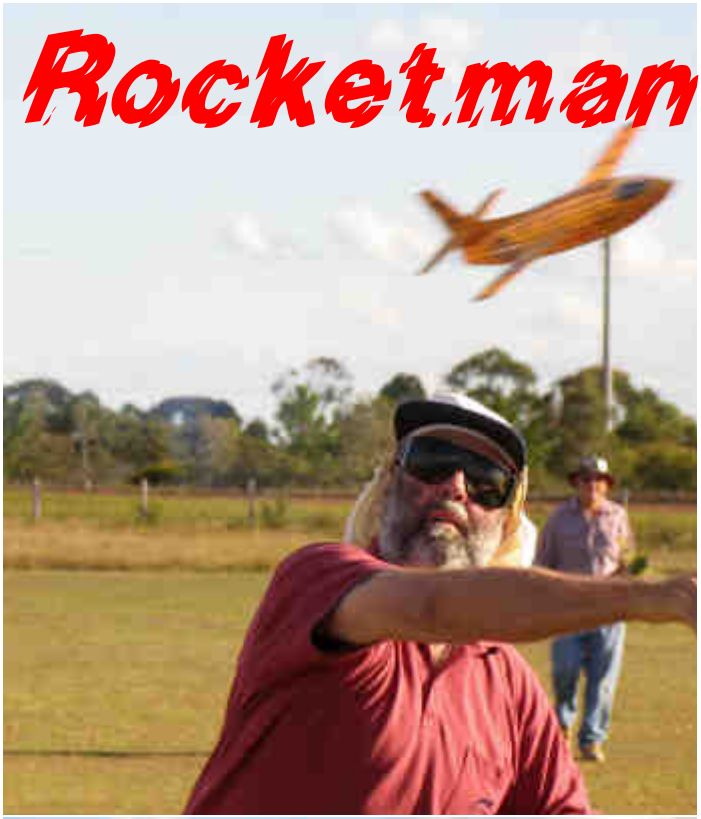


A beautifully sculptured C/L handle, carved from a mango tree by Laurie Cheddar



Trevor Larsen, with his magnificent Martin Baker

Rocketman



Barry Frederickson stirs the calm afternoon air with some brilliant rocket-powered flight from his light-weight Bell X-1 and Messerschmitt 163 Komet. Assistant,Peter Cutler, is the man behind the smoke.









Trevor Larsen - MARTIN BAKER



John Lewis - CARIOCA



Des Slattery - SPITFIRE



Concours winner of the Fox 35 (NIB), Neil Oswald



John Lewis gets the Taipan 2.5 + Shoestring kit



"Best Flyer", Trevor Larsen, wins the magnificently carved mango wood C/L handle



Trevor Fenning is happy to receive the Skyray kit for "*Best Crash Of The Day*"





Some of the happy modellers at the scrumptious meal put on at the Maryborough Cricketers Club







Maryborough Aeromodellers Club president Neil Brockley welcomed visitors, Malcolm was presented with a birthday dessert complete with candle and serenaded, then Adrian got many a laugh with the recitation of his epic poem on the Qld Cattle Ticks Invasion of Uki. Who said we only talk modelling!. We were also entertained by the video screen showing Pieter de Visser's Carioca in flight.

Around 8:30 pm, Neil announced that the management were turning on the floodlights surrounding the oval, so we moved outside to the gallery along the low oval fence.



Those who had electric R/C models flew in totally calm conditions, and put on a creditable display. The Pedersen brothers flew a scale SE5-A, Byron Christmas flew his Red Fox, Phil Whiteley lit up the night until something came adrift, then used his diminutive Vapour to amaze us. Mike Snabaitis pushed the boundary with his ME163; it's a fast, large field model and he kept it in the circle of light with great skill. Steve Raskin put on a masterly display with my Mal Pring designed Depron Delta, I even managed 30 secs to experience night flying.

Special thanks go to Neil and Lynn Brockley, Neil and his team prepared the M.A.C. field, and he and Lynn arranged catering for Saturday, the Cricket Club dinner and the night flying. Further thanks to Noela and Lynn for running the canteen on Saturday.

Terry Tomlin

BFFS PRESIDENT'S REPORT (continued from Page 2)

In my opinion the Dalby field is the best we have ever flown on in Queensland and probably the rest of Australia when one takes into account the facilities, no fences and open flat space outside the field. However, the cost of travelling to Dalby on a regular basis has become an issue for some and so we would like members to indicate their preference for flying venues for the 2010 program. I think we have agreement that the 3 minute classes particularly those where team selection points and 7 rounds apply should be flown at Dalby while the 90 sec classes can be accommodated in light conditions at Coominya. The point has been raised in relation to F1G/Big Bird – can these be flown at Coominya also? We need feedback on this before confirming the program for 2010.

Many of us that fly Free Flight have done so for a long time and are comfortable with this facet of the hobby. Unfortunately things change with urban sprawl, increased laws and technology. I, like most older people struggle with computers etc, but change occurs with or without us. To continue to function in this ever changing world I have come to the conclusion we have to adapt to these demands. Although I dislike computers I have become dependent on them for my work and hobby. Similarly I build nearly all models using carbon/Kevlar as opposed to balsa and spruce. All free flight models have a DT, a tracker and where possible will have an RDT.

These changes to the way things used to be done should allow us to continue enjoy flying with structurally better models which are less likely to get lost. To further help with retrieval and the safety of members John Taylor has negotiated with MAAQ to provide BFFS with new long range Walkie Talkies which have been lent to William and Dale to assist them at the World Free Flight Champs. On their return all BFFS members will have access to these during Free Flight contests.

Thanks to John and the MAAQ. As most would now be aware the 2010 -11 Nationals will be held at Dalby and John Taylor as the Nats chairman is keen to make this the best Nats ever. I have seen most of the venues and I think John has a good chance of achieving his goal. Although there is abundant accommodation in Dalby I have booked my accommodation already in case things get tight next year. The Dalby club has offered to prepare two flying areas on their field for Free Flight within 2 kilometers of their club house so we can still use their facilities and allow the RC contests to be run from their takeoff strips. I have started on a building program already and should have a new F1A ready for testing in a week's time. Although December 2010 seems a long way off early planning is essential in preparing for this major event.

Thermals, John



"Ode to a Tickie" - Adrian Bryant midway through his eight minute poem, during which no notes were referred to. A brilliant mind and a most enjoyable guest speaker, Adrian has many poems filed away.



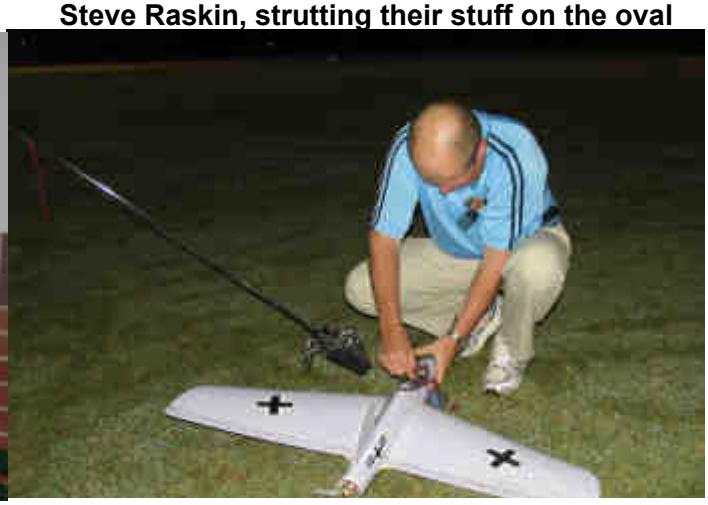
Phil Whitely's spooky indoor model floated silently along the fence-line.



Trevor Fenning and Simitar Model Shop man, Steve Raskin, strutting their stuff on the oval



Rhonda Whitely, owner of the spooky model



Michael Snabaitus ready to declare war



Des Slattery flew <u>everything</u> on the weekend!



Veteran flyer, Byron Christmas, always cheery



Gary De Chastel
BUGABOO

SUNDAY IN MARYBOROUGH WAS FREE FLIGHT HEAVEN













SUNDAY 14TH FREE FLIGHT

Sports Precision began with Concours judging on Sunday, 8 am to 9 am, while many of the flyers carried out test flying.

Contest Flying commenced at 9 am from an improved runway, the matting over the ply works well, so we will try to get more for next year.

Flight judge was Pieter de Visser, who awarded points expertly and fairly. Time keeping was shared by myself and Steve Raskin.

The 5 Storks flew well, and are a credit to their builders. There are two more on the building boards here, mine and Steve Raskins. I look forward to flying one next year as well as a Vic Smeed Coquette.

Good to see Phil Whiteley (Bugaboo) from Rockhampton, Alan Cumner (Frog 45 and Tomboy) Bundaberg, and Mike Snabaitis (Stork) from Toowoomba trying the contest.

The most unusual model in the contest was Barry Frederickson's Lavochkin LA 17 with ducted fan and Cox 049 powered. It shared top flight points in round two with Tom Christiansen's Stork and Garry De Chastel's Black Magic.

The highest glide score went to Trev Fenning's Stork, he also flew the smallest model, a .010 Twinkle.

SPORTS PRECISION SCORES

Overall Concours

Des Slattery	**Stork**	**Prize:** Flyline Stearman kit and 2 Zap

Best Target Model

Tom Christiansen	**Stork**	**Prize:** Mercury Keilkraft Tiger Moth kit

Overall Winner

Terry Tomlin	**Frog Janus**	**Prize:** Pfeffier .6cc Diesel

Best R.O.G

John Lewis	**Just Junior**	**Prize:** New Cox Sure Start 0.49

Precision Flight Time

Des Slattery	**Stork**	**Prize:** 1 litre ether

Best Crash

Neil Oswald	**Pushycat**	**Prize:** Pack of F/F balsa

So there it is for 2009, our 10th year. We flew only two rounds, I think we should go back to three, as scores were improving each round. Three will be fairer.

While we added the scores, All In Vintage was flown, resulting in some long retrieves as the breeze arrived. Albert was declared the winner, and was presented with a Bob Holman Valhalla Kit. The big winner for the weekend was John Lewis who took home two new motors, a shoestring kit and a set laystrate lines, G'donya John.

Once again Adrian presented the prizes, speeches were made and we wrapped up the best weekend since Col was here.

Next year our guest of honour will be Engine Man, David Owen, and the target models will be the Blue Pants for C/L and any Vic Smeed model for free flight.

When choosing models, remember that these are Concours and R.O.G. Events. Points in Concours are awarded for – design/shape 20 – cockpit/cabin 20 – wheels/spats/wheel pants/spinner 20 and finish 25. R.O.G. points are 30 per round in the Precision Event.

A special thank you to Noela who did the catering for Sunday. Corned beef, cheese, relish, pickles and salad sandwiches, tea, coffee, soft drinks and cakes kept us going; and a big thank you to all who worked hard to make the weekend so successful. It's still growing, so here's to next year.

Terry Tomlin

P.S. 2011 will be an own design year. Let's have some new Australian classic designs that will rival or surpass the models we've been building for this contest over the last ten years.



John Lewis - Just Junior



Barry Frederickson - Lavochkin



Peter Cutler - Bugaboo



Des Slattery - Stork



Barry Frederickson - Stork



"Mr Maryborough" Terry Tomlin - Janus



It's tough when no one notices a good launch!



That Lavochkin again



Trevor Fenning - Stork



Albert Fathers and Adrian Bryant prepare with hand-fulls of Vintage Fun (Korda, Genie and Cats Whiskers)



Albert Fathers - with his potent vintage Genie



The oldest free flighter in Queensland, "the man from Uki," Adrian Bryant launches Albert's Cats Whiskers in Vintage



Concours - Des Slattery



Target Model - Tom Christiansen



Best R.O.G. - John Lewis



Best Crash - Neil Oswald



Overall Winner - Terry Tomlin



Vintage winner - Albert Fathers

F1G STATE CHAMPS DALBY 11July 2009

CD John Lewis

Flying got under way at 7am in calm conditions and 1 degree temperature at the West end of the East/ West Dalby Model Aero Club strip. Graham decided to make a test flight and landed in the top of one of the shade trees next to the club house. Fortunately he was able to retrieve the model without damage but had missed the first round and decided to retire. This left four competitors to fight out the event.

Lift was scarce with only John managing to max round 1. By round 2 the temperature had increased to 6 degrees with a slight drift towards the road. Both John and George maxed this round with all models landing within 100 feet of the starting area. Round 3 proved good for Brian and Ben who both maxed. John launched to the left resulting in a massive power stall, loss of height and a sub max while George felt his model dropped out of lift as it flew over an area of water lying in the field. By round four the temperature had reached a comfortable level and the drift was now parallel to the Cecil Plains road. In perfect conditions three maxes were recorded with Brian only missing out by 2 seconds. Ben reached massive height recording a flight time of 4 minutes and landed approximately 200 feet away.



Athletic copybook launch from Ben Lewis

Round 5 also produced 3 maxes with Brian once again missing out. Although the number of competitors were down partly due to the World champs the flying was most enjoyable mainly due to the perfect weather and the great hospitality shown to us once again by the members of Dalby Model Aero Club who provided us with both lunch and Dinner. The day remained perfect allowing for trimming in preparation for the Big Bird event the following day. Andrew Little entertained us with his Discus launch Free Flight Glider which showed good promise. A good variety of RC models flew after lunch making good use of the conditions and provided entertainment for the F1G flyers.







It may have been C-O-L-D, but there was very little breeze



Father & Son - looking Good

Graham Maynard's magnificent looking coupe will be a real threat once he keeps it out of trees!



Brian Taylor prepares



Winners are Grinners (smile George)



F1G STATE CHAMPS RESULTS

NAME	RD1	RD2	RD3	RD4	RD5	TOTAL
1. John Lewis	120	120	98	120	120	578
2. George Baynes	102	120	105	120	120	567
3. Ben Lewis	97	94	120	120	120	551

Big Bird 2009 - 22nd Anniversary

F1G Coup D'Hiver

Dalby 12th July 2009

This year was the 22nd Anniversary of the Big Bird Coup D'Hiver event. We were very lucky to hold it at the Dalby Model Aero Club field, with great use of all their lovely facilities.

Having got up at 3 am to do the 3 hour drive to Dalby, I was somewhat surprised to see the competitors all set up and waiting when we arrived at 7.00 am. After a little while, I was politely asked if the contest had started at 7 am. This was a shock to me as contest director, as the Big Bird has started at 8 am for the past 21 years. We finally started at 7.30 am.

The first round was the "Super Max" of 180 seconds, where the first 120 seconds count as the normal score and then the next 60 seconds of flight are "saved" until the end to see if we can avoid a flyoff in the thermally time of the day. Only Pieter de Visser and John Lewis maxed the first round with 22 and 28 seconds counting to the Super Max respectively.

Graham Maynard had a prop hang up on his first flight and the subsequent close encounter with the shade structure finished his day early. Ben Lewis has a disastrous six second prop run and was down in under a minute. Ben went on to max the rest of the competition and finished in 3rd.



Pieter de Visser readies his Dig 150 with a view to "back to back" wins



Ben Lewis stands his ground

George Baynes and Brian Taylor had mixed fortunes with the tricky air making maxes hard to come by. Jon Fletcher was visiting from NSW and lent a hand with time keeping. John Taylor had also made the long trek up, but was unfortunately too unwell to compete.

John Lewis dropped the 3rd and the 5th rounds putting pressure on Pieter de Visser to keep up the maxes to win.

Prizes of glass and ceramic ware were award to fourth place, there was also prize money, being the total entry fees distributed back to the placegetters, this year a total of $30 went back.

First place went to Pieter de Visser on the only full house. He received the Big Bird trophy, champagne, chocolates, gift and prize money. Second place went to John Lewis winning a gift, chocolates and prize money. Third went to Ben Lewis also receiving a gift, chocolates and prize money. Fourth to George Baynes, receiving a gift and chocolates. Everyone who was present received a gift of chocolates.

Thank you to those BFFS members who supported this event this year. Hopefully we'll see more members next year at the new start time of 7.30 am.

Contest director – Julie de Visser

BIG BIRD 2009 RESULTS

Place	Name	1	2	3	4	5	SuperMax	Total
1	Pieter de Visser	120	120	120	120	120	22	660
2	John Lewis	120	120	113	120	109	28	582
3	Ben Lewis	48	120	120	120	120		528
4	George Baynes	99	120	71	99	73		430
5	Brian Taylor	85	84	94	61	106		430
6	Graham Maynard	40	0 0	0	0		40	



Graham Maynard



First Pieter de Visser



Second John Lewis



Third Ben Lewis



Jon Fletcher, suitably rugged up, paid us a visit on Big Bird day

TIMER CLEANING





To clean the timer, remove it from the pylon, dip into the cleaning liquid and let it run there. You can use any cleaner for this. Gasoline is OK, I usually use cigarette lighter fuel (it is a very clean gasoline).

Cleaned and dry timer will not work. Use watch oil . If you have a choice, use the thinnest of them. It is formulated for the watch, so the viscosity does not change with the temperature. Apply a very small amount of the oil everywhere and add a couple of drops into the spring case.

I usually mix 20 drops of oil with 20 cu. cm of cigarette lighter fuel and dip the timer into it. When it dries, only the proper amount of oil is left on the gears. Then add 2 drops of oil to the spring.

If you do not have any of the above, use kerosene to clean. It will lubricate the timer as well. If you do not have kerosene, diesel fuel can be used.

You may apply a few drops of CA glue on the timer posts to hold the timer together while inserting it into the pylon.

Courtesy of Andriukov website http://home.pacbell.net/andriuko/

Tests just released for May '09 FAI Super Sport rubber

Jim Bradley

The May '09 is somewhat of a strange batch of rubber. I thought it tested a little better than the December '08 or the January '09 rubber. I measured a thickness of .042 to .043 inches, which is a little thick from earlier batches of Super Sport but is workable with stranding. What I found strange was it showed more energy at 24 strands than it did at 26 and 28 strands. That is a hard for me to explain, maybe Fred Pearce can explain that. I think the 1/8 inch will be best for F1B at 24 strands but the 1/16 may be best at 50 strands. At 24 strands the rubber tested at mid to top of my average burst range and at the very top of my good range for cruise with a couple of motors even making it into the very good cruise area, which is my top range. At 24 strands the rubber should wind to 475 to 490 turns which will give long motor runs in the 47 to 50 second range.

Personally I see no reason to fly this rubber stranded to 26 or 28 strands but if you want to try it expect 420 to 430 turns with motor runs in the 42 to 45 second range for 26 strands and 370 to 380 turns with motor runs in the 38 to 40 second range for 28 strands.

Overall it is another usable batch of Super Sport rubber much like what we have been seeing. I think this is good because it shows that the factory is able to produce consistence batches of rubber, which I think is better than the wild swings we saw in the beginning of Super Sport. There will always be variations and some batches will be a little better than others. If this rubber flies as good as I hope it will next weekend I may decide to buy more of this batch. I do plan to re-strand the 28 strand motors to 24 strands. (*A table follows - I apologise for its clarity. Editor)*

F1B RUBBER TEST DATA

MOT. #	DATE	TEMP	YINTAGE	STR	60 LB. LEN.	45 LB. LEN.	30 LB. LEN.	5 LB. LEN.	0 LB. LEN.	TOT. ENG.	BUR. ENG.	CRU. ENG.	SAFE WIND	WIND TURNS	WIND TORQ	MOT. RUN
591	5/17/09	73	May '09	26	114.0	108.5	93.0	19.0	14.0	2762	1104	1643	420			
592	5/17/09	73	May '09	26	115.5	110.0	95.0	19.0	14.0	2783	1080	1687	425			
593	5/17/09	73	May '09	26	116.0	111.0	95.5	19.0	14.0	2784	1070	1698	427			
594	5/17/09	73	May '09	26	115.5	110.5	95.0	19.0	14.0	2773	1070	1687	425			
595	5/17/09	74	May '09	26	117.5	113.0	97.5	19.0	14.0	2795	1037	1743	433			
596	5/17/09	74	May '09	24	126.5	121.5	106.5	20.0	15.5	2981	1046	1920	492			
597	5/17/09	74	May '09	24	125.0	120.0	104.5	20.0	15.5	2960	1070	1876	486			
598	5/17/09	74	May '09	24	126.0	120.5	105.0	20.0	15.0	3006	1104	1887	482			
599	5/17/09	74	May '09	24	126.0	121.0	106.5	20.0	15.5	2957	1023	1920	490			
600	5/17/09	74	May '09	24	126.0	121.0	108.0	20.5	15.5	2910	951	1942	490			
601	5/17/09	75	May '09	28	107.0	102.0	84.0	16.5	13.0	2699	1189	1498	379			
602	5/17/09	75	May '09	28	106.0	100.3	82.8	16.5	13.0	2695	1212	1472	375			
603	5/17/09	75	May '09	28	106.5	100.5	85.0	16.5	13.0	2669	1137	1521	377			
604	5/17/09	75	May '09	28	107.0	101.0	84.0	16.5	13.0	2718	1208	1498	379			
605	5/17/09	75	May '09	28	106.5	100.5	83.5	16.5	13.0	2707	1208	1487	377			
									4. Very Good > 1300			4. Very Good > 1900				
									3. Good 1100 - 1299			3. Good 1750 - 1899				
									2. Avg. 900 - 1099			2. Avg. 1600 - 1749				
									1. Poor < 900			1. Poor < 1600				

OUT OF THE MOUTHS OF BABIES?

A mother is driving her little girl to her friend's house for a play date. 'Mummy,' the little girl asks, 'how old are you?'

'Honey, you are not supposed to ask a lady her age,' the mother replied. 'It's not polite.'

'OK', the little girl says, 'How much do you weigh?'

'Now really,' the mother says, 'those are personal questions and are really none of your business.'

Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?'

'That's enough questions, young lady! Honestly!'

The exasperated mother walks away as the two friends begin to play.

'My Mum won't tell me anything about her,' the little girl says to her friend.

'Well,' says the friend, 'all you need to do is look at her driver's license. It's like a report card, it has everything on it.'

Later that night the little girl says to her mother, 'I know how old you are. You are 32.'

The mother is surprised and asks, 'How did you find that out?

'I also know that you weigh 60 kilograms.

The mother is past surprised and shocked now. 'How in Heaven's name did you find that out?'

'And,' the little girl says triumphantly, 'I know why you and daddy got a divorce.'

'Oh really?' the mother asks. 'Why?'

'Because you got an F in sex.'

A Brief Report on the Brit Nats 2009

by David Brawn



Rumours of UK Free Flight's demise in AMI magazine, in the editorial, were very premature as this Nats 2009 will live in everyone's memory as one of the best Nats ever. After two years of pouring rain and gale force winds Ros has decided life is too short to waste another three days at Barkston Heath airfield so I'm booked into our HQ at the Houblon to share with Geoff Kent. The week's squally weather clears on Friday for us to meet up on the airfield in the early evening for some trimming; Geoff P30 while I reel off flights with the new catapult gliders and some Zing Wings after which John o'Donnell arrives complaining of arthritis in his knees - he's an old friend so quick as a flash I pack up some Green Lipped Muscle Extract tablets for him to take over the next three days, he's suspicious of this alternative dietary supplement but both John and June thank me at the end of Monday and will keep up the treatment. Its a glorious evening, bit like Narrandera but with grass, no flies and an English hostelry awaiting us for dinner (sirloin steak and country sausages), real ales (we give the 'Mod n Scooter' hoppy ale a good testing) and a comfortable room with shower.

Saturday is the first contest day seeing Geoff up early (he's the UK equivalent of Adrian) so we are into the Houblon breakfast at 07.00 for cereals followed by full English which sets us up for the day ahead - I'd half expected to see John Lewis at the Houblon hearing that he had headed off to UK. Out on the field it all starts coming together as the day's arrivals set up camp (literally as there is camping on the airfield, facilities and a bar!) Then drift out to the flying areas. Brit Nats is very intense compared to the Oz approach so day 1 sees us choosing between Brit Glider, Brit Power, Brit Rubber, Open Electric, Tailless, Women's Cup, Catapult Glider, Frog Junior plus FF Scale in the evening. Weather is a dream with clear blue skies, 76F temp (yes, it is UK) and 10mph winds making for medium length recoveries. Biggles are not having the best of days as we nearly all drop something badly though I did get a 51 second flight from a Zing Wing (flying better than my special CLGs) which John Bailey threatens to disqualify as not being aerodynamic. As we approach six o'clock the flyoffs are filling up so its a good crowd of fliers, timekeepers and spectators gathering for the six-thirty to seven-thirty flyoffs. Trevor Payne has lost his big, read 'very big', open power model so has to fly his little Nelson 40 model but in this combined class is beaten by a well trimmed SLOP with twice the engine run. Brit Glider is last of the classes with the evening quickly cooling but amongst the crowd John Cooper has taken us off to the airfields northern limit where he tows for most of the time before releasing into hopeful air; hopeful becomes helpful with his F1A climbing steadily all through the flight until he DTs at ten and a half minutes to take over three minutes descending on DT for a clear win. Not just best by far but also just off our line to the Houblon so the glider is retrieved in time for dinner at the hostelry where we are joined by Chris Edge and Sue Coy for food and refreshments.

We've done more retrieving in a day than most people can remember so its a subdued steak and kidney pie meal though we do give the beer a testing, re-testing and a bit more testing as anestectic for the sore muscles; with Brit Glider and CLG + test flights I've been up and down the airfield more times than a tart's drawers! We've finished the 'Mod n Scooter' so its onto Bear Island for me, Tiger for some and Abbotts IPA for the others before we retire for the night.

Memories of Saturday; the glorious weather, we're already sporting tans/sunburn, John's amazing glider flyoff, Roger Heap's V-wing A1 with boat front fuselage decorated in his Barbara Cartland colours - I can't describe it you have to be there, the crowds - yes I do mean crowds of fliers and spectators at a Free-Flight event. Going to bed (showered) tired but happy.

Sunday - F1A, F1B, F1C/F1Q, SLP, P30, HLG, Vintage, Junior Glider & Rubber, Bowden Trophy, Golden Wings + more FF Scale - a very busy day!

Geoffs up pre dawn so we catch Hazel's total breakfast accompanied by John Cooper and Brian Lavis, who have been allowed into my normal room 4, so we all head off for the field well caloried for a day's active flying, and what a day it turns out to be. Weather 'Glorious' with more sun and even less wind.

Andy Crisp has 'rocked up' on Saturday evening so we team up, as in the 70s/80s, for F1A. Its another glorious day but a move of 'control' delays the start until 10.00 plus the CD's little flight line has to be extended by mutual consent resulting in competitors flying wherever they think the line is! Round 1 is a disaster. I've timed the scroll timer on my ChekMate at 75s per turn, set it for two turns, so why does it DT at 50 seconds for a 63 seconds first round flight? Andy berates me for the short DT and then proceeds to tow to full line height, circle to test the air, and release for 52 seconds down on the ground - it could be Narrandera all

over again except the second round is worse! Andy's away in good lift but I (foolishly) decide to tow downwind to try and blag models going up at 500 feet+; result a double tow in for a Zero!, Andy and myself exchange pleasantries about 'pointing the nose up' and 'don't throw it towards me' as you do in these circumstances so we just about remain good buddies! Round 3 (early DT but not as early) is no problem then in round 4 I get a boomer. 16 minutes plus and disappearing into the sun we expect my ChekMate is-lost. Taking in the cards at the end of the round control informs me that a David Brawn model has been spotted on the airfield, they give directions, so after the fifth (final) round I head off in the Saab, tracker in hand - my glider had only gone about 600 metres so I'm returning with the model when I encounter John Cooper and Brian Lavis (on bikes) heading for refreshments at the bar, amazingly I wish them well and return to the flying area where Andy and myself have agreed to give HLG a go - note to Ros I turned down a bar invitation!

UK HLG boxes are the friendliest places in free-flight as we stroll over to Mick Page, Mark Benns and Steven Brewer (Biggles) for a chat before getting down to the serious stuff. Their eyes are glinting at the sight of Lloyd's Morris Dancer (repaired by me) dangling nonchalantly from my right wrist; they've seen Len Surtees over here and one of his models is being flown but this is their first sight of an Ozzie DLG. Comments are made as I ask Mick and Mark the rules then I wind up for a test flight - three minutes plus to glide down on the runway fifty metres away! They exchange silent looks at each other, they're all good friends but its over a decade since I've been in the HLG box competing so they remember the ex rugby league full back flinging Zweiboxes for forty seconds and find it hard to reconcile the new corporate/corpulent David Brawn throwing three minute flights. They needn't have worried as when I get in the box I get the 'three bob bits' and throw it anywhere for a miserable first four flights, no roll out and stall down each time, before deciding the CG is too far back. Add loads of plastacine by which time Mike Warren has arrived to watch as I relax into a simple swing, circling left climb turning into a right circle for an easy two minutes before DTing - great finish so I forget about the others!

I stroll away from the HLG box with Mike Warren for us to look amongst the cars for my DTd DLG while discussing the last decade since we met up. Then its models being packed and an early departure due to me organising 'Biggles at the Nationals' at the Houblon but before leaving the field I call in at the bar for a pint of cider. Sitting in the shade of the hanger sipping my cider I look out over a very active Barkston Heath slightly regretting the events I have missed so far; Space (Rocketry) have already completed nine events, their 'Boost Glider' being impressive, while SAMS have run two wake comps along with vintage control-line speed and stunt circles, scale has been run alongside the Bowden Trophy which attracted over a hundred spectators – yes that is 'spectators' to view the thirty plus entrants flying. A pint of cider only lasts so long and I have work to do at the Houblon.

'Biggles at the Nationals' is at HQ, the Houblon Arms, where I have 34 aeromodellers to host for chicken tikka masalla followed by Biggles Desert (treacle sponge and custard), it'll be a busy night as I also add a quiz and prizes to the menu. This is our forth year but already we are an institution being borne out of adversity; five years ago four Biggles cars scoured the south Lincolnshire countryside looking for provender only to end up in the Ermine Street, a decidedly crappy pub though now renovated into a bistro pub. We, Ros and I, decided we would never again be scratching round for something to eat on the Sunday night so why not hire the 'pub'. If that sounds expensive, well it is but not if you can find a bunch of fellow aeromodellers to share it with you.

2009 is an unusual year, we've done so much flying and retrieving, I'm counting some twenty two official flights so far plus the testers, that most flyers arrive distinctly knackered, Phil Ball even falling asleep during the main course! There are a lot of no shows due to late fly offs, and two substantiated allegations of time-keeping cheating holding up the FFTC, Steve Brewer gets a special award of my 'super cheap auto mechanics gloves' (for towing with thin braid) for 'Hero of the Nats 2009' having beaten one of the cheats in an HLG flyoff. Few can last out the 'Fins I have Known' quiz so it's a small crew of Biggles that see in the new day.

Monday dawns cloudy, a great relief after two days of blazing sunshine leaving most of us looking distinctly electric red faced. Light breeze goes with cloud covered sky for a gentle day. I'm flying my Odenmans A2 in vintage glider, dropping the first then finding the AR and DT systems will hook together to give none of either on my second flight when a light drizzle sets in. With the drizzle comes a wind swing so control packs up to move to the other end of the airfield, closely followed by John Hook's Flitehook emporium (who have been doing record business) and the burger van - a seemingly essential source of refreshments for most of the Biggles fliers.

Within an hour all the fliers cars, over a hundred of them, have decamped to the new location where the drizzle stops giving way to a dull overcast sky - actually a life saver as few fliers look as if they could have taken a third day of Oz-like conditions. Jackets are donned as flights are recorded in the eight contests be

ing flown today, that's the three mini classes plus Mini Vintage, Vintage Glider, Combined Classic, CO2 and E30 electric. Despite the good conditions there are plenty of near-miss dropped flights so the flyoffs are down to reasonable numbers except for combined classic where power is the order of the day with Dixi-landers and Beatniks well represented, similarly in Mini Vintage where a couple of power models are up against a veritable swarm of rubber models.

For some reason people think I have good flyoff eyesight, not as good as Trevor Payne but probably next best, so I get roped in to time Trevor Grey's E30 flyoff which is a mere 10 minute plus eyestrainer landing well inside the airfield. 19.40 sees the final flyoff start for F1H where Biggle John Cooper and honorary Big-gle Gary Madelin are pitched against the formidable John Carter, who becomes even more formidable as he launches into lift to easily outfly Gary and John for the final 1st place of the 2009 British Nationals.

I skip the prize giving, now using Oz style medals since my comment at the February conference, to opt for a steady drive home in the holiday traffic while reflecting on the best Nats of recent years. It wasn't just the glorious weather but also the number of people on the airfield especially on the Saturday and Sunday when the Space (Rocket) and SAM35 (vintage) events were taking place. As a competitor I tend to think of the number competing, which for 2009 was lots, but everywhere I came across interested spectators many of whom seemed to hold the fliers in awe while others asked lots of questions; quite a few of these went on to buy kits from Flitehook. Free-Flight is certainly in rude good health, well in England it is, so after all the worries implied by the 'Future of Free Flight' conference back in February it seems the we needn't have worried at all.

I'm trying to see how the England situation could be applied to help the ailing state of Australian Free-Flight. Compared to Springhurst and Narrandera the Brit Nats has lots of events being flown each day; 17 on Saturday, 18 on Sunday and 9 on Monday, resulting in lots of activity to spectate. Bringing in other disci-plines, Space and SAM35, adds positively to the mix and is another factor encouraging spectators. While top competitors are very competitive the overall contest atmosphere is quite relaxed, most classes are flown to three flights with FAI classes to five flights, giving plenty of time for retrieving and chatting; quite different to the five maxes in five hours Oz Open classes and seven one hour rounds in FAI, but perhaps that's because the average UK flier is a decade older than his Oz counterpart so the number of flights re-quired has been reduced in recent years.

Whatever the reason for all this activity and participation if you can get to a Brit Nats and its good weather (!) Then it is one of the great world free-flight events - and two weeks later we will all be at Andy Crisp's Oxford contest on Port Meadow, quite a different affair but no less enjoyable.

Wishing you all the best from sunny England, ***David 'Broone' Brawn***

MURPHY'S LESSER KNOWN LAWS

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. He who laughs last thinks the slowest.
3. Change is inevitable, except from a vending machine.
4. Those who live by the sword get shot by those who don't.
5. Nothing is foolproof to a sufficiently talented fool.
6. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
7. If you lined up all the cars in the world end to end, someone would be stupid enough to try to pass them, five or six at a time, on a hill, in the fog.
8. If the shoe fits, get another one just like it.
9. The things that come to those who wait will be the things left by those who got there first.
10. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day, drinking beer.
11. Flashlight: A metal tube used to store dead batteries.
12. The shinbone is a device for finding furniture in a dark room.
13. A fine is a tax for doing wrong. A tax is a fine for doing well.
14. When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

CREATIVE PUNS FOR "EDUCATED MINDS"

1. The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.
3. She was only a whiskey maker, but he loved her still.
4. A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.
5. The butcher backed into the meat grinder and got a little behind in his work.
6. No matter how much you push the envelope, it'll still be stationery.
7. A dog gave birth to puppies near the road and was cited for littering.
8. A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
9. Two silk worms had a race. They ended up in a tie.
10. Time flies like an arrow. Fruit flies like a banana.
11. A hole has been found in the nudist camp wall. The police are looking into it.
12. Atheism is a non-prophet organization.
13. Two hats were hanging on a hat rack in the hallway. One hat said to the other, 'You stay here; I'll go on a head.'
14. I wondered why the baseball kept getting bigger. Then it hit me.
15. A sign on the lawn at a drug rehab center said: 'Keep off the Grass.'
16. A small boy swallowed some coins and was taken to a hospital. When his grandmother telephoned to ask how he was, a nurse said, 'No change yet.'
17. A chicken crossing the road is poultry in motion.
18. The short fortune-teller who escaped from prison was a small medium at large.
19. The man who survived mustard gas and pepper spray is now a seasoned veteran.
20. A backward poet writes inverse.
21. In democracy it's your vote that counts. In feudalism it's your count that votes.
22. When cannibals ate a missionary, they got a taste of religion.
23. Don't join dangerous cults: Practice safe sects!

STOP PRESS

7th Vilim Kmoch Memorial - Croatia 2009

F1B	**William Jones**	**.....28th**
	Leigh Morgan	**.....31st**
	Terry Bond	**.....42nd**
F1A	**Phil Mitchell**	**.....4th**
F1C	**Colin Crowley**	**.....4th**

BFFS Club Champion 2009 progress scores

John Lewis 17	**Graham Maynard.....5**
Des Slattery.....15	**Ron Munden.....5**
William Jones.....11.5	**Dale Jones.....5**
Malcolm Campbell.....9	**Keith Fisher.....5**
Brian Taylor.....9	**Albert Fathers.....4**
George Baynes.....8.5	**Ted Burfein.....2**
Ben Lewis.....6	