The magazine for all those who love Free Flight

The BFFS DIGEST

The Newsletter of the Brisbane Free Flight Society Inc

October 2009



In this issue:

* *F1A and F1B State Championships*
* *Watt's Bridge Festival of Flight*
* *Australia's RICHEST rubber events*
* *Three interesting F/F plans*
* *July Fun Fly*
* *A great retrieval story*
* *Jokes, Jokes, Jokes*
* *Indoor Report 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:
Ben Lewis gives it his all launching his own design coupe at the F1G State Champs in Dalby in July

PRESIDENT'S REPORT



With the year nearly over it's time to reflect on 2009 and to plan for 2010. Those of you that receive the SEN newsletter will be aware of the controversy over the choice of Muncie for the USA trials. It seems that every serious FF person is advocating Lost Hills as a more suitable location with Muncie considered too small etc. We are fortunate to have the use of the Dalby site for our FAI and Open Classes and the use of Coominya for the more limited events. I understand that some feel we should make more use of Coominya as a cost saving measure so we have scheduled 8 flying days at Coominya in 2010 and retained the 4 weekends at Dalby.

Sadly it is the end of an era with Allen Thomas indicating he will no longer sponsor the Lsq/100 and No frills weekend as he has for the last 10 years. We have already included this weekend on the calendar for 2010 so hopefully the club or someone else will continue to sponsor these events in perhaps a less generous way. Our September weekend in Dalby was superb with one of the highlights having Larry Brownlow in attendance and indicating he wants to rejoin and participate.

With all of this year's State champs over it is time to start thinking of a suitable venue to host the Xmas party. So far I have indicated you can come to my place but we are open to better offers. Any suggestions contact Malcolm. With little more than a year till the Dalby Nationals it's time to start building.

Merry Xmas, *John Lewis*

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WANTED

I enjoy producing the BFFS Digest but it would be great if a few more could contribute, making my job easier and your job of reading a lot more enjoyable. Thanks to the likes of John Lewis, David Brawn and John French who often come to my aid.

Malcolm Campbell, Editor BFFS









What do all these items have in common? Well, they're all to do with aircraft. We all use trim tabs and some use Bolly props in Free Flight. But you won't see a shiny riveted fuse or a scary auto-gyro at Coominya. So turn to our Watts Bridge "Festival of Flight" pictorial in this Digest for an enjoyable look at real aircraft and some possible scale projects.

SECRETARY'S REPORT

Well, over 75% of the year's gone and so have most of the key events we fly. It's been a pretty good year for the BFFS, with many of us enjoying the hospitality of the Dalby MAC. Coominya, our home field, has long been plagued by the reformed 7 mile lagoon and cropping. I was recently speaking with the landowner, Cedric Zischke, and he informs me we can once again use the land that has, up until recently, been cropped and leased out. This is truly great news because it means we can get far greater use of the field and consider it a 3 minute field again, when the winds are right. Some of us are taking the long trip to Springhurst for the 64th Nationals at the end of the year. And, of course, the year after that is our turn to host the Nationals. Busy times ahead.....

Cheers, *Malcolm Campbell*



LETTERS TO THE EDITOR:

Hello again Malcolm, I've just read your digest in between meals, and now I'm hungry! .... Well, I can imagine to some degree how much time and scrupulous effort you've put into this issue, so why not take up publishing on a full-time basis. Sorry, I think you're already doing that! Well done, it's a marvellous effort once again, and pure joy for me to sit quietly and read through it, with my enthusiasm for modelling growing after reading each page.
J French

Good morning Malcolm

It was no surprise when I got home and found the "Latest" on the Internet. I knew it was there. David Owens rang and said he recognised the walking stick. Ron rang and said he didn't recognise me in the new hat. The latest digest was a great read and has filled in the early part of Saturday morning for me.

Kind regards and congrats on a job well done. Adrian

Hi Malcolm

I must congratulate you for doing a great job on the newsletter in general and Dad's obituary in particular. I know from personal experience how much time and effort it all takes.

Cheers Richard Blackam

Hi Malcolm,

Bloody great effort. You probably feel burnt out at the moment. I think you have become addicted to producing the best Free flight publication ever produced in this country. Every newsletter you have produced has been great and every time you manage to produce the best ever edition. I thought this was going to be a small edition? I have managed to get my stapler through all the sheets (back to back) and what I hold in my hand is a collection of the nicest people I know enjoying the great activity we know as aeromodelling. If a picture is worth a thousand words (and I think that is conservative estimate) we have an encyclopedia of memories here.

Congratulations
John Lewis

That's a great August Digest, you really are up for top Free Flight publication of the year - every year. Would you mind if I sent your email address round the UK free flight community to see if anyone is interested in receiving the Brisbane FFS Digest, I imagine it could be quite a few and it would be good to show the parochial Brits just how much is going on in Queensland. Good to see Adrian featuring. I just wish he would do some of his immaculate memory poetry when I am around but he seems to get a bit nervous in my presence.
Cheers David Brawn

Dale's Fun Fly - COOMINYA

26 July 2009

Malcolm Campbell

An absolute perfect day greeted us for the second fun fly of the year. Dale and William were off at the World Champs in Croatia so it was left to yours truly and Des Slattery to organise the day.

We didn't have the roll-up of the first one, but those who attended thoroughly enjoyed perfect conditions for general flying, trimming and discussion.



Senior club enthusiast, Des Slattery launches his Bob Wollett designed '54 Linnet for the umpteenth time, nearly taking my hat off for good measure. Des brought down a boot-ful of models and flew all of them!



1949 Art Lonergan-designed Super-stick, built by the late Col Williamson, and flown very well by Graham May-nard. It would be a threat in either Vintage or Open Rubber



Des Slattery - Linnet



Ron Munden - Black Magic



New member, Nanette Dodd, seen launching her P30 in the light air. Nanette spent several hours practicing, ably helped by husband and MAAA Secretary, Kevin



Graham Maynard - Pushy Cat



Try as he may, George never quite caught up with his cute little Slicker



Graham Maynard caught in some early morning stretches



Brian launches for John in light air



The Linnet on flight 999



Brian Taylor and coupe



Two new F1As: John Lewis with state of the art 6 panel M&K
and Des Stattrey with a trusty new (old) Pink Elephant

F1A STATE CHAMPIONSHIPS DALBY 22-08-09

By Louiedafly. CD Dale Jones

On arrival at the field a little after 6am the wind was already blowing from the North West at about 6 meters per second. Most drove around behind the Dalby clubhouse to assemble their models out of the wind and chat to John Taylor who had camped on the field the previous night.

The first round got under way at 7am as per the program. John Lewis was away early and despite checking his timer twice before the event DTed early to be down 4 seconds short of a max. Malcolm and Des also flew early in the round and found towing challenging in the wind both recording sub max scores. Albert faired a little better with a score of around 2 minutes.

Tahn had travelled up from the Blue Mountains the day before, but had forgotten to bring the directions to the field and consequently missed the turnoff into the field, arriving half way through round one. Poor form on our behalf not having the field sign posted – a good lesson for future events particularly for the Nationals end of next year. Nevertheless Tahn was the only one to max round 1.

Round 2 was the windiest in the day (wind now from the West) with maxing models requiring a 45 minute recovery turn around. (A few years ago at Narrandera Ben had a 1¾ hour retrieval so we have flown in considerably worse conditions) Both John and Albert maxed this round with Albert losing his model for a couple of hours – later found by Tahn near the end of round 4.

Round 3 produced no maxes. Most were content to tow to the top of the line and hope for the best. There was an abundance of lift during round 4 with a slight drop in wind speed. John, Malcolm and Albert all maxed however; Tahn had the misfortune of launching his model with the tow line still attached. Luckily he recovered the model which landed in the same vicinity of the other maxing models. Tahn returned to the flight line with a mere 4 minutes to make his second attempt only to tow in while circling recording a zero for R 4.

It was then decided to have lunch which the Dalby club members kindly provided for us. This is a particularly civilized way to fly a free flight event which allows for time out of the sun, refreshment, bathroom opportunities etc. Round 5 was good for everyone with the wind speed down to 3 – 4 meters per second except Albert who had a poor launch resulting in a sub minute score. Round 6 produced 3 maxes with the unlucky ones being Des and Tahn.

Round 7 was flown in pleasant if a little warm conditions producing 4 maxes. John was in the fortunate position of not requiring to fly the last round, but choose to fly recording another max to finish the day on a good note. Malcolm hung in after damaging his best model on a rough landing to take second place with Albert taking 3rd after losing 2 models throughout the day which were both found.

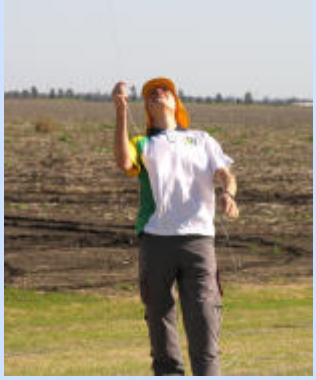
After the event both Mark and George flew some radio while John tested his new 6 panel F1A. Good to see Tahn at Dalby and we do apologize for the lack of signage. (Tahn always provides this when we go to Narrandera). I would also like to thank the Dalby MAC who allowed us to take over their flying site they have worked so hard to create and Dale for a splendid job of Cding.



Hot favourite Tahn Stowe had "one of those days", but he put on a gallant display of circling in trying conditions

RESULTS:

1ST	John Lewis	176	180	95	180	180	180	180	1171
2ND	Malcolm Campbell	66	93	86	180	170	180	180	955
3RD	Albert Fathers	127	180	62	180	41	180	93	863
4TH	Des Slattery	97	149	43	71	180	83	180	803
5TH	Tahn Stowe	180	30	69	----	180	88	180	727



F1B State Champs 23-08-09

By Louiedafly CD Dale Jones

Sunday morning there was a light breeze blowing from the North East which threatened to take models in the direction of the Cecil Plains highway. It was therefore agreed to relocate away from the club house in an easterly direction and to delay the start of the contest until 7.30am. Those that flew early had the best of the light conditions, however surprisingly models were travelling a long way in 3 minutes. Those that flew later in the round (most through no fault of their own as time keepers were very thin on the ground with most modelers downwind retrieving their models) had to contend with much stronger wind. The reigning State F1B champion (Mark Armour) was one of these unfortunate competitors. Mark had a bad day all round with a series of motor breakages sustaining some injury as a result, setting up his model functions incorrectly resulting in a sub max and then discovering he had a flat car battery. The wind also contributed to Allen Thomas suffering structural damage to his model's wing fixing. By round 2 the wind speed was close to the 9 meter per second limit with the occasional 12mps gust. Only 2 maxes were recorded for this round which resulted in retrieval time of well over an hour for Graham Maynard. John Lewis was fortunate to have Albert Fathers come down and pick him up as he struggled back with his tracker and nursing his broken model – both wing tips had been broken off as the model was blown across a smooth dirt paddock. Probably the only saving grace was the wind direction was now from the north allowing flyers to walk in the same direction as the ploughed field furrows. At the end of round 2 it was decided to return to the club house for an early lunch and to consider a postponement of the event till later in the day. The wind held and so it was decided to call it quits.

As a result F1B will be a non- contest for 2009. This year it seems the weather was against us with the previous postponement due to heavy rain. A little disappointing for the eight competitors who flew, however the early cancellation meant a relaxing lunch and a chat out of the sun and the thirty plus degree heat which seemed a more enjoyable
option.

RESULTS

John Lewis	180	180	360
Graham Maynard	180	180	360
Albert Fathers	180	151	331
William Jones	180	139	319
George Baynes	157	151	308
Adrian Bryant	142	74	216
Mark Armour	123	---	123
Allen Thomas	96	---	96

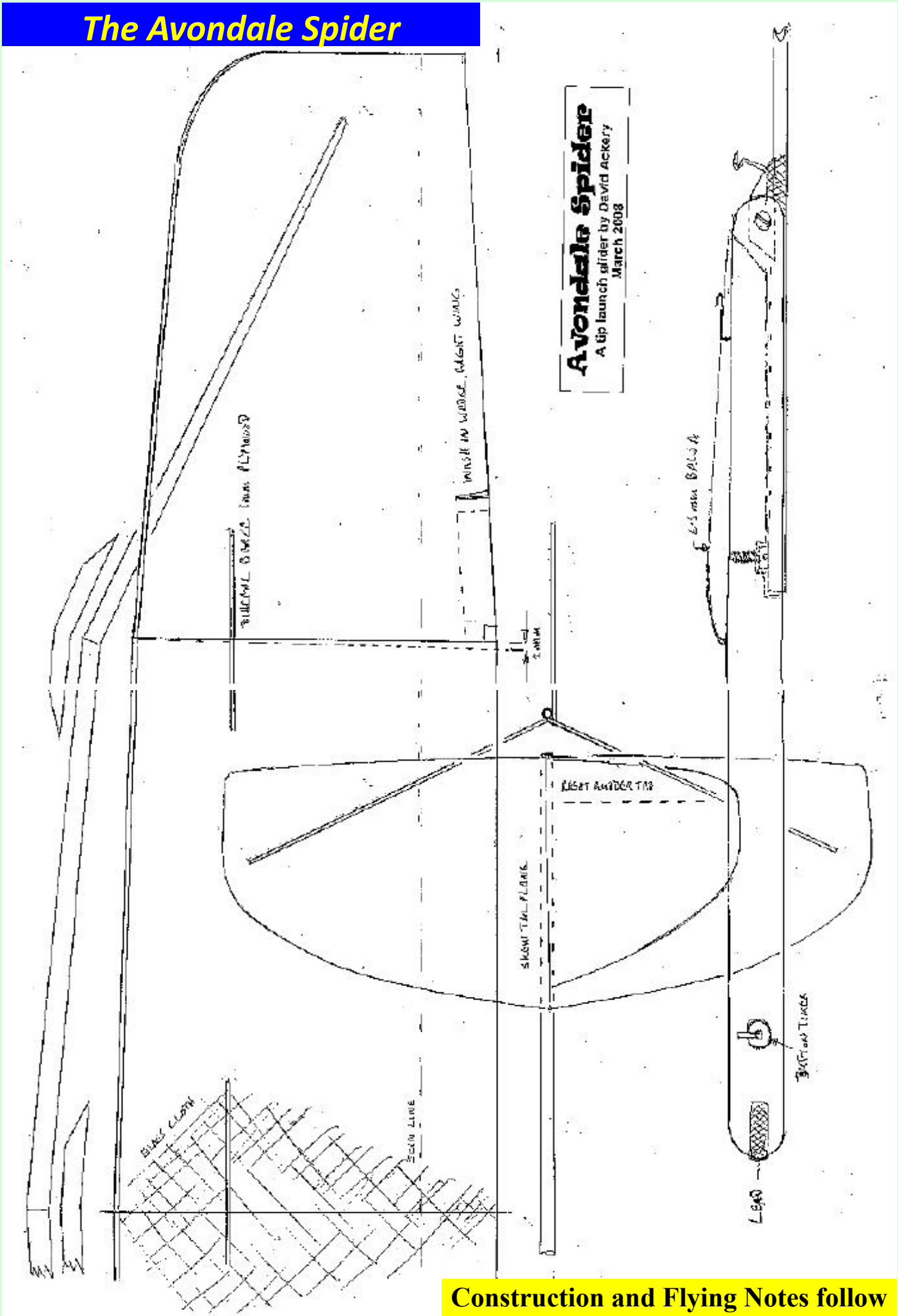


Visitor to the field was Ian McEldowney, seen here with Dale and William Jones. Ian flew glider classes in New Zealand





The Avondale Spider



Construction and Flying Notes follow

Avondale Spider - A tip launch glider from David Ackery NZ

Background: In the last 4-5 years we have seen the appearance of FF discus launch gliders(DLG), or perhaps tip launch glider (TLG) if you prefer. The first ones were big, around 1.5m span. And complex, with lots of timer functions. And were promptly banned in NZ in a wave of paranoia. But in the rest of the world people kept on working on them. The first models were based on RC designs and were far too specialised to make it into the mainstream. But through the internet people shared information and designs, and things changed. Designs became smaller and much simpler. Now the typical wingspan is 36 inches, ie based on single sheet of balsa wood. And people have unlocked the secrets of the trim required to make these things fly, without RC and without having timers going click, click. Now we HAVE reached the point where these models are ready and accessible to the mainstream?

Why ?

Throwing chuck gliders is a whole lot of fun. But it can be hard work, it can be a strain on the body. It helps to be young and fit. And not too many people are these days. But with tip launch it is possible to effectively throw a glider to a reasonable height with no strain on the body just by spinning round. It makes chuck glider flying accessible again to older people who are not athletes, and that is a good thing.

Getting started

Do as I tell you, don't do as I do. The best way to get started is not to design your own model (but of course some of us cant resist), the best way to get started is to build an existing and successfully proven design. Go to this website http://hosted.schnable.net/amaglider/index.html and read all the info there. There are plans, and I suggest you build either of two proven designs. 'Round-a-bout' by Kurt Kempretz, or 'Turn up' by Tim Batiuk, (or anything by Stan B).

AVONDALE SPIDER

This is a mid size glider, of about 750mm span. A bit lower aspect ratio than the normal 36 inch designs, and designed to use common size ¼ inch balsa for the wing. There is nothing difficult or unusual here, just balsa wood. But there are few things to think about. Weight is always important for FF models. Think about this all the time, lighter models fly better. Be choosy about the wood you use. Good wood is both light AND stiff. Because HLGs can sometimes take a belting I always assemble mine with epoxy, because other glues are not as strong.

The left hand wing will have the throwing peg and extra beef on the dihedral joints, so it will be heavier, but we are gliding right so ideally the right wing should be the heavier wing if anything. So think about this when building, if you can, put the lighter wood on the left. It is likely that some balancing weight may be required on the right wing,, I choose to put the flashy decorative paint there. Controlling weight at the back is important, because as you spin round to launch any weight at the back end will tend to bend the boom. This weight is made up of 1) the tail feathers, 2) the boom. Use the best materials to get the best stiffness with the lightest weight, but still strong enough for the rough and tumble of everyday flying.

Wing

Select your wing wood. If you can, go into Airsail and look through their contest wood, use the scales there. Depending on if you have 3 inch or 4 inch wood, figure out where you are to going to join it. Put the best/lightest wood at the front, the wood at the TE can be slightly heavier. On the bottom mark the three dihedral breaks, taking care to get them all accurate at 90'. Then you can cut out the outline, and glue on the LE strip. Mark the high point at 25%. Clean the bench of any junk and lumps, get it really clean. Sharpen the blade in your razor plane, (or put in a new blade) and start carving. Glue fresh sharp sandpaper to your big sanding bar for final shaping. Don't make the TE any thinner than 0.8mm. Add about 0.8mm Philips entry, (upsweep on the LE.). Then finish the wing by your favourite method, I used two coats of sanding sealer, but you could use dope. Cut the tip dihedral joints at 90', then sand 2mm off the TE of the centre panels, (this gives the washout), then bevel and glue with epoxy. Cut, bevel and join the centre, again with epoxy. Slot the wing with a Dremal cut-off disk and drop in the ply dihedral braces. Add kite shape pieces of lightweight glass cloth top and bottom of the wing breaks.

Tail boom

Rob Wallace of the FFONZ shop has (had) a huge bundle of the right tail booms that you need, so go and buy them. (which is basically the reason I have written this article). The pivot block is cut from hardwood scrap and fixed with epoxy and glass cloth. I tap the block M3, so the nylon pivot bolt is fixed in the block and pivots free in the fuselage sides.

Tailplane

I used 1.6mm balsa, selecting the best quality light stiff Q grain. Glue in the V, then carefully fit to the fuselage, note the skew, something like 1.5mm left of centre at the front. I don't know what this does or why, but all the successful models have this.

Fuselage

This is a core of 6.5mm balsa with .8mm ply sides. My tailboom was slightly fatter than this so I needed to use 7mm balsa which was a nuisance. You will need 'some' incidence on the wing, and you WILL need to be able to adjust this. Have 1mm positive on the top of the fuselage where the wing goes on, then fine tune with the screw. Again I use the M3 tap and have a nylon bolt. Use your favourite HLG timer, (button timer silly putty, Tomy etc).

Tip launch
There are two ways to hold it for launch:

1. a peg (this is what I do)
2. no peg. Some sandpaper is glued on and the tip gripped between thumb and fingers. (Try with the thumb on the bottom) I have not tried this, but it is a valid method.

Pre flight
Check the lateral balance of the wing, you don't want a heavy left wing so you may need to add weigh to the right wing. Get the CG in the range 50-55%. Add the washin wedge on the right wing. Tweak in some right rudder, I needed more than I thought. Check the DT operation.
Name and address label.

Flying
If you are right handed you will launch left and glide right. (NB this is ***critica***l, if you try the normal HLG trim of right/left you hit the deck ***so*** quick !!) Reverse everything if you are left handed. But first hand glide, you need a gentle glide turning to the right. Start with gentle throws and correct as required, then go faster with more right bank.

First throw. Use at least 2/3 to ¾ power, not less. I start facing the wind, and turn 360' with a couple of small steps. Aim to launch slightly left and flattish, not too steep as the incidence will make it pitch up OK. Use short DTs until you get it working. The variables are:

- launch speed
- launch angle
- wing incidence (you will need more than a normal HLG)
- CG
- rudder (you will need more than a normal HLG)

You just need to work with these variables. Amazingly this model has always had a perfect transition, and all I had to work on was the glide which was too open and stally. After just one flying session this model was trimmed out. Sadly it flew away on the second session and was not seen again, which was a *major* disappointment. Perhaps I will build another if I have the time.

Drawing - the model drawing hopefully is coming to you full size. Because the model has gone I have to guesstimate the overall length of the tail boom at 550mm, which gives distance of 370 mm from wing TE to front of the V tail. Or whatever looks good to you ☺

David Ackery

Update and further thoughts - 12/1/2009

The first model was built in March 2008, but flew away. Based on notes and sketches the plan was drawn up over the next 3-4 months for publication in FFONZ Newz. In December 2008 I built a second model for the summer flying season, and this has proved just as good. The first one weighed about 82 grams, the second one weighs in at 65 grams which is quite a bit lighter. With the lighter weight it does not carry as much energy during the launch, but I would hope that there would be a benefit from a better transition and better glide. The launch and transition is working well, and the while the glide is just OK I think it can be improved. With the fixed V tail we do not have the opportunity to use tail tilt to adjust the glide circle, so I need to fiddle with bit of nose weight and perhaps some weight on the inboard wing tip. But in the mean time it is lots of fun to fly and has proved a winner in the first event of the 2009 Summer Chuck Glider Series.

More build notes

Peg
The launch peg is probably quite draggy on the left tip which will not help, options to this are:

1) a blade instead of a peg, (a strip of carbon, say 1.5 x 8 x 40mm) can be streamlined for much less drag.
2) no peg, just grab the wing tip.

Wing
Not clear on the plan, but the glass cloth and plywood dihedral braces are on the centre, and the left polyhedral break, nothing on the right polyhedral break. The launch loads from spinning round are quite high, but exist only from the left wing tip to the fuselage. I suggest you will need to add some weight on the right wing tip to balance this.

Boom
I think Rob Wallace has sold all the tail booms that he had, so check with him first to see what he has in stock.

PONDERISMS FOR US OLD GUYS:

I used to eat a lot of natural foods until I learned that most people die of natural causes.

Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.

The easiest way to find something lost around the house is to buy a replacement.

Never take life seriously Nobody gets out alive anyway.

There are two kinds of pedestrians: the quick and the dead.

Life is sexually transmitted.

Health is merely the slowest possible rate at which one can die.

The only difference between a rut and a grave is the depth.

Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.

Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to?

Whenever I feel blue, I start breathing again

All of us could take a lesson from the weather. It pays no attention to criticism.

In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?

Who was the first person to look at a cow and say, 'I think I'll squeeze these dangly things here, and drink whatever comes out?'

Who was the first person to say, 'See that chicken there? I'm going to eat the next thing that comes out of its butt.'

Why is there a light in the fridge and not in the freezer?

If Jimmy cracks corn and no one cares, why is there a song about him?

If quizzes are quizzical, what are tests?

Do illiterate people get the full effect of Alphabet Soup?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride; he sticks his head out the window?

Why doesn't glue stick to the inside of the bottle?



If it's <u>not</u> the creature from "The Seven Mile Lagoon", then what is it? The answer may be found on page 14

STOP PRESS

Our good farmer friend Cedric says it's once again OK to use the paddocks that were, in recent years cropped. We can fly from there, overfly there and retrieve from there. Just like the good old days

More details? See foot of page 23



WATTS BRIDGE MEMORIAL AIRFIELD INC.

See more of my photos at:
www.wattsbridge.com.au/





North American T-28 Trojan on windy approach



Grumman Panther jet replica



North American T-28 Trojan



Mustang



DH 82a Tiger Moth



Rotax powered gyrocopter



Powered glider, possibly a Fournier



Another T-28 Trojan on take-off



Amazing interior of a '37 Stinson



DH Dragon Rapide







The two shots above are of the ScanEagle Unmanned Aircraft System (UAS). It can stay aloft for over 20 hours, with a cruise speed of 49 knots, and a ceiling of 16,400 feet (5,000m). Navigation is by Differential GPS. <u>Vital stats are:</u>

Wing span	3.1m
Length	1.2m
Weight empty	12 kgs
Max Takeoff weight	18 kgs
Power	25cc 2 stroke with 1.9 HP

It's bigger brother is 4.8m span, weighs up to 61 kgs, cruises at 55 knots to 6,100m with 8 Hp motor.
Both are launched via pneumatic catapult. Some "toy"!

RULES OF THE AIR



No, it's not a new Scramble model from John Lewis!

1. Every takeoff is optional. Every landing is mandatory.

2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back; then they get bigger again.

3. Flying isn't dangerous. Crashing is what's dangerous.

4. It's always better to be down here wishing you were up there, than up there wishing you were down here.

5. The ONLY time you have too much fuel is when you're on fire.

6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

7. When in doubt, hold on to your altitude. No one has ever collided with the sky.

8. A good landing is one from which you can walk away. A great landing is one after which they can use the plane again.

9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.

10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.

11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice-versa.

12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

13. Stay out of clouds. The silver lining everyone keeps talking about might be another aeroplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

14. Always try to keep the number of landings you make equal to the number of take-offs you've made.

15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

17. Helicopters can't fly; they're just so ugly the earth repels them.

18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

19. In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

21. It's always a good idea to keep the pointy end going forward as much as possible.

22. Keep looking around. There's always something you've missed.

23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

24. The three most useless things to a pilot are the altitude above you, the runway behind you, and a tenth of a second ago.



ANSWER FROM PAGE 11: The "creature" is non other than our own Des Slattery, enduring treatment for skin cancer, after many years on the free flight field. He looks much better now! So wear a hat and sun cream!

Brian Taylor's Indoor Page

QLD Indoor HLG (F1N) State Champs 5 September 2009

by LouiedaFly

Attendance at Indoor has been on the rise lately with a particularly good roll up on this occasion. A few control line flyers tried their hand at HLG as well swelling the numbers in this event. Many others were content to fly a variety of Indoor models ranging from Scale to Frog Junior and Senior sport models. With a large number of models in the air at any one time contest flights were conducted at the far end of the hall so as to reduce congestion. There seemed to be a sense of urgency in recording HLG scores with most competitors opting to have their 9 flights one after another. As is often the case many trim flights looked impressive but once the stop watch was unleashed many tried too hard resulting in poor transitions and low scores. Models this year were mostly up to date designs however the top scores were down on previous occasions possibly due to Len Surtees and Ben Lewis not attending and both Brian Taylor and John Lewis below their best. However, there seemed to be a noticeable improvement from previous years with many other competitors recording better times closing the gap and ensuring a closer contest next time. Next year could be interesting. The scores tell the story for this year's event as listed below.



John Lewis - winner again

NAME	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Total
John Lewis	17	18	15	**28**	**33**	27	26	20	**30**	91
Brian Taylor	21	25	**28**	22	26	24	18	**29**	**29**	86
Des Slattery	3	24	3	19	**26**	3	**26**	**26**	25	78
Matthew Taudevin	22	**22**	**24**	18	**23**	20	20	21	22	69
Ron Munden	**22**	**24**	14	**22**	12	8	22	5	10	68
Brian Burke	13	**13**	**14**	**13**	10	11	7	3	12	40
Shaun Seipel	6	**11**	6	**13**	9	4	**13**	8	8	37



The **Delta Dart** competition was won by Des Slattery, with a commendable time of 45 seconds! Ron Munden was runner up with 38 seconds. I don't know who else competed but, as no photos were taken, I dug up an old shot from 2007 of our treasurer, Dale Jones, flying one of these tricky little models



Rob Egerton last month gave me photos with his obituary for the late Ron Morrison. I found this photo of Ron that I took at indoor in May 2007. Ron really loved his Indoor flying

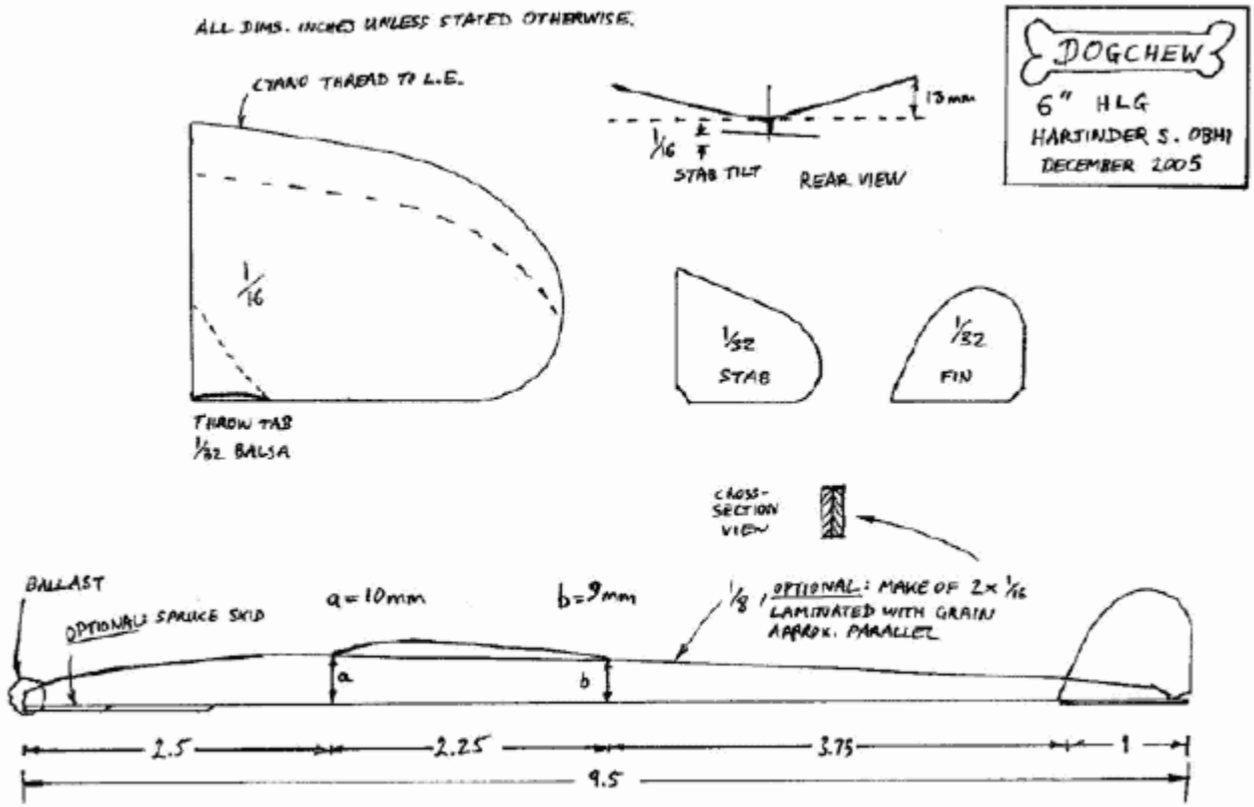


Brisbane State High School teacher's aide, Robert Beale, looks like he's having fun. As an old aeromodeller, he returned to the sport via Indoor, building a rubber model and a HLG



This shot of John Lewis with his Frog Linett must have been taken after the HLG event. He's usually not so rosy cheeked.

Here's something the "DogChew"ed. Matthew Taudevin's 6" HLG
Great for those who live near a chiropractor or physiotherapist



Club Member Profile MALCOLM R CAMPBELL



This is a tale of a fairly humble aeromodelling career. Not too many major achievements and not too many high placings; just a lot of fun in the open air with a lot of good friends.

I was born in Sydney in June 1947, just after my twin brother John. As most twins are, we were very close, sharing the same interests. So the start of the story is actually about both of us. In 1953, our family relocated to Brisbane and, as luck would have it, an aeromodeller lived just 50 metres away. His name was Lionel Weeks and he flew control line and free flight. He was a good builder and competitor, flying control line with Arthur Gorrie at Oxley and free flight, as I recall it, at Beenleigh near the dreaded cane fields. We'd bounce along the road in his Austin A40 and hang out around his model room like balsa dust. I remember him flying a Seraph glider and a Cardinal in scramble. Lionel used to give us some of his old models to "fly" in our suburban backyard. As kids, we assembled plastic kits and our first balsa models were stick-bodied sheet-wing rubber models, although I also recall a wire-framed silk-covered model.



John with a Hatchetman A1 and an un-named high wing rubber model

I have photos of an Aeromodeller plan Hatchetman A1 glider I built, uncovered, and don't recall what happened to it. As Dad didn't have a car at this stage, it would only have become a HLG anyway! As we turned 13, Dad bought us a Taipan Trainer kit and an OS 15 from Gorrie's shop. We painted it pink and black (trendy) and it was a tad overpowered for a beginner. We also encountered the dreaded Frog Series of rubber models and would traditionally take one each to Sydney for school holidays where we would build them and try and make them fly. Visits to the Walther and Stephenson Hobby Shop in Sydney were eagerly looked forward to and our grandmother would always buy us some balsa and glue.



The poplar tree that claimed my FF model

In 1961, we commenced high school at Brisbane Grammar School, joined the Air Training Corp, and noticed to our delight that control line was flown on the school oval before school and at lunch



Early days, aged about 10 - me on the left with a rubber Spitfire, brother John with Hawker Tempest, Matchbox toys in the middle!

time. Amongst the flyers were John Lewis, Van Richards-Smith and Ron Chernich, and the four of us are now members of the BFFS, nearly 50 years later. Small world.

Dad had forgone a lot of life's pleasures to send us to a private school so it was understandable that we knuckled down and starting showing results in the term exams. Because we were bitten by the modelling bug, it was probably not advisable to be openly building planes when we should have been studying. So we built our planes inside the walls of an old metre high valve radio! A Vic Smeed Chatterbox was conceived here and Dad took us to Beaudesert to fly it. A large friendly chap addressed our lack of down thrust – a chap I believe could have been Big Bill Thomas, circa 1962. That model flew high and well, without DT – we were unaware of such things. Also alien to us was the need to fly F/F in large fields, as we regularly flew both F/F and very short lined C/L models in our 1,000 sq.m. back yard. In Sydney, I remember climbing up a wobbly 60 foot poplar tree, armed with a large garden stake to which I'd secured a large sharp carving knife, to recover my Mills powered sheet wing F/F model – this was all before Workplace Health And Safety was invented!

So John Lewis lived at Spring Hill and we lived at Coorparoo. Sometimes John would visit us with planes and other times we'd visit him – using the trolley buses that ran in those days. We had several local schools and parks but he had the magnificent Victoria Park playing fields. This was ideal for C/L and later F/F. We'd build all night and walk to the field next day with the glue and paint still drying. Sure we'd crash a few, some simply fell apart, but we had fun. Occasionally, we'd disturb the bus drivers by



Aeromodeller "*Dongus*", powered by OS15, with happy me in ATC uniform

performing emergency repairs with glue and dope, in transit! One driver got his revenge opening the back door on one of my models stored in the stairway, in the days when back doors were only opened in emergencies.

I recall a Glebe A1 I converted to carry a pod mounted 1.5 diesel. It went up quickly and down just as quick, between a house and a garden glasshouse, with no repayable damage, thank God! I also launched a Mills .75 powered Ebeneezer, with full tank of course, from my back yard. Neighbours thought it was a training plane from the Archerfield aerodrome. We tracked it up and down adjoining streets on our push bikes until it eventually landed on a house roof, some 700 metres away. Those were the days when you could ride your push bikes to school ovals to fly unmuffled 35s. When chased off the public fields, we'd ride to bush land like White's Hill, seek out a cleared patch, do a circle clearance test and then fly till the fuel ran out. I also made a nuisance of myself in high school starting a hand-held Mills .75 under the desk in a French class!

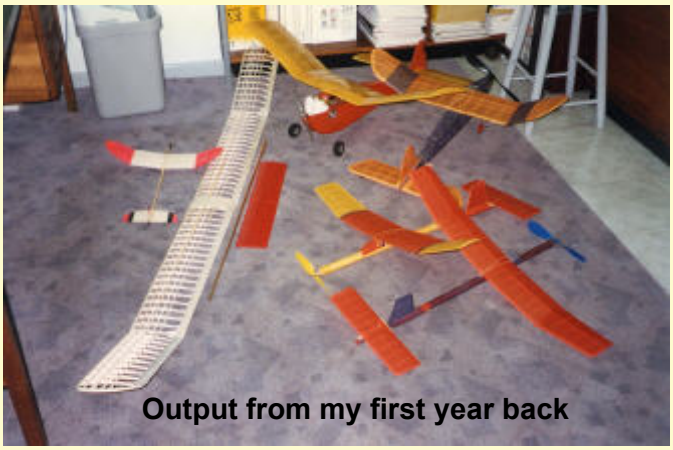
Model planes took a back seat in 1963 when, at 16, we transferred our interest to sports and racing cars, when we discovered a "nest" of motoring enthusiasts within reach of our pushbikes. One was Dick Johnson and we remain close friends to many 46 years later. It's funny how so many aeromodellers also have a keen interest in racing cars.

I was married in 1970 and came back to aeromodelling to build a profile stunter powered by an Enya .09. I tracked down John Lewis at Fairfield and I remember my one and only combat flight with my Enya powered wing against his TD powered wing – the results were expected. He had his full streamer and I'd even lost my string!

I returned to my motor racing interests, house improvements, competition sailing, go-kart racing, family and later my own business.

So it wasn't until 1997 when I was doing a computer installation at an engineering works that I overheard the unmistakable chatter about model aircraft. Looking up, I introduced myself – to Allen Thomas and George Baynes. So that's how I caught up with John Lewis again, at Nudge Indoor, and my interest in aeromodelling returned. Initially I started building a SIG profile stunter for my new Fox 35 but I also started building a Madcap for my Irvine Mills .75 and finished and flew that first. The stunter remains unfinished – I was hooked on free flight!

John Lewis proved a great mentor – assigning me progressively more and more difficult tasks and ensuring each was successful. In the next 2 years, I built some P30s, a coupe, a vintage Senator and then a Pink Elephant (my first towline glider). A Seraph followed and then a Little Hinney and an Andy Crisp A1. I enjoyed almost instant success with each model. Power models came along later in the form of a scramble model and then a Dixielander for Oz Diesel – no white knuckle stuff for me. Just as the Aussie dollar fell, I discovered big engined Open Rubber and Vintage Rubber too. Being a hoarder, I still fly these models as I try to crash or lose as few as possible. My association with Des Slattery and the late Col Somers maintained my interest in the humble balsa model and that guarantees my regular mid-field placings. Maybe carbon *is* the way to go?



Output from my first year back



Return to F/F - an Irvine Mills .75 and Madcap

A couple of years ago, aged 60, I purchased a veteran carbon F1A from Phil Mitchell and became casually acquainted with circle tow, an aspect of gliding that really adds another dimension of fun. Of course, I'm pretty average at it and look on with admiration as the current electronic bunters come off at 80 metres or more.



Hooked on gliders

I've been the BFFS secretary since 1999 and the Digest editor since late 2006, occupations that seem to follow me from club to club. Losing my wife in 2002 has kept me in a construction wilderness these last seven years and, like the drought, I still don't know when this will change. However, I really enjoy the flying and the companionship that makes aeromodelling such a great sport.

I've never competed overseas but have attended 8 of the 10 AFFS Championships since 1999, competed in the Nationals at Oakey, Nowra, Springhurst and Richmond, and lots of Queensland State Champs, picking up a few seconds, thirds and the rare first place, amongst a lot of mid field places, and enjoyed every bit of it.

So there you have it, no major achievements, just a lot of fun in the paddocks and driving long distances to be in them. Makes you feel good.



Crazy



Easily distracted, Malcolm enjoys the "odd" Scramble with his Lewis-designed Scooter and has dabbled in small, oversize and giant sized Fikes, the latter flying magnificently outdoors. He murmurs of an even bigger R/C one!

BENDING ALUMINIUM TUBING



An Article published in the September 2006 issue of FlightPlug, the newsletter of the Southern California Ignition Flyers, Mike Myers, Editor, *as seen in and borrowed from SAM 1788 "Duration Times"*

I've collected some ideas about bending aluminium tubing from an extended exchange of e-mails on the SAM Talk forum. You can try almost any of these techniques, and they'll more or less work for you - but you'll have to experiment to see which one is the best and the easiest.

1. A fellow named Mike McIntyre had the following suggestion: If you want an easy way to bend the tubing without it kinking plug one end up, then fill it with water (don't plug the other end up!) and place it in the freezer. With the water frozen inside the tubing, now bend the tubing around your curve. Don't wait too long or the water will thaw out inside before you get your bending done. When you are done bending your tubing let the water thaw out and there you have it.

2. Variants of McIntyre's idea include putting a piece of masking tape over one end of the tubing and filling it with salt or sand, then bending to the desired curvature.

3. Gene Wallock suggests as follows: The easiest way to bend aluminium is to make a simple form block. Cut a plywood core that represents the inner curve of the form. Leave a couple of inches of straight edge so you can hold the tubing in place. Screw on plywood faces that extend beyond the inner core shape about 1 1/2 times the diameter of the tubing. To work properly, the tubing must fit snug between the sides. Drill a 1/8 hole in the straight portion for a holding pin. This pin will keep the tubing against the core and is located so it almost touches the outside of the tubing. When you're ready to bend the tip, slide the tube behind the pin. This way it won't pop out when you start to bend. It would be a good idea to glue/screw a block to the bottom of the fixture to hold it in a vice. After sliding the tubing behind the pin, hold it firmly to the fixture. With your bending hand, put tension on the tubing and gently bend it around the core shape. The tube will have a bit of spring back, so you might want to over bend a bit to compensate for this. If it's not bending tight enough, take the fixture apart and reshape the core to compensate for spring back. This is why you didn't glue the fixture together in the first place. This is a good time to understand tube failure during bending. The tubing will kink and the sides will go out. The groove you built into the bender will capture the tubing and restrain the tubing from trying to expand sideways.

4. Gene also mentioned that K & S sells a 1/16 & 3/32 tube bender that works just fine for small tubing. Get one and learn how it works. Your editor notes that DuBro markets a series of tubing benders for larger diameter tubes. If you look at them, you'll see the design involves a curved block with sides that pinch the wall of the tube to keep it from bulging/collapsing while bending.

5. I believe that K&S also once sold some tube bending devices that looked like four inch long screen door springs with a slight flare at one end. They were sold in a pack with five or six different diameters in the pack. You slipped the tubing inside the "screen door spring" and bent the tubing to the required curvature.

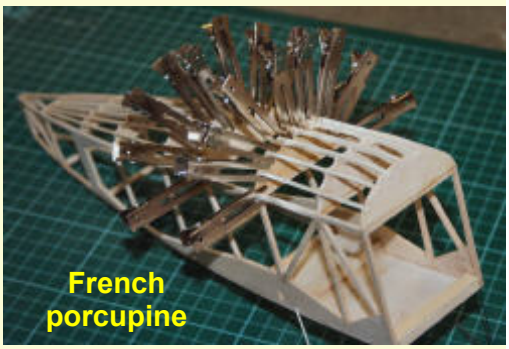
THE FRENCH CONNECTION

TIP OF THE DAY: Metal clips are useful for holding the two wings together at the top. You can buy them in chemist shops or go to hairdressing supply shops, and get 100 for about $10. The clip only exerts a small amount of pressure, but it's sufficient for most small jobs, and I find I'm using them all the time.



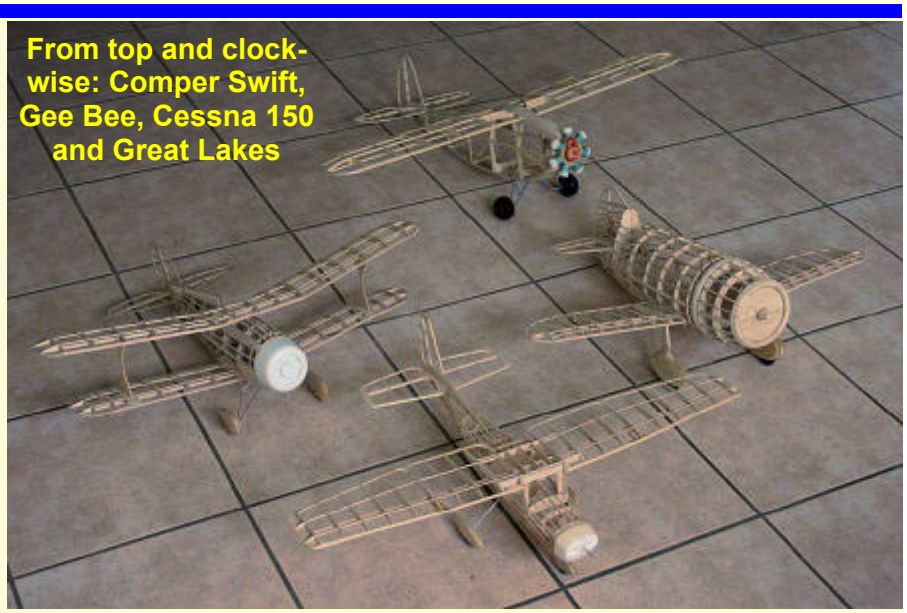
Not only that, but you can bend them to form the exact contour to grip odd shaped items. Bend 'em back again afterwards. I'm always on the lookout for simple gadgets such as these, and in most cases when I do actually purchase them, I wonder how I ever did without them.

John French

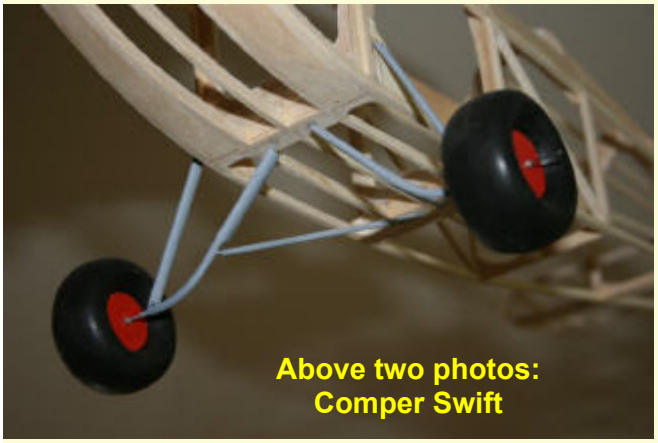


French porcupine





From top and clockwise: Comper Swift, Gee Bee, Cessna 150 and Great Lakes



Above two photos: Comper Swift





This photo and the two on the right: Miles Mohawk nearing completion



Australia's *Richest* Free Flight Event - Part 1



Brian Taylor attempts to clean up the photographer with 4 ozs of rubber

LSq/100 Dalby 19 September 2009

CD George Baynes *By Louiedafly and MRC*

Saturday's weather forecast indicated the wind speed would be 3 – 4 meters per second; however, there was a breeze of 5 meters per second by 9 am which generally increased throughout the day to 7 meters per second. Fortunately most LSq models were able to rise off the take off table with little difficulty. Only 7 competitors arrived with their models after Ron Munden, William and Darren Jones were unable to attend at the last minute.

Round 1 soon revealed a lack of prior trimming with both Graham Maynard and Adrian Bryant being eliminated after their models met terra firma soon after takeoff. Adrian's model was to meet an even worse fate when the longerons let go near the rear peg on full winds. A crushing blow to his progress! In fact, none of the :Lim Joons or the fake Lim Joon of Graham's fared well in the first round. Although there is a five minute max for these models only Albert Fathers was able to crack the two minute mark in the first round. Round 2 produced generally lower scores except for Brian Taylor who achieved a 3 minute flight and Albert who extended his lead with his '39 Korda recording an impressive out of sight max with an extended DT setting. I didn't expect to see Albert for the rest of the day however the access roads around the Dalby field allowed Albert to locate his model easily in the open fields down wind.

Des retired his Lim Joon and brought out his faithful red '37 Copeland for Round 3, a wise and

The R.O.T. techniques of two Old Timers, sponsor Allen Thomas (left) and Adrian Bryant (right), a lad just a few years older, exercising his backup Lim Joon, after the first one collapsed with age









Adrian Bryant had plenty of willing helpers (George and Albert) to get his Lim Joon away, but it seems "Murphy" struck on at least one occasion!

financially sound move. Most competitors scored a little better in round 3 due to some trimming improvements still only Albert once again was able to max with another long flight and easy car retrieval. With the sizable prize money put up for this event I would have thought models would have been better trimmed in advance. Albert was a long way ahead of the rest of the field in first place with last year's winner, Brian Taylor second and Des Slattery third.

Thanks to George Baynes who did a great job running the event and collecting the green fees etc. Thanks also to Allen Thomas who has generously sponsored this event for the last 10 years.

RESULTS:

NAME	R1	R2	R3	Total
Albert Fathers	127	300	300	727
Brian Taylor	92	181	112	385
Des Slattery	88	63	148	299
Allen Thomas	112	62	81	255
Malcolm Campbell	89	59	82	230
Graham Maynard				DNF
Adrian Bryant				DNF

Albert Fathers gets the winning model away - a '39 Korda Wakefield



Des Slattery's '37 Copeland featured well in two Saturday events









2009 marks 10 years of Lsq/100 and No Frills Wake competition



All members of the BFFS sincerely thank Allen Thomas for his generosity in promoting these classes

OPEN RUBBER Queensland State Championships



Albert Fathers' new threat, a Phil Ball designed Waif open rubber model (FFQ Vol 28) that when really well, until it flew away for a few hours



George Baynes' Rubber Soul, in winning style

OPEN RUBBER STATE CHAMPS 19 Sep 09

CD George Baynes *By Louiedafly and MRC*

Seven competitors recorded scores after Graham Maynard eliminated his model just prior to the start of the event. As would be expected most flyers recorded maxes in round 1, although turbulent air tossed some models around. Malcolm Campbell flying his large purpose built model was looking good in the climb under power and, once the props folded, the glide also looked promising. For no obvious reason, the model descended vertically from 200', hitting the ground with an ominous thud. Surprisingly there was little damage other than a broken wing panel (and the strong heavy fuse dug a small hole in the crumbly soil).

Albert Fathers' Waif looked and flew magnificently, to great height and far away, causing Albert to reach for his relief model. Both Adrian Bryant and



John Lewis (left) with his successful Rubber Soul design, this one his Mk 5 model. And seen below under the watchful eye of wife and timekeeper Julie. Never one to miss a photo opportunity, John was sucked into a premature launch, and a sub-max.



Brian Taylor also failed to max and, perhaps due to the windy and hot conditions and hence long retrievals, decided to retire from the event. Then again, the Dalby members were providing us with a strong incentive with morning tea in the form of pikelets covered in maple syrup along with tea or coffee and a cool shady spot free of charge. This may have influenced their decision to cease flying.

Round 2 produced 3 maxes with Albert Fathers being the unlucky flyer to miss out and decide to join the growing number enjoying the cool shade and lunch prepared by our Dalby hosts. After an enjoyable lunch break John Lewis, George Baynes and Des Slattery continued to fight out the title with Des flying his old timer Lsq/100 model (a '37 Copeland) up against John and George both flying Lewis built Rubber Soul models. Due to impatience and over confidence John launched first finding solid sink and a sub max result, although it was also suggested that the dropped flight could have been caused when Julie's suntan cream malfunctioned! George and Des went on to easily max and set up a fly off. Unfortunately Dessy's model suffered on landing leaving George the last man standing and thus declared winner for this year. Des wanted to "toss for first" or at least force a 6.30 am unlimited flyoff, but relinquished, telling George of the damage. You're terrible (Muriel) Dessy!

With the flying out of the way, most of us sat and chatted until late in the afternoon while a group of Dalby members prepared the evening meal of roast, veggies and apple pie dessert. Sitting outside under the star-lit night around an open fire with the Dalby MAC members enjoying a delicious meal was a great finish to the day.

NAME	Round 1	Round 2	Round 3	Total
George Baynes	180	180	180	540
Des Slattery	180	180	180	540
John Lewis	180	180	158	518
Albert Fathers	180	97	-	277
Adrian Bryant	140	-	-	140
Brian Taylor	80	-	-	80
Malcolm Campbell	59	-	-	59



Australia's *Richest* Free Flight Event Part 2



No Frills Wakefield

20-09-09 Dalby

CD Des Slattery *By Louiedafly and MRC*

Sunday dawned calm in contrast to the previous day and stayed that way for most of the contest with light and variable winds of around 1 metres per second. Des wasn't flying and offered his services to run the event – thanks Des. Round 1 began on time with no discernable lift present and with thermal detection devices not allowed in this event it was always going to be difficult for those dependent on lift to max. With the move away from basic no gadget type models in F1B contests, it seemed that most hadn't flown their No Frills models for some time with quite a few low scoring flights as a result. John Lewis was the only one to score a max in the opening round with the rest of the field spread out. Adrian appeared to get all tangled up on launch, breaking a prop blade when the model screwed in, and withdrew.

Round 2 produced 2 maxes with Brian Taylor joining John in the maxing group. John Taylor flying in his first event for some time missed this round due to motor breakages and a malfunctioning front end. By round 3 there was obvious lift present with four maxes recorded. George Baynes and Allen Thomas joined Brian and John in the maxing club.

Round 4 proved disastrous for most with only Allen Thomas maxing and his model disappeared overhead after 8 minutes, never to be seen again. As he had recorded a 5 minute flight previously, he remarked on launch that he had just about got the model trimmed! By this stage, Malcolm decided that his ageing ex Vic Stewart Wake needed some pitch adjustment on the prop, after some very lazy climbs in earlier rounds. It was then he discovered one blade was reversed! Resetting both blades with Brian's help produced a very favourable test flight. His effort was nearly rewarded with a good climb and transition, only to have the tailplane break in half on the glide. The model stayed in lift for 30 secs before screwing in with little further damage. So out with the Zap and carbon fibre repair kit. Graham Maynard withdrew while everyone else scored sub 2 minute scores.

Round 5 opened with John Lewis sitting in a commanding position, however, a poor launch resulted in a power stall that almost brought his model to grief missing the ground by centimetres recovering to reach minimal height and resulting in a poor score. (Actually, John was trying to impress one of the Dalby RC flyers with a spectacular launch and threw the model hard to the left – idiot) Brian seized the advantage to record the only max of the round to win convincingly. George Baynes came in third to share in the prize money.



Brian Taylor's simple yet very effective No Frills Wake - his own design - nice"eyes"

Unfortunately Allen won't be sponsoring this event in future so hopefully the No Frills Wakefield event will live on as it has good support giving everyone a chance with simple models and no thermal picking technology to interpret. *Results next page*

Will YOU have a No Frills Wakefield ready for next year?





Allen Thomas's own design No Frills Wake liked Dalby so much, it stayed while Allen came home

George Baynes worked hard but not hard enough in No Frills, having no luck picking the air. A few low scores had him well off the pace of Brian Taylor and John Lewis. Next year George?

RESULTS No Frills Wake:

NAME	R1	R2	R3	R4	R5	Total
Brian Taylor	116	180	180	113	180	769
John Lewis	180	180	180	103	93	736
George Baynes	121	72	180	84	106	563
Allen Thomas	45	94	180	180	-	499
Malcolm Campbell	90	76	108	103	70	447
Albert Fathers	58	136	125	29	58	406
Graham Maynard	163	115	7	-	-	285
John Taylor	51	-	36	37	-	124
Adrian Bryant	-	-	-	-	-	DNF

Graham Maynard launches on the green green grass of Dalby MAC









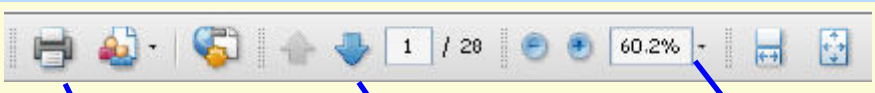


Albert Fathers amused his watchers with a DT on launch - made for a short retrieve!



BFFS members unwind in the shade after two hot days of competition at the Dalby MAC

Are you new to Acrobat Reader and want to enjoy reading your BFFS Digest even more? Have you seen this tool bar at the top of your screen?



Print one or more pages

Advance back and forth through the magazine

Zoom in for a better look



GUN-PLAY ON THE DORSET BORDER!

Extract from "*Retrievals Made Easier*", by Dave Hipperson. Courtesy of "*Without Feathers 2009*"



A very long flyoff from Merryfield with my favourite P AW 19 Slow Open model ended across the Dorset/Somerset boarder and we drove out some 5 miles or so before getting a signal. Small lanes so it was a bit of a struggle to get the van close and also realised light was going and there was a wooded ridge a mile or so further on. From the way the signal had not been increasing in strength much for the last mile it was pretty clear the model was well off the ground and probably on that hill. I walked to it and into the sloping wood and got the usual `off the clock' signal of a model high in a tree. Made a note of roughly where I was and planned to return a few days later in day light.

Big storm in the night - next day got a call from a guy who had found the model hanging above a path a few feet up. We went down the next weekend to collect it. A heatwave by now of course. Drive into this farm area that I had walked through six days before without so much as climbing a fence or opening a gate to be greeted with strangeness and some hostility. Wasn't the boss that had found the model but a worker. He had it all right but it had suffered a lot of tissue damaged in the storm and the fuse was in half and at the point the tracker was mounted so no bug! The bug was still obviously close by where the model came down.

By this time the hostile boss who we believe had a lot of illegal immigrant workers in a cabin was becoming nervous and getting abusive and guns were being brought out. We thanked the fellow who had found the model but he was sorry that with his boss in this current mood it would impossible for him to take us into the wood to where he found it. He did tell us of a way of driving nearer by looping around the back of the wood on another lane. We beat a hasty retreat happy we at least had the model back in repairable condition and circled around the back of this ridge to a road that ran half a mile the other side.

It was nearly 30 degree C and sticky. I turned on the Yagi equipped radio and scanned around slowly and believe it or not heard the bug. This was nearly a week after the loss. That is 150 of the max 200 hour life of the battery. Lucky. Off I went into the wood – no place for Gladys with all the creepy insects biting so she stayed sunbathing in a field guarding the car as we were still a bit worried that the hostile man might turn up as I think at least I was back on his property. As it happened he didn't show again only friendly country types one of whom knew of the fellow and explained to Gladys that he didn't like visitors at all and had actually blocked off all but one of the lanes to his property with concrete blocks! We had already noticed some of those when we drove in.

I hacked my way into this wood - climbing slightly hence the good signal. Soon had the Yagi off then the rubber aerial off and only a wire in. I was standing on the path where he must have found it with the bottom branches of big conifers and deciduous trees overhanging everywhere. Still it was a few hundred yards downwind of where I had stopped searching the week before so it might not have been that high up a tree after all. A few more yards and I might have found it then and avoided the damage and the second trip. Now I had a good signal with 1 inch of wire.

How was I going to find a tiny piece of kit in all this undergrowth. But I was at that point standing where two rough tracks crossed - almost a clearing. Every time I went to the trees the signal faded. So back to the strongest point. Lift radio above my head - signal fades slightly. Lower radio signal gets stronger! At this moment I took the aerial off altogether and as expected the signal went off as you only have about 18" range with no aerial. I don't know what made me crouch down but as I did the signal came back on!

I moved the radio about just above the ground a few feet each way slowly - the signal came up and hey what's this 3" piece of bright wire sticking out of the ground at an angle. Well well, it's my bug, buried in dry mud. It must have fallen from the model when the guy was putting it into his truck after the storm and with all the mud there would have been there at the time it sank and then either got trodden on or driven over and buried. It now simply needed digging gently out undamaged - still working fine.

I don't know if I would have found it if it had been right in the trees or hanging a bit up which I though it must have been bearing in mind the strong signal. I still consider that to be the best job I ever did bearing in mind the circumstances of hostile fire and intense swamp like heat.

Just lucky the entire scenario was played out virtually on top of a ridge as had that bug been buried like that in a dip I would had to get much closer to hear it and might have presumed the battery was dead which it really should have been. It was by the next day as I left it in to see just how much time I had left.

T h e Failures

I have had more failures when searching for other people's models. We lost one of George Sharp's Senators in a huge flyoff bump off North Luffenham one summer evening. We went back a few days later and worked at it all day but never heard a squeak. As it wasn't Gladys that had done the timing or the line I could never be confident that we were on the dead right line or maybe the model had still been up and went much further. We were looking 5 miles or so. One of my rules is if you haven't heard it you haven't gone far enough. I don't think to this day that we had. I also forgot to take this advice a few years ago when searching for one of John Knights massive 4oz Lanzo flyaways south west of Woodbury. The line went across the Exe estuary skimming Dawlish. I didn't go across the river as I though it had gone out to sea. I should have done as it was waiting in a field a mile or so inland. The on shore breeze had bent the line back around and brought it to land again. John got a call a few days later. I was so cross that I hadn't had the courage to go over the water. It would have been a good find - still under 7 miles though.

I believe Chris Strachan holds the record that I know of. He lost his C O 2 model in a flyoff winning effort a few years ago at the Nats. I remember watching it go in the mother and father of thermals. Model heading east from

Barkston Heath. He drove on a on and on - nearly to the coast encouraged possibly by the fact that this was in the general direction of home for him. I think it was in excess of 20 miles when he heard it!

So all you need to reduce the odds is this really. Time in the air, drift speed and direction, accurate line on a 1.25" to the mile map a Yagi as much for distance sensitivity as direction and if you want to go through the night searching which is entirely practical in anything but wooded country then at least a head torch as remember you need to be able to read the receiver scale. The head torch is favourite above all others as it always points in the direction you are looking and you can never inadvertently shine it in your eyes and hence mess up night vision for 20 minutes. Just before we packed up George and I were deliberating as to whether a pair of really good night vision glasses might be useful too. Remember there is light at night time its just less. Be positive, patient and if you haven't heard it you probably haven't gone far enough. Keep walking and keep talking to yourself as you are mad so you might as well sound mad too!



Don't leave home without them!

It's Good News Week

3 minute field again?

After several years flying in a reduced paddock compromised by crops, our good friend Cedric says we can fly and retrieve where we used to fly, on the ridge near the old tank. Now, how can we drain the lagoon?

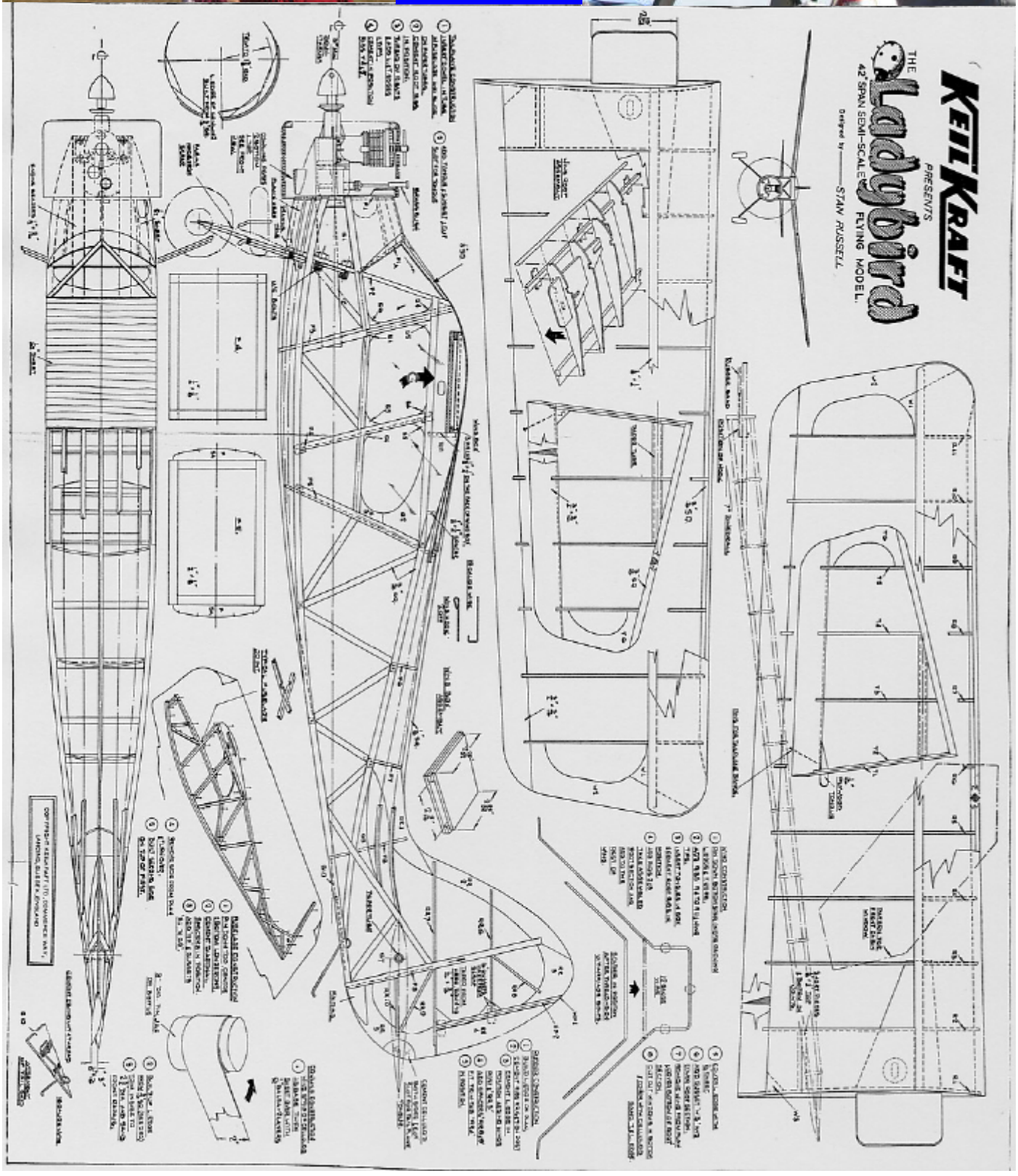




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I make exact replica needle valves for any engine plus any other part to order – spinner nuts, prop. drivers, crank-shafts, conrods, rebores with new lapped pistons in lapped bores, back plates, cylinder heads, comp. screws, special glow inserts/heads (like Nelson plug Cox TD/Special 15 glow heads)

Engines rebuilt – see pics on the left of a Kosmic 15 diesel rebuilt for a customer a while back. Has venturi, needle valve assy., prop. driver, spinner nut and comp. screw assy. made by me as well as being rebored with a new cast iron lapped piston running in a lapped cylinder. Starts first flick every time hot, without touching either control. Holds its compression forever, hot. Second pair of pics. are of an Elfin 2.49 with all the visible parts except the crankcase made by me. Final pic is of an ETA 15 where I have cold formed the Philips head recess crankcase screws in stain-less steel and lightly bead blasted the head to replicate the satin nickel plate of the originals.

I also rebuild and upgrade Seelig F1J and F1C timers as well as KSB & Tatone engine and DT timers so that they never fail.

Jon Fletcher

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You want one? Don't you?



Christmas is fast approaching. Maybe you should give "Santa" Steve Rothwell's address?

Jokes Page



1. Two antennas met on a roof, fell in love and got married.
The ceremony wasn't much, but the reception was excellent.

2. A set of jump leads walk into a bar. The bartender says,
'I'll serve you, but don't start anything.'

3. Two peanuts walk into a bar, and one was a salted.

4. A dyslexic man walks into a bra.

5. A man walks into a bar with a slab of asphalt under his arm,
and says: 'A beer please, and one for the road.'



6. Two cannibals are eating a clown. One says to the other:
'Does this taste funny to you ?'

7. 'Doc, I can't stop singing 'The Green, Green Grass of Home.'
'That sounds like Tom Jones Syndrome.'
'Is it common ?' 'Well, It's Not Unusual.'

8. Two cows are standing next to each other in a field. Daisy says to Dolly,
'I was artificially inseminated this morning.'
'I don't believe you,' says Dolly. 'It's true; no bull!' exclaims Daisy.

9. An invisible man marries an invisible woman. The kids were nothing to look at either.

10. Deja Moo: The feeling that you've heard this bull before.



11. I went to buy some camouflage trousers the other day, but I couldn't find any.

12. A man woke up in a hospital after a serious accident.
He shouted, 'Doctor, doctor, I can't feel my legs !'
The doctor replied, 'I know you can't - I've cut off your arms !'

13. I went to a seafood disco last week...and pulled a mussel.

14. What do you call a fish with no eyes A fsh.

15. Two fish swim into a concrete wall. One turns to the other and says, 'Dam !'

16. Two Eskimos sitting in a kayak were a bit cold, so they lit a fire in the craft.
It sank, proving once again that you can't have your kayak and heat it too.

17. A group of chess enthusiasts checked into a hotel, and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office, and asked them to disperse. 'But why,' they asked, as they moved off.
'Because,' he said, 'I can't stand chess-nuts boasting in an open foyer.'



18. A woman has twins, and gives them up for adoption.
One of them goes to a family in Egypt, and is named 'Ahmal.'
The other goes to a family in Spain; they name him 'Juan.'
Years later, Juan sends a picture of himself to his birth mother.
Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal. Her husband responds,
'They're twins ! If you've seen Juan, you've seen Ahmal.'

19. Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of calluses on his feet.
He also ate very little, which made him rather frail and with his odd diet, he suffered from bad breath. This made him ... .
A super-calloused fragile mystic hexed by halitosis.

2010 BFFS FLYING CALENDAR

Detailed Calendar available upon request.

FEBRUARY	Saturday 13th	12 noon	**Club general meeting** plus "show and tell"
	Sunday 21st	8 am	**Dale's Fun and Friend's Club Day COOMINYA**
MARCH	Saturday 6th	3pm	**Indoor** (practice and trimming)
	Saturday 13th	7am/1pm	**F1J and F1H State Champs DALBY**
	Sunday 14th	7am	**F1C & OPEN POWER STATE CHAMPS Combined DALBY**
	Tuesday 30th - Thursday 1st		**Southern Cross Cup NARRANDERA**
APRIL	Friday 2nd - Monday 5th		**AFFS Champs NARRANDERA**
	Sunday 25th	8am	**Scale State Champs, Combined HLG and Discus State Champs and Catapult LG State Champs COOMINYA**
MAY	Saturday 1st	3pm	**Indoor 6" HLG (Club event)**
	Sunday 16th	8am	**P30 State Champs COOMINYA**
	Saturday 29th	7am	**F1A State Champs DALBY**
	Sunday 30th	7am	**F1B State Champs DALBY**
JUNE	Saturday 5th	3pm	**Indoor Mini Stick** and **F1L /EZB State Champs**
	Saturday 19th	12 noon	**MARYBOROUGH GATHERING - Control line**
	Sunday 20th	8am	**MARYBOROUGH GATHERING - Free Flight Precision & All in Vintage**
	Sunday 27th	8am	**A1 "No Frills" (Club glider event)** Straight tow **COOMINYA**
JULY	Saturday 3rd	3pm	**Indoor Frog Trophy Contest**
	Saturday 10th	7am	**F1G State Champs DALBY**
	Sunday 11th	7am	**Big Bird Competition for F1G DALBY**
	Saturday 24th	12 noon	**AGM** plus "show and tell" at John Lewis's. BYO for BBQ.
	Sunday 25th	8am	**Dale's Fun & Friend's Club Day** KKK, Precision & Scramble **COOMINYA**
AUGUST	Saturday 7th	3pm	**Indoor Delta Dart Competition**
	Sunday 22nd	8am	**QDP/ELECTRIC Combined Club Day COOMINYA**
SEPTEMBER	Saturday 4th	3pm	**Indoor HLG State Champs**
	Saturday 18th	7am	**Lsq / 100 Wakefield and Open Rubber State Champs DALBY**
	Sunday 19th	6.30am	**OPEN RUBBER FLYOFF DALBY**
		7am	**"No Frills" Wakefield DALBY**
	Sunday 26th	8am	**1/2 A Power (Club power event) COOMINYA**
OCTOBER	Saturday 2nd	3pm	**Indoor Peanut Scale State Champs and No Cal Scale**
	Sunday 10th	8am	**Col Somers Vintage Rally COOMINYA**
NOVEMBER	Saturday 6th	3pm	**Indoor P18 Club Event**
	Saturday 13th	12 noon	**Christmas party / prize giving** at John Lewis's. BYO for BBQ. John and Julie will provide salad etc. Feel free to bring desert.
DECEMBER JANUARY	Tuesday 29th - Thursday 7th		**64th NATIONALS DALBY**

CLUB CONTACTS

Are your details up to date?

If not, email them to me at actrain@ozemail.com.au
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The big cover up

USEFUL CLUB LINKS ON THE INTERNET:

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

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

REMEMBER:

Any Digest contributions are greatly appreciated


Pushing a Pushy-Cat