The magazine for all those who love Free Flight

The BFFS CHRISTMAS DIGEST

December 2009



In this issue:

* Final 2009 State Champs
* BFFS Christmas Party
* Nostalgia Corner
* No Frills in France
* "Sumthing" from Summersby
* Construction Corner
* Vic Smeed appetisers*
* Indoor Report plus much more!

2008 - 2009 Management Committee

President	John Lewis
Vice-President	Des Slattery
Secretary	Malcolm Campbell
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F/F Administrator	John Taylor

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Club web page
Currently we don't have one - any volunteers?

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

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

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

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

COVER PAGE:
Albert Fathers' wife, Alida, carrying the bulky but beautiful 1948 Kane vintage glider.

PRESIDENT'S REPORT



I must admit I didn't expect I would be doing another report in 2009 but here we are with Malcolm producing another fine newsletter for BFFS. Amazing how far this newsletter travels with enquires from all over the world. Barely minutes after the October newsletter was sent out, I had an enquiry from France regarding our No Frills Wakefield event. I have had a few of these from USA in the past also.

Our recently held Xmas party was held at Adrian Bryant's new residence. Thanks to Adrian for his kind offer to hold this year's get together which was most enjoyable. In addition to our lunch and prize presentation we had a couple of hours of indoor flying in one of Adrian's large sheds. Quite a few Poly models were built especially for the occasion while others flew Hanger Rats, parlor mites, peanut models and even a small RC helicopter. Special thanks to Adrian's wife Jo, his daughter Joanne and all the other ladies who organized the food side of the occasion. Both Adrian and Gordon Burford entertained us as they demonstrated their skills with recently acquired "walkers". Perhaps next year we will have enough members with these devices to organize a serious race! I suspect Adrian and Gordon are already in training for this.

Time I guess for our new year's resolution. I will take this opportunity to get in first – I hope to build 4 or 5 new carbon wings over the next couple of months while I'm on holidays in preparation for the Dalby Nats at the end of 2010.

Have a great Xmas and I look forward to seeing most of you at our next club meeting on Saturday 13th February 2010.

Cheers, John

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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

Where's David?

"Yes I've been unnaturally quiet of late....."

If you want to learn more of David Brawn's whereabouts, you'll find out elsewhere in the Digest. Ed



SECRETARY'S REPORT

December 2009, the end of a decade. And a tumultuous one for many with the GFC and global warming. Aeromodelling may just be the only joy we have left! Still, those invested in shares can breathe a little easier as the world engages 4WD extra low to dig itself out of the mess. On a brighter note, our field is getting BIGGER! Late November sitting under the shade of a large gum tree at the top of the paddock I noticed that the Seven Mile Lagoon was dry! Farmer Cedric dampened my enthusiasm slightly when he said that, while we can once again use the field that was previously cropped, he would be planting waist high grass on that field sometime soon - but we could still walk through it. Merry Christmas and a Happy New Year. Time to start building new models!

Cheers, *Malcolm Campbell*



LETTERS TO THE EDITOR:

Hi Malcolm, Thanks for the Newsletter; always an interesting read.
Regards, Vic Willson
("Without Feathers") UK

Malcolm, Thanks again for sending me your excellent and entertaining bulletin, of which I enjoy every issue: informative and so well-put together, I do look forward to the future issues!
best regards Sergio Montes

Thanks for another great Digest Malcolm. I've been living in a place named, 'Avondale' - 20 mins north of Bundaberg for the past few months - and the Digest publishes the Avondale Spider - 'freaky!'

Keith Fisher

Hi Malcolm, Your influence is all over the world - next it will go to other planets. I also liked the plans and technical articles as well - time to cancel my Aeromodeller subscription and get the goss in the BFFS newsletter. John Lewis

Hi Malcolm, Your BFFS Digest's are fantastic! I have been missing out big time. Many thanks for the effort – I will look forward to these as much as FFQ.
Kind regards, Neil Murray WA

Hi, My name is Frederic Nikitenko and I fly F1B (mostly for fun, not for hard competition) in the Paris (France) region. I design and build my own. My friend Bernard Boutillier (F1C flyer) showed to me an electronic copy of your "October BFFS Digest". Congratulations, it is a very nice review. I am very interested, page 25, by the concept of "No Frills Wake" and I would like to have more information about it. Frederic

Malcolm, Thanks for another great issue.
Cheers David Ackery NZ

Hi Malcolm, Once again you have excelled yourself with the Digest. Truly magnificent and deserves its place amongst the best.
Congratulations, John Taylor

QDP STATE CHAMPIONSHIPS Coominya October 2009

By Louiedafly. CD Julie De Visser



Pieter's Y-Bar had the goods but his little Elfin didn't want to play

On reaching the field I wondered if I had the right day as I could not see anyone in the top paddock. I noticed what looked like an abandoned car in the lower previously cropped field. After driving in I realized there were in fact a few cars parked in the lower paddock and wondered how they got into what I assumed was a fully fenced off area. Following the car tracks worked well as it led to an opening in the fence and after negotiating a steep ditch (handy I have a 4WD) I drove through some long grass and rough terrain – obviously I missed the preferred route to the flying site for the last hundred feet or so and paid the price with a damaged exhaust system. From that point on the day improved with light conditions. Particularly good to see Pieter and Julie in attendance, and Adrian Bryant as well - who seems a regular fixture at nearly all our events lately thanks to Albert Fathers. The day turned out to be a relaxed affair with a number of Vintage models being flown in memory of Col Somers as well as the last State Champs (QDP) event for the year. QDP started at 9am with 3 flights required. Hot favorite, Des was away first however his model seemed more intent on aerobatics performing a loop pulling out close to the ground and returning a score of just over 30seconds. Desssy's second flight wasn't all that better however his last flight was more characteristic of what we have come to expect resulting in a convincing max. Malcolm also started off in an unconvincing fashion but then produced two great maxes. John also started off poorly with a poor under powered climb. John found a few more RPM for his second flight and although gaining only marginal height on the climb found good air to max comfortably. John's third flight was only average and failed to max. Ron Munden had a fair amount of engine trouble but got things running when he changed fuel. However, the engine wasn't performing well resulting in three low scoring flights. Pieter arrived at the starting area when most other flights had been made and with only average scores on the board we expected Pieter to blow us out of the water (yes it had started to lightly rain by then) with his famous Ybar model. However, Pieter too was having engine problems often resulting in his engine cutting soon after launch. Pieter's second flight went well – very well with his model climbing probably twice as high as most others on the field to score a spectacular max. Unfortunately his third score suffered from the premature engine quitting problems suffered earlier. So how did it all end up I hear you ask. Malcolm won easily with 2 maxes, John was second and Des third. With the light rain falling at the end of the event most took the opportunity to pack up and head to the local garage for some hot chips, a drink and a chat. Although the models didn't perform to their potential on the day everyone seemed to enjoy themselves and we were able to make use of the extra space at Coominya provided by the use of the lower paddock.

RESULTS:

1ST	Malcolm Campbell	50	120	120	290
2ND	John Lewis	46	120	82	248
3RD	Des Slattery	31	52	120	203
4TH	Pieter deVisser	13	120	17	160
5TH	Ron Munden	20	34	22	78



George looks despondent when CD Julie says the Cardinal is not eligible for QDP



Adrian prepares his Mulvihill Wakefield with help from Albert



Des's Dixielander looked good - but looks can be deceiving



Alberts new F1A - getting ready for Springhurst



"*Look Mum, no stick!*" Adrian discards walking stick for a classic launch





Always reinforce tracker boxes!

NOVEMBER FUN FLY



Des's Cyclon-powered CnC Matrix F1J went up very well after recent improvements



Go away! We were here first

BFFS CHRISTMAS PARTY



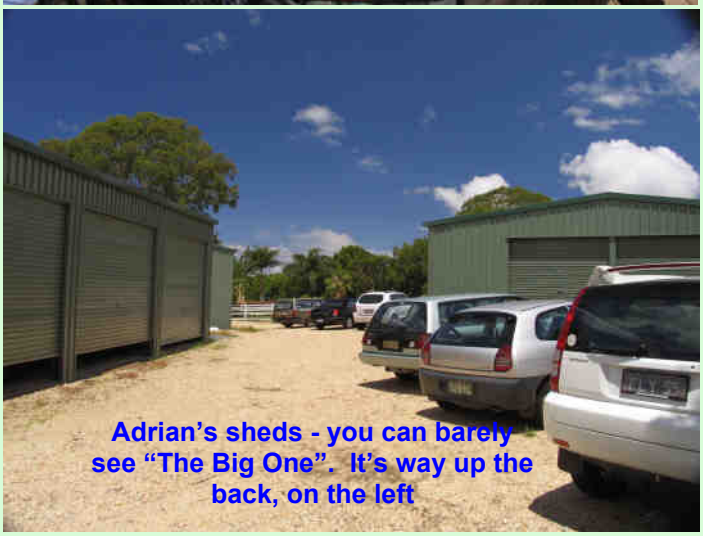
Adrian Bryant hosted the 2009 BFFS Christmas Party at his newly acquired Terranora Heights home. After leaving his serene cattle property at Uki, Adrian wanted something big to replace it. And he got it! With three large sheds, he can build any size model, and one shed was big enough to fly "Indoor" after lunch. His home is lovely with wonderful coastal views and he, his wife Jo and daughter Joanne put on a wonderful cold meats lunch, assisted by the wives of club members. The pool looked beaconing but the Big Shed won. We had Polloys to fly! **THANK YOU ADRIAN!**



A BFFS line-up



A meeting of the minds,
Adrian Bryant and Gordon Burford



Adrian's sheds - you can barely see "The Big One". It's way up the back, on the left



A warm day, so it was nice to have some shade



Over 320 years of modelling "Know How" here. From left, Des Slattery, Gordon Burford, Adrian Bryant and Ron Munden



Are they waving "Hello", or "Goodbye"?

BFFS 2009 PRESENTATION OF TROPHIES



Just a few to give out



Brian Taylor - Indoor Champ of Champs



John Lewis - F1H Champ



Malcolm Campbell - Scale Champ



John Lewis - Champ of Champs



John Taylor - "Good Guy" trophy

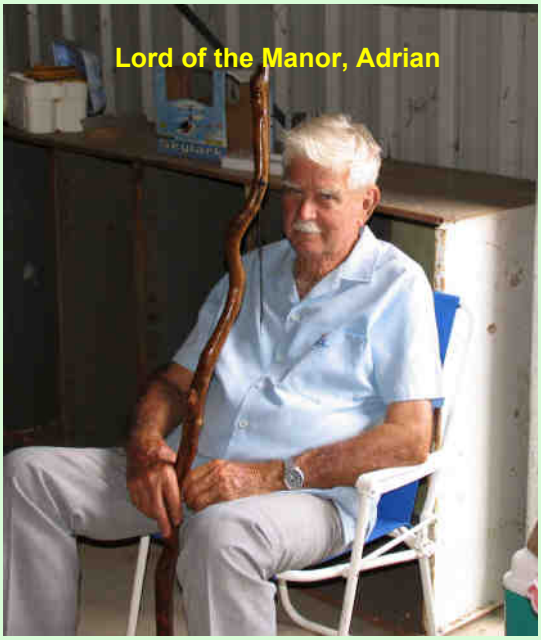


Adrian Bryant's little trophy - his beloved Gator 6 x 4

CHRISTMAS INDOOR AT ADRIAN'S BIG SHED



Des Slattery helping Gordon Burford, who flew the ¾ size Hangar Rat for hours



Lord of the Manor, Adrian



Brian in tense concentration launches his Polly

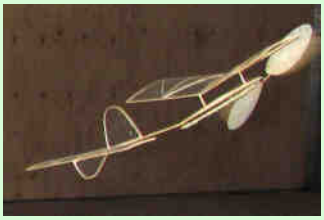


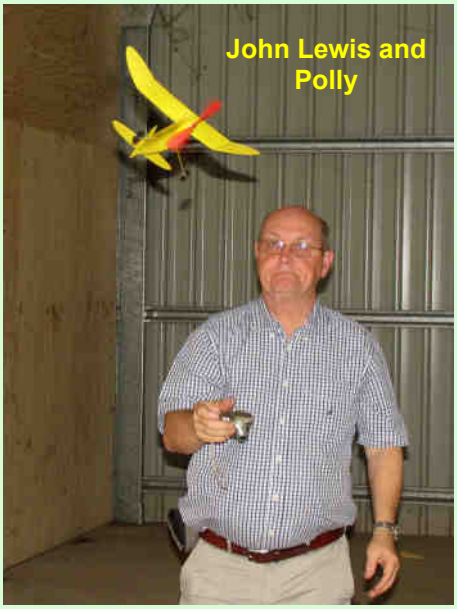
Brian and John with mass launch
Is this "Pollygamy"?



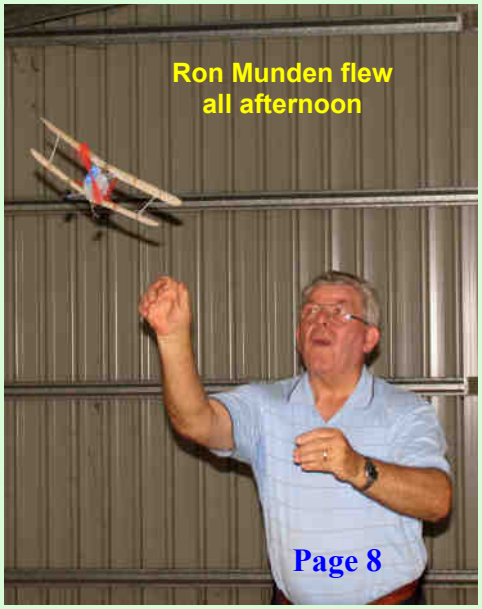




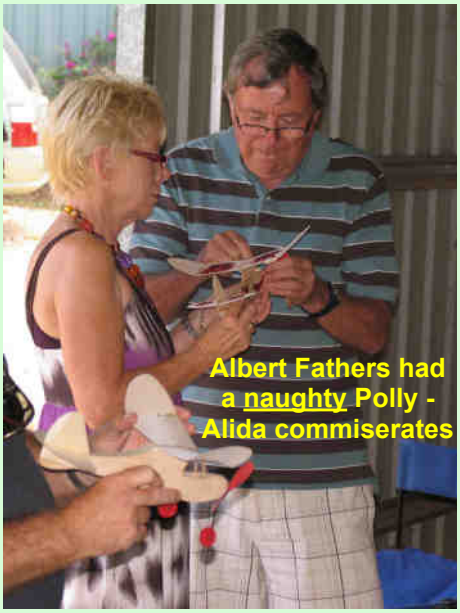




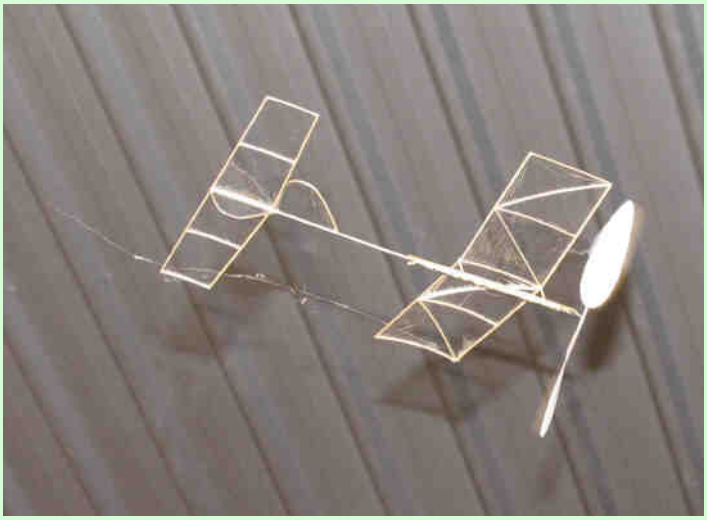
John Lewis and Polly



Ron Munden flew all afternoon



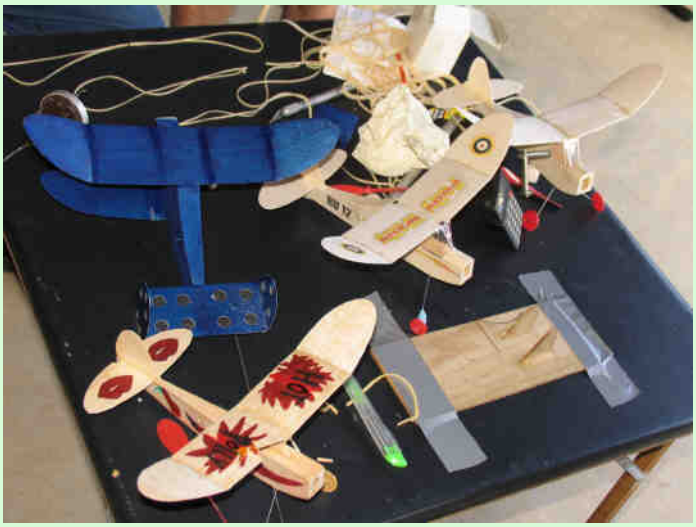
Albert Fathers had a naughty Polly - Alida commiserates



Brian's Parlour Mite was shot down by Adrian's cobwebs



Gordon Burford (now 90) takes his Indoor seriously



"Model of the day" Pollys hatched everywhere Find the plans on the web - build light, build 'em all



We even had a rent-a-crowd!



KEILKRAFT "SENATOR" GLOBAL POSTAL CHALLENGE

1st until 30th June 2010 – *by Jim Moseley*

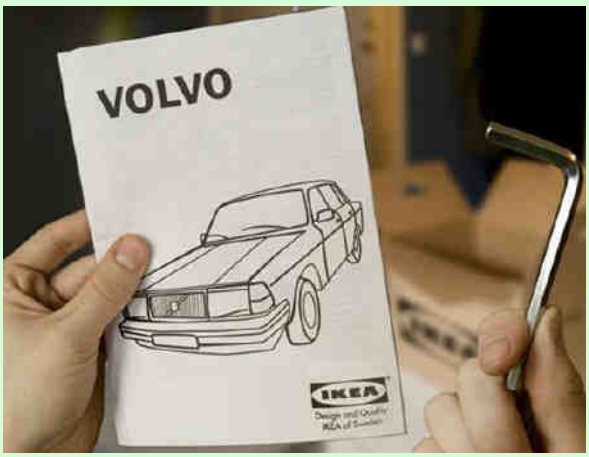
First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. ***MORE ON THIS POSTAL IN THE NEXT ISSUE***

NOW HEAR THIS

Three old guys are out walking.
First one says, 'Windy, isn't it?'
Second one says, 'No, it's Thursday!'
Third one says, 'So am I. Let's go get a beer..'

A man was telling his neighbor, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art.. It's perfect.'
'Really,' answered the neighbor . 'What kind is it?'
'Twelve thirty..' He replied.



WHERE'S DAVID?



I've been told David has many yellow shirts - but I only have one photo of David (*Ed*)

Hi Malcolm, and the Brisbane Free Flight Society,

Yes I've been unnaturally quiet of late due to excess of work and about to get busier when my new cartography software, 3D Terrain Modelling, gets up and running.

Quite quiet flying current models and last contest next Sunday before we leave for Brisbane on 20 November.

I've taken on editing and publishing Biggles News 2010 which will appear in digital pdf format with plenty of articles from the initial response of Biggles. Once proofed about Jan 2010 this will be available as a free download for free flighters world wide, and hopefully well worth reading.

Articles from me (3), John Cooper, John Bailey, Neil Cliff, Brian Lavis, Chris Parry, Chris Strachan, Roger Heap, and Trevor Payne - we are having a photo shoot on Sunday of Trevor's new Nelson 40 powered 'folding' open power model at Barkston Heath. Hopefully lots of interest.

My articles are on My Zing Wings Year - now averaging 40 seconds a flight and pushing the top UK catapult glider fliers, and GPS Aided Off-Field Recovery including latest full mapping gps units.

I'm currently working on a new GPS book for 2010 publication which will centre on the new full mapping gps units; in UK the new Memory Map Adventurer 2800 and the Hema Navigator a remarkable bit of world leading kit from the team at Eight Mile Plains - check it out if you want state of the art road, off-road and retrieving navigation, check it out, pricey at $699 but great value. (See http://www.memory-map.co.uk/adventurer/index.html)

Not much to report on the model front except I will be bringing two Sija kits over with me which I hope to complete.

Son Bill and his family might be moving around the state as he is due to complete his teaching qualification this month. Depending where he gets a job will decide where our Queensland base is after Christmas so might not make Springhurst though I do have my sporting passport letter from BMFA.

Please circulate to all my friends in the Brisbane Free Flight Society.

Cheers David

So now you know

2009 Champion of Champion Points Tally

NAME	F1J	F1H	OP	F1C	Scale	HLG	CLG	P30	F1G	F1A	OR	QDP	Total
John Lewis	2	5		5					5	5	3	4	**29**
Des Slattery	3		5		2	4	1			2	4	3	**24**
Malcolm Campbell	1	4	4		5					4		5	**23**
George Baynes								4.5	4		5		**13.5**
William Jones						3	4	4.5					**11.5**
Brian Taylor					4	1		2	2				**9**
Albert Fathers		1						3		3	2		**9**
Ron Munden						2	2	1				2	**7**
Ben Lewis		3							3				**6**
Graham Maynard			2			3							**5**
Dale Jones						5							**5**
Keith Fisher						5							**5**
Ted Burfein		2											**2**
Adrian Bryant											1		**1**
Pieter de Visser												1	**1**

STOP PRESS

The Seven Mile Lagoon has dried up! Leave your swimming togs at home and venture out onto the reclaimed hectares in 2010.
Our flying options have just got better!

Brian Taylor's Indoor Page

F4F Peanut Scale State Championships

3rd October 2009 *Report from Brian Taylor*

Venue: ***Brisbane State High School***

Flight times were down a bit this year. When Matthew eventually sorts out his Knoller C11, it could be hard to beat.
Des also was having trimming problems, a propeller that kept breaking didn't help. Craig's Dixon Nipper started well but would eventually find a wall to fly into. After a lot of trim changes my Jodel was finally happy to fly in right hand circles and with slightly thinner rubber, longer flight times should be possible. One person missing from the results is John Lewis and his fine flying Fike. This oversight may have cost him the Indoor Champion Trophy.


Craig Byrne


Matthew Taudevin


Brian Taylor

Above photos not necessarily of the winning models

Results

			Static	Place	Flight	Place	Total
1st	Brian Taylor	Jodel D9 Bebe	54.5	2	71	1	3
2nd	Matthew Taudevin	Knoller C.11	55.5	1	19	3	4
3rd	Craig Byrne	Dixon Nipper	45.0	3	54	2	5
4th	Des Slattery	Fike	23.0	4	8	4	8


A box of indoor goodies



The Jodel in flight

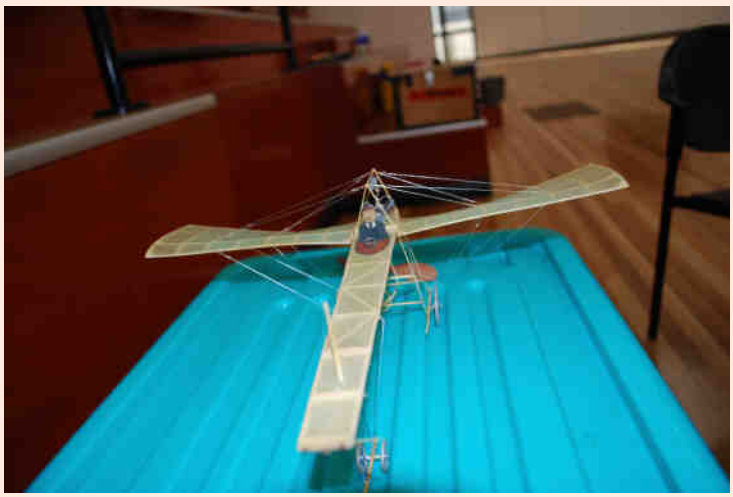
Express your artistic flare. Build and fly Free Flight Indoor next year
It's relaxing, no weather worries, comfortable facilities and it's cheap

You know it makes sense

Remember the Nationals are at Dalby in Queensland 2010 - 2011



Ron Munden winds his battered P-18



Now that's wash out!



Matthew Taudevin and John Durward in deep discussion

ACE REPORTER REQUIRED

With Indoor flown each month and a pretty good role-up, why not take it in turns writing up a brief report for the Digest. We can't expect Brian to report all the time.

MAAQ committee members being introduced to "Free Flight" via Delta Darts flown after their general meeting held in the Chermside Library in north Brisbane. The "high tech" models were supplied by Michael Snabaitus (second from left). The "event" was "won" by Treasurer Robin Klau, who had previously trimmed his to fly within the foyer of the Library in Brisbane, so he far 'out flew' all the others. He used trim tabs! I believe they all had fun.



NOSTALGIA CORNER "THE LONGEST SERVING MEMBER OF THE M.A.A.Q."



ALLEN THOMAS (AUS-41)

Allen arrived in this world in 1930, in the days of expanding aviation, prior to World War 2. He fondly remembers in 1934, sitting on his father's shoulders at Archerfield, and watching the Douglas DC-2, that had just competed in the England to Australia air race make a landing. In 1940. His interest in aviation led to him joining the Australian Air League, which was then an alternative to the Boy Scouts. He thus became a patron of the famous Swift Model Aircraft shop, that then existed in Adelaide St. His first purchase was a "Comet " brand kit of a 16 inch span rubber powered scale model – a Taylor Cub.

In 1941, he saw his first contest, when his family was driving from Nundah to Pinkenba, along a road that no longer exists.(It and its surrounding farmlands are now part of Eagle Farm airport.) In a paddock nearby, a power- model contest was taking place between some Brisbane flyers and a group of modellers from Lismore. Later in 1941, Allen's father died, and he and his mother temporarily moved to Ipswich, where he studied at Ipswich Grammar . At the end of his school years, he applied for, and won an engineering cadetship with Evans Deakin (then Queensland's largest engineering firm) during which he studied for a U.Q. Diploma in Mechanical and Electrical Engineering. He had done no building or flying since 1941, but in anticipation of days, when his studies permitted, he regularly visited Swift Model Aircraft, for the monthly "Aeromodeller" magazine.

In mid 1948, S.M.A. put a notice in their window, suggesting a meeting to form a long overdue model aero club in Brisbane. Interested people were to come to the Brisbane Sewing Club's room in Edward St. at a specified date and time. Allen turned up, and chatted with other individuals like himself, who had been hoping for a club to form. After everyone got to know everybody, a "Swiftie"-(Neville Bishop)- chaired the meeting, calling for nominations to be made, for the administrators of the future club. Voted into office were

—Allen Thomas, as President
—Harry Butler. as Secretary/Treasurer
—Jim Mulcahy, as Contest Director.

Harry's first job was to write to the national body requesting registration of the new club –named, of course "Brisbane Model Aero Club". The official reply was that although Brisbane had been club-less, there were many active clubs throughout Queensland.(Toowoomba, Maryborough, Bundaberg, Rockhampton, Mackay, Townsville.)—and that a state controlling body would be desirable, to organise State Champs, etc.----- and that the state capital would be the best location for such a body. So the instruction came that the new club was to be called the "Model Aeronautical Association of Queensland", and was to administer the state's affairs.

The committee's first job was the organising of flying fields. Two were organised, both easily accessible by public transport, and both of adequate size for competitions. One was on a Strathpine farm, that is now an industrial estate. The other was at Wacol on what is now the prison farm. The next high priority job was to plan for the first Queensland State Champs. Since so many people from all over Queensland come to Brisbane each year for the Exhibition, it was decided that this big event would be held on the first weekend of August, 1949. By then control-line had come on scene—so the free-flight events were to be held on Saturday afternoon and Sunday morning at Wacol ; the C.L. events, and the prize giving would take place on the tarmac at Archerfield aerodrome on the Sunday afternoon. Back then, there was only one class of model for which there was an international event. That was the Wakefield class, and Queensland's number one newspaper, the Courier Mail, offered a nice trophy cup for the event.



1949 - the first Queensland State Champs, and Allen Thomas takes off for the winning flight

Late in 1948,the F.A.I. took over the International Wakefield event, and the first of many rule changes came about ; this was that flights were no longer unlimited—a 5 minute maximum now applied. In Wakefield, at the first Qld. State Champs, only one max. was scored, and that was by Allen, on his second flight—but he wasn't happy, because his model finished 30 ft.(9 metres) up a tree. Round 3 got underway, and Bruce Abell of Maryborough took the lead. But one of Allen's mates, whose hobby was cliff-climbing, decided to try and retrieve Allen's model -

and he did. Allen needed a third flight of 2 mins. to win, and he comfortably did it, to become the first name on the "Courier Mail Cup". This win encouraged Allen to plan on going to the next National Champs, which were scheduled for Easter 1950, in Victoria. (The first Aussie Nats were held pre-World War 2, in N.S.W. No Queenslander was present. The second Nats., also in N.S.W. were held at Easter 1949.

One Q'lander was there (Bill Weekes of Toowoomba)- but he did not compete.) Allen got to the 3rd. Nats, and thus had the honour of being the first Q'lander to compete in a Nats. He entered both Wakefield and Open rubber, but his fixed undercart/free-wheeling prop model, was outclassed by the fold-up undercart / folding prop Wakefields of his new acquaintances—Alan King, Jim Fullerton, and Alan Lim Joon. As soon as Allen was back home, construction started on his next Wake, in readiness for the next State Champs.

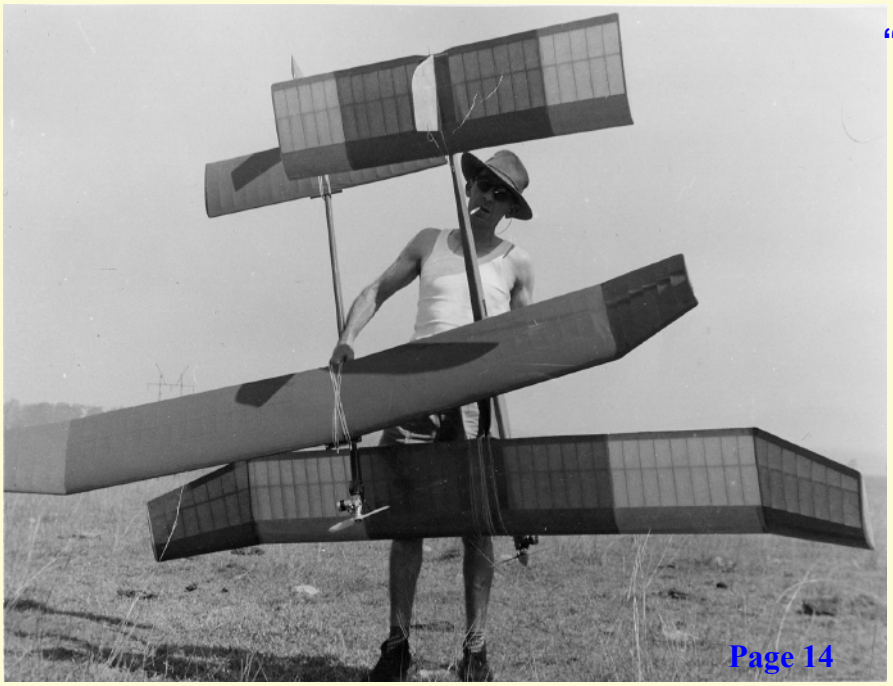
The 2nd.(1950) State Champs were held at Strathpine, and again Allen won the C.M.Cup—but again under trying circumstances. It was a rainy day, so no-one bothered to light up their fuse D/Ts. Only one bit of lift came through during the day, and who saw it coming. Allen did, and finished up with a flight of 18 minutes O.O.S. and with a never-recovered model. Bruce Abell was once again the potential winner. He needed a third flight of 95 secs. to better Allen's two-flight total, but he kindly did 90—and Allen won the Cup for the second time. 1950 was a year of politics, in the model aircraft world , in Queensland. New clubs had formed in Brisbane, and they were primarily control-line orientated. They objected to this state's model airplane activities being administered by a club, which was still 100% free flight. Eventually, the M.A.A.Q. was reformed as a purely administrative body, with elected executives. The members of the original M.A.A.Q. set up a new club-- the "Brisbane Free Flighters".

1951 was a year of many interesting events. The 4th Nats were being held, again over the Easter weekend, in Adelaide. Des Slattery of the N.M.A.A. club attended, and placed in his favourite event—becoming the first Q'lander to get a placing in a Nats event. The 3rd. State Champs were again held in August—this time at Ipswich, on a site that had been the burial ground of American servicemen killed in New Guinea in W.W.2. Allen had the opportunity, this year, of winning the C.M. Cup outright. (The original rule was that anyone with three consecutive wins, retained it.) After his Nats experience, Allen had got around to designing, building and testing a new Wakefield, and it was good, winning some local contests, and one in Lismore...but once again , he had a knee-trembling C.M.Cup contest. His first flight D/T'ed at the 5 min. max time, and took another two minutes to come down. He had sprinted after it , and would you believe, when it came down about a mile (1.75km) from launch, he caught it in his hands.

His second flight also maxed, but this time, came down on a building site, and its wing was damaged. His two-flight score was enough for him to win the contest,--and until he gave it to the M.A.A.Q. years later, the cup was his.

During the year, our national body made a wise decision. With the growing number of model classes , the Easter weekends were insufficient in days, to fit all events in. So it was decided that future Nats. would start just after Xmas, and continue to just after the New Year holiday. So 1951, became a year of two Nats. Number 5 was planned to be held on the former R.A.A.F. base at Camden, south- west of Sydney. –and it became the first Nats with multiple Q'land entrants.

MORE ON THE FORMATION OF THE MAAQ IN OUR <u>NEXT</u> EDITION OF THE BFFS DIGEST



"REAL MEN DON'T EAT QUICHE"

For the era, this is true Aussie dress "sense" - shorts, singlet, leather shoes and short socks, an Akubra hat and durrie (cigarette). No girls to impress on the flying field in those days!

This is John French posing with his larger Class III Power Ratio model (OS 35 glo). He also is carrying Alan Bettens' OS 29 Mk III model.

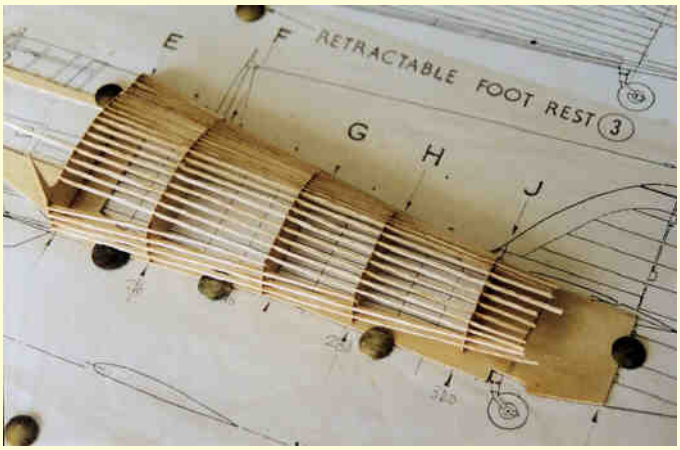
Take a look at the size of John's tailplane and fin.

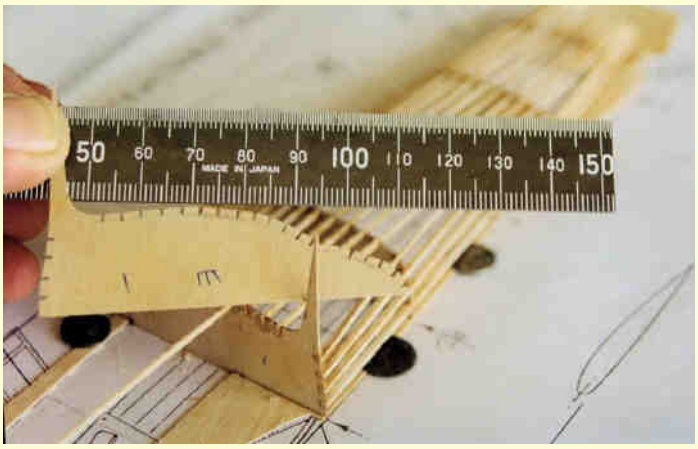
I reckon this will bring tears to the eyes of big Aussie Power Flyers - Roy Summersby, Col Collyer, Gary Odgers and Col Crowley, to name just a few.

Nostalgia at its best!

THE FRENCH CONNECTION

John has been a bit quiet these last few months but he did manage to produce photos of recent activity; in this case a very fine Hawker Hurricane as work in progress.





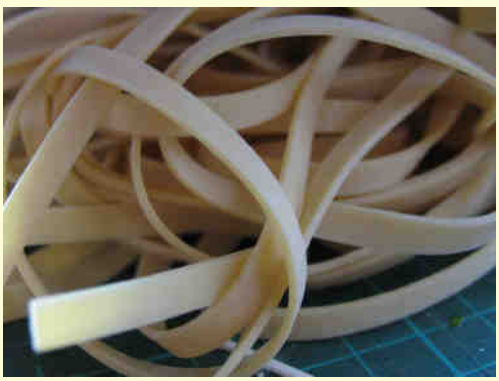

The stringers are 0.5mm square


And check out the cockpit detail




John French (left) and Ricky Bould (New Zealand scale supremo) testing an AM cabin duration model in John's back yard circa 2008

THE BRADLEY REPORT ON SUPER SPORT RUBBER



I only had time to make up 5 motors and test them from the latest batch of Super Sport, September '09, this week. I plan to make up some more this week and test some more next week. I had to test today and it was 3 to 5 degrees cooler today than the temperature was when I tested the May and June rubber. I think that accounts for the slightly lower readings. The test data for this batch looks petty much like the May and June Super Sport if you factor in the temperature.

I think it is another good batch and I hope this is a trend that the factory can make repeatable good batches of rubber. If you need rubber this is another good batch to buy for F1B. It shows very good burst and good cruise at 26 strands.

Jim Bradley

“SUMTHING” FROM SUMMERSBY



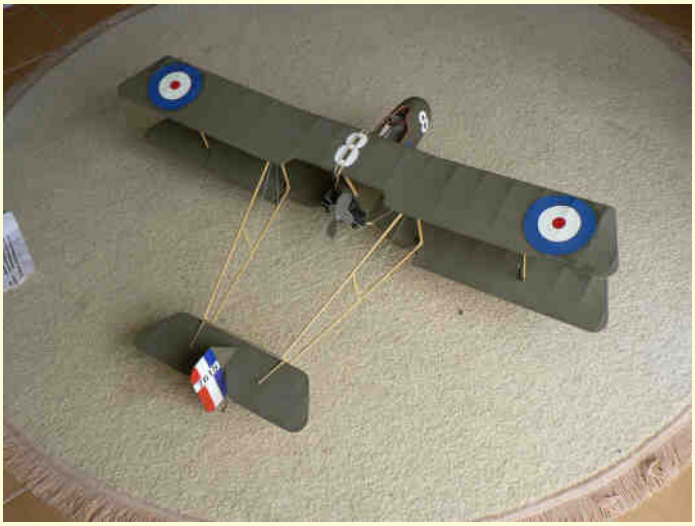






Who says an F1C flyer can’t have fun now and again? Roy Summersby certainly is. Hot on the heels of his 1908 twin pusher comes a magnificent rubber powered FW 152H, the last of the FW line. It was a high altitude version built for the defence of Berlin. Roy’s model weighs 160 gms ad is 40” wingspan. When trimmed, it will be a real threat in scale vents. Look out for it at the 2009 Nationals.

His FE8 pusher is electric and will also shake up his competitors in scale.





EAGLE BALSA IS STILL SUPPLYING BALSA TO THE BUDGET CONSCIOUS MODELLER



We are now at 32 Loane Crescent Lawnton. Please phone before coming. Our phone number is 07/3467 2711.

Due to my Contracts I can only supply Balsa on a three day window in every 14 days. Calling 2 weeks at least in advance guarantees you won't be disappointed.

FOR MAIL ORDER:

Freight is established with our Post Office after confirming we have all your order in stock. We then respond to you with freight cost.

NO FRILLS IN FRANCE

After publishing the results of our “No Frills” Wakefield event, we received correspondence from a French flyer, Frederic Nikitenko, who was introduced to the BFSF Digest by his friend Bernard Boutillier, an F1C flyer. I passed his questions on to John Lewis and Frederic replied to John’s answers, saying:

I read again your mail, taking my time. In fact, I understand I have already asked the main questions about your No Frills model : dimensions, and all information about the trimming are welcome. What is the prop run time ?
Do you obtain a straight vertical climb during the burst ? In which direction will you go on the development of this model ?

I found the 1983 FF WC handbook and the plan of your Mighty Mouse design. You made obviously some changes in the model from that period !

I explain quickly my interest on No Frills Models : I am looking to find everything which could, today, attract (or retain) more flyers on the field. And I think things should stay more simple than they are now.

So, as you seem to think also, I like the idea that you don't need gadgets if the model design is healthy enough.

On my point of view, it should be possible, too, to achieve such a model without being compelled to build with HiTech methods (even if these methods are not forbidden, they are not always necessary). To be obliged to go to Internet to order rare materials does not seem good to me. The main idea is not necessary to have the winning model, but a simple model to have good fun with.

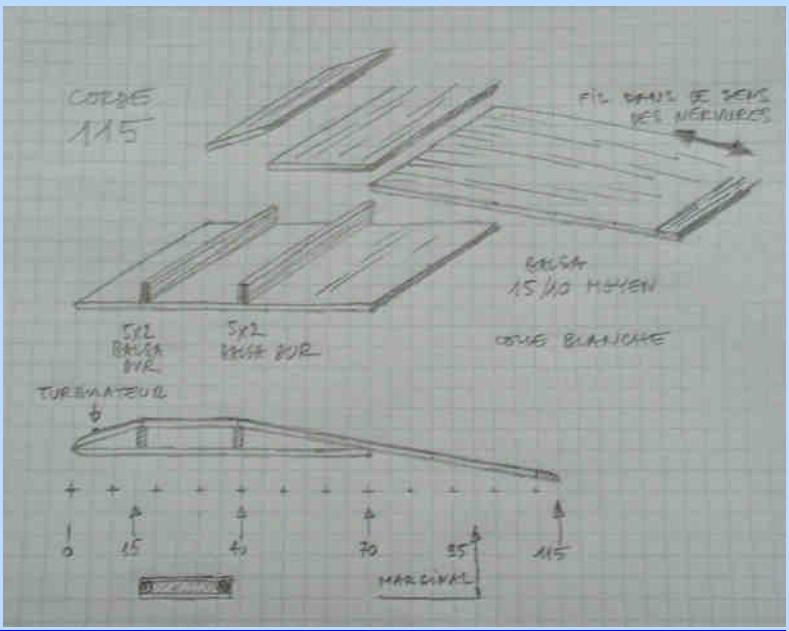
For instance, carbon allows to build stiff wings, but sometimes these wings could be too stiff (less stiff could be enough). And carbon is nor always easy to find and to handle.

For instance, I tried " built-up Jedelsky" which is stiff enough for F1B (*see attachments*).

Thank you again for the time you spend with my mails. I hope you will send me more infos about your Warrego? It will help me.

Frederic Nikitenko





IMPORTANT NOTE

Coominya flyers please take note. We have one cranky neighbour who doesn’t like us walking through her property without permission. This person is in the house on the western boundary near the bitumen road. So please ask permission before you walk through any properties abounding our field. Des and George said she wasn’t very nice!

CONSTRUCTION CORNER

1948 Kane vintage glider built by Albert Fathers



"Hurry up Albert, it's heavy!"
Alida seems to be saying

A couple of months ago, I decided to build a new vintage glider for the Nationals. I wanted to build something different from the norm but was still competitive. Having looked at various sites I ended up purchasing a plan from Bob Holman of Rado Cizek's 1948 Kane. It turned out great fun to build and consumed a fair amount of balsa. Finished weight came out at 460g.

Our trimming day turned out to be very hot, close to 40C at 9am, so I was hoping not too much running would be involved. The model was greeted with interesting comments like "*Is it a sea plane, can it be towed off water?*" and "*It looks like one of those WW11 troop carrying gliders*" and editor's comment "*Is it a football with wings?*"

A little trimming was required with just a few changes to the CG and some mods to the DT delatch being required. Even the critics where surprised by the in air performance. *It looked glorious Ed.*

For anybody interested in vintage Bob Holman has a really good range of plans his website is www.bhplans.com

1956 Aiglet A1 glider built by Malcolm Campbell



49 inches of fun

Well, the Aiglet flies, and flies well. Des and I went out early on a late November morning to Coominya and tested it in light air and a bit of a breeze. And was it ever hot as the day wore on. There sure isn't much feel on the line compared to my carbon and balsa F1Hs and the F1A but I'll get used to it.

To strengthen it and improve it, I used a double paper DBox on the inner panels, a turbulator across the rear of the full LE, spruce front top spar and full riblets. Brian Taylor made up an electronic timer, which is great. Turns on via a micro switch on the tow hook.



Failsafe electric timer by club wizard, Brian Taylor



Microswitch activates timer when towline released

Only things I had to do to make it fly well were:

1. 1/64" tail packing to keep the nose up on glide
2. As much left rudder on tow up as I have for right rudder on glide. A straight rudder had it pulling too hard to the right.
3. I didn't have the tow hook angled downwards as shown on the plan because it kept pinging off, so most of my tow hook is now parallel to the fuse.

I concentrated on keeping the whole thing light and ended up at 5.4 ozs, ready to launch. That includes timer, tracker and rubber bands so it is in fact lighter than the plan (no timer and tracker, just a burning fuse). I'm happy about that.

So the only thing I'm not happy about is my towline is probably too heavy for the model! I may check out the fishing shops for a light min.stretch line.

In summary, a great little model that could hold its own in good air. But a still air day would still probably see it creamed by the current model C/F F1Hs on glide ratio.

BIRTH NOTICES





Cute little Dixielanders to fathers Des Slattery and Malcolm Campbell, mothers unknown. Des's was underweight and needed some intensive care. Malcolm's was a big bruiser and needed little help in getting airborne

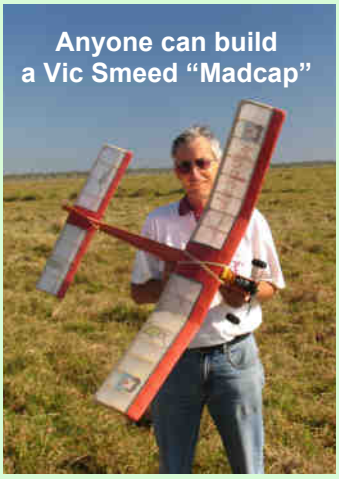
CHRISTMAS BUILDING ASSIGNMENTS



Pieter's "Blue Pants"

This year's Maryborough Gathering features Vic Smeed sports free flight designs and the control line model is "Blue Pants". Pieter De Visser has his C/L model well on the way to finished.

I've included a few plans of the Vic Smeed models to get you all thinking for the June 2010 weekend. Build a few over Christmas and trim them in the big field, and then you're ready!



Anyone can build a Vic Smeed "Madcap"

C/LINE FUN FLY VINTAGE DAY AND SWAP MEET



CLASI will be holding a Fun Fly In Vintage Day and Swap Meet at our field at Leichardt, Ipswich on **Sunday 31st January 2010.**

There will be lots of things for sale and/or swap. John Taylor will have lots of goodies for sale in his clearance sale including motors C/L and F/F plus heaps of C/L items. There will also be some R/C gear and kits, radios for sale.

Cost for the day will be $5 which will include a sausage sanga and a can of soft drink.
We expect to see lots of Vintage models including Stunt, Combat, Vintage A and B , and more. 2 circles in continuous motion. Novelty prizes. We look forward to seeing you there.

John Taylor, **Secretary CLASI**
Phone 07 33927679 mobile 0407150791email johndt@iprimus.com.au

If you want to sell, swap, or fly BE THERE! 31st January 2010



Dalby R/C modeller Andrew Liddle, with his tip launch flyer - he loves it!

Free Flight Advertising

"40+ years of professional engineering experience in product design, development and manufacture comes in useful…." **Jon Fletcher**





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WINGHAM NSW 2429
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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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RETAIL & MANUFACTURING SERVICES
STEVE RASKIN

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You want one? Don't you?



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

Jokes Pages

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%
The elderly gentleman went back in a month to the doctor and the doctor said, 'Your hearing is perfect.. Your family must be really pleased that you can hear again.'
The gentleman replied, 'Oh, I haven't told my family yet.
I just sit around and listen to the conversations. I've changed my will three times!'

Morris, an 82 year-old man, went to the doctor to get a physical.
A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm.
A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?'
Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful."
The doctor said, 'I didn't say that.. I said, 'You've got a heart murmur; be careful.'

A little old man shuffled slowly into an ice cream parlor and pulled himself slowly, painfully, up onto a stool..
After catching his breath, he ordered a banana split.
The waitress asked kindly, 'Crushed nuts?'
'No,' he replied, 'Arthritis.'

---

1. A day without sunshine is like night.
2. On the other hand, you have different fingers.
3. 42.7 percent of all statistics are made up on the spot.
4. 99 percent of lawyers give the rest a bad name.
5. Remember, half the people you know are below average.
6. He who laughs last, thinks slowest.
7. Depression is merely anger without enthusiasm.
8. The early bird may get the worm, but the second mouse gets the cheese in the trap.
9. Support bacteria. They're the only culture most people have.
10. A clear conscience is usually the sign of a bad memory.
11. Change is inevitable, except from vending machines.
12. If you think nobody cares, try missing a couple of payments.
13. How many of you believe in psycho-kinesis? Raise my hand.
14. OK, so what's the speed of dark?
15. When everything is coming your way, you're in the wrong lane.
16. Hard work pays off in the future. Laziness pays off now.
17. How much deeper would the ocean be without sponges?
18. Eagles may soar, but weasels don't get sucked into jet engines.
19. What happens if you get scared half to death, twice?
20. Why do psychics have to ask you your name?
21. Inside every older person is a younger person wondering, '*What the heck happened*?'
22. Just remember -- if the world didn't suck, we would all fall off.
23. Light travels faster than sound. That's why some people appear bright until you hear them speak.
24. Life isn't like a box of chocolates. It's more like a jar of jalapenos. What you do today, might burn your butt tomorrow.

**We'll be friends until
We are old and senile.
Then, we'll be
NEW friends.**

**Some people are
like Slinkies.....
They're really
good for nothing**



**... But they still bring
a smile to your face
when you push them
down a flight of stairs**

DID I READ THAT SIGN RIGHT?

TOILET OUT OF ORDER
PLEASE USE
FLOOR BELOW

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN

Notice in health food shop window:

CLOSED DUE TO ILLNESS

Seen during a conference:

FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE 1ST FLOOR

In a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT

Also in an office:

AFTER COFFEE BREAK STAFF SHOULD EMPTY THE COFFEE POT AND STAND UP-SIDE DOWN ON THE DRAINING BOARD

Spotted in a safari park:

ELEPHANTS PLEASE STAY IN YOUR CAR

Message on a leaflet:

IF YOU CANNOT READ, THIS LEAFLET WILL TELL YOU HOW TO GET LESSONS

In a Memphis department store:

BARGAIN BASEMENT UPSTAIRS

Outside a second-hand shop:

WE EXCHANGE ANY-THING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDER-FUL BARGAIN?

Notice in a farmer's field:

THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES.

On a repair shop door:

WE CAN REPAIR ANY-THING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK)

A single guy decided life would be more fun if he had a pet .....

So he went to the pet store and told the owner that he wanted to buy an unusual pet.

After some discussion, he finally bought a talking centipede, (100-legged bug), which came in a little white box to use for his house.

He took the box back home, found a good spot for the box, and decided he would start off by taking his new pet to church with him.

So he asked the centipede in the box, "Would you like to go to church with me today? We will have a good time." But there was no answer from his new pet..

This bothered him a bit, but he waited a few minutes and then asked again, "How about going to church with me and receive blessings?"

But again, there was no answer from his new friend and pet.
So he waited a few minutes more, thinking about the situation.

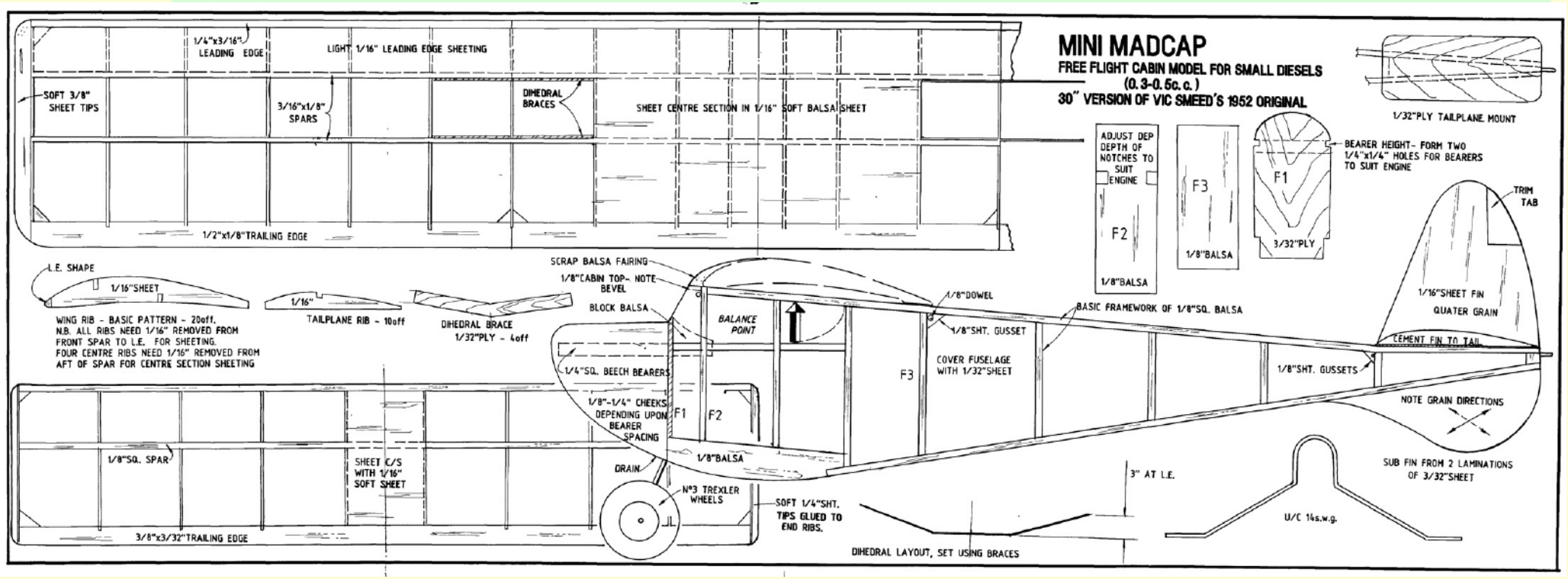
The guy decided to invite the centipede one last time.

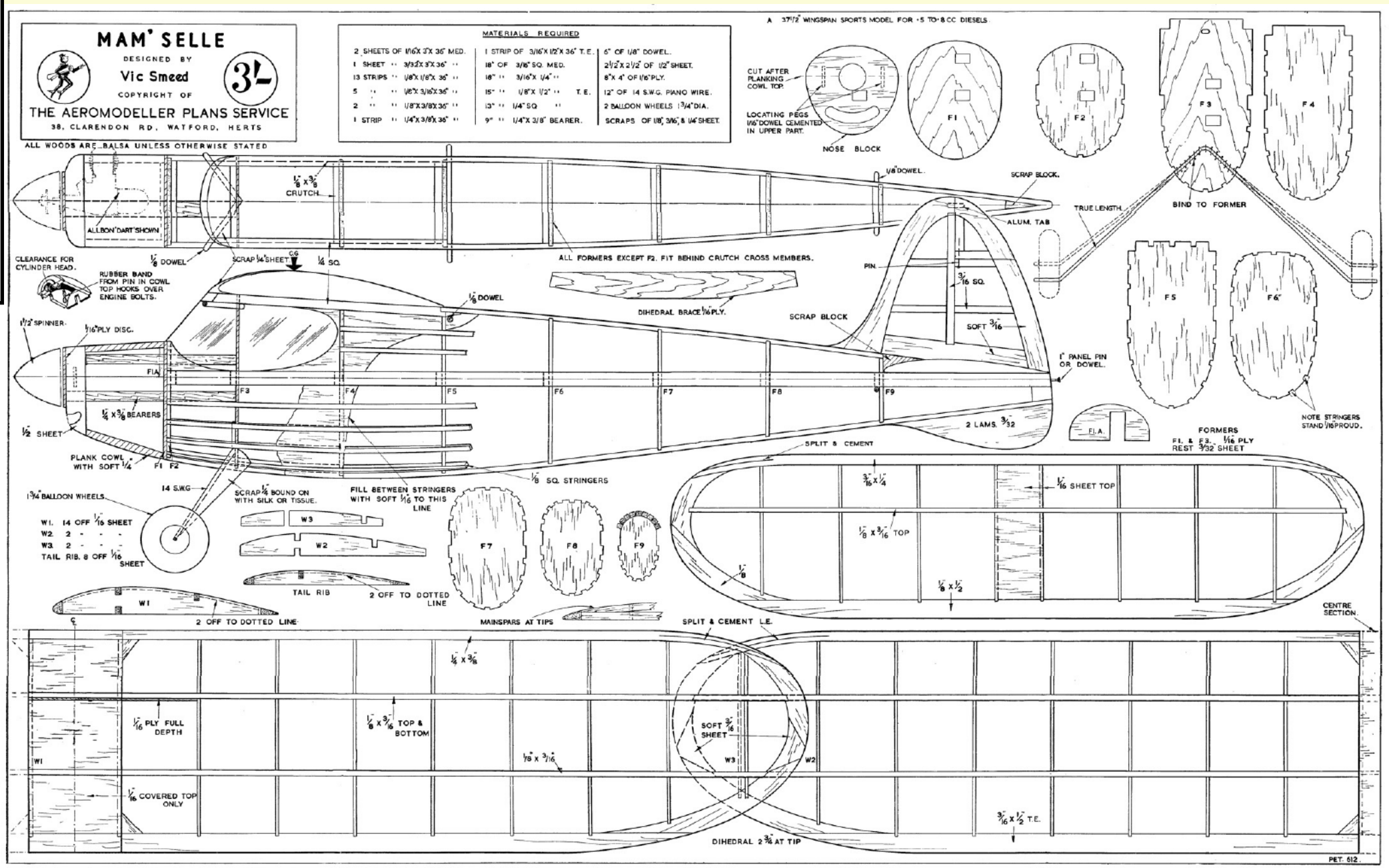
This time he put his face up against the centipede's house and shouted, "Hey, in there! Would you like to go to church with me and learn about God?"

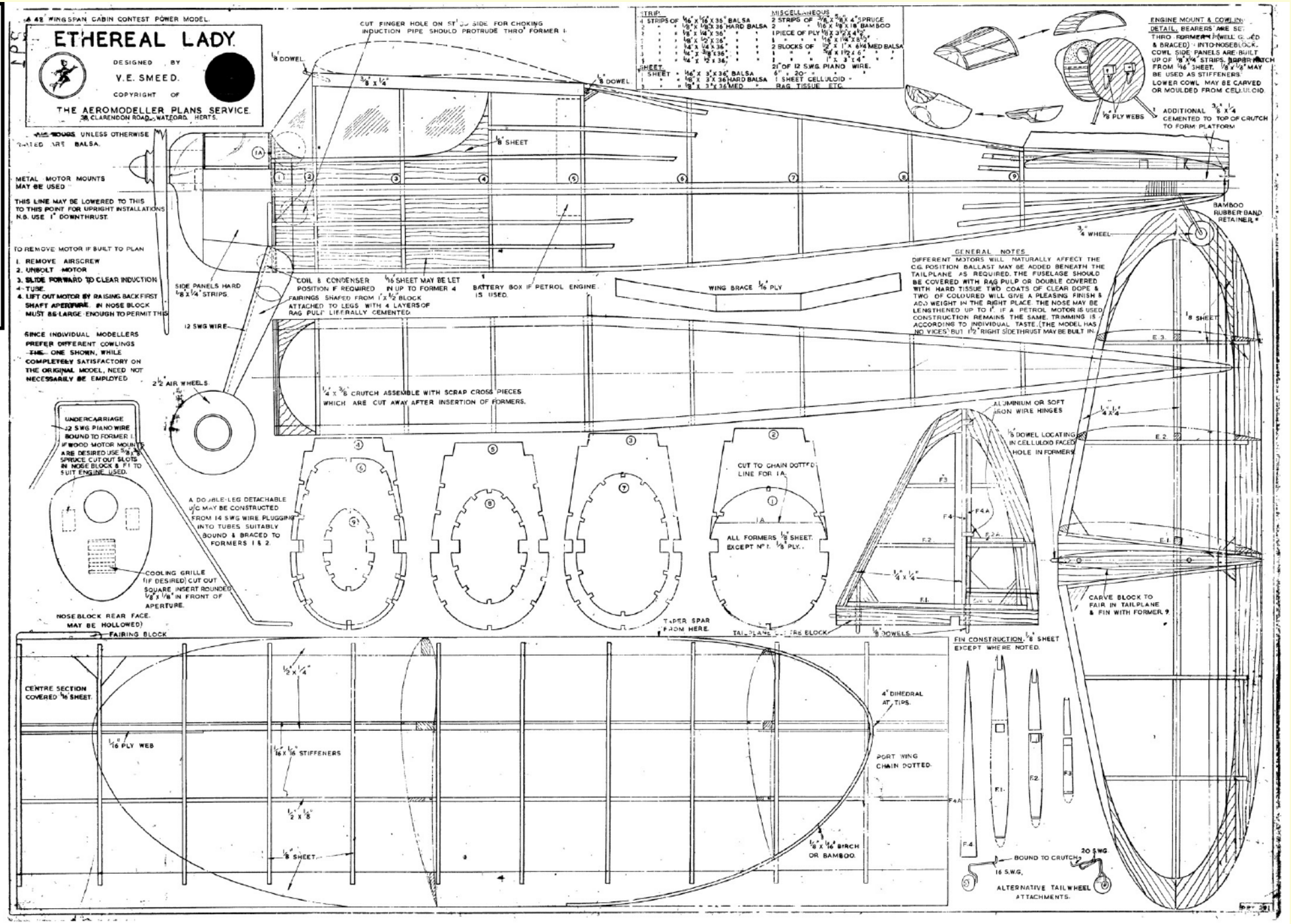
This time, a little voice came out of the box,
"I heard you the first time! I'm putting on my shoes!"

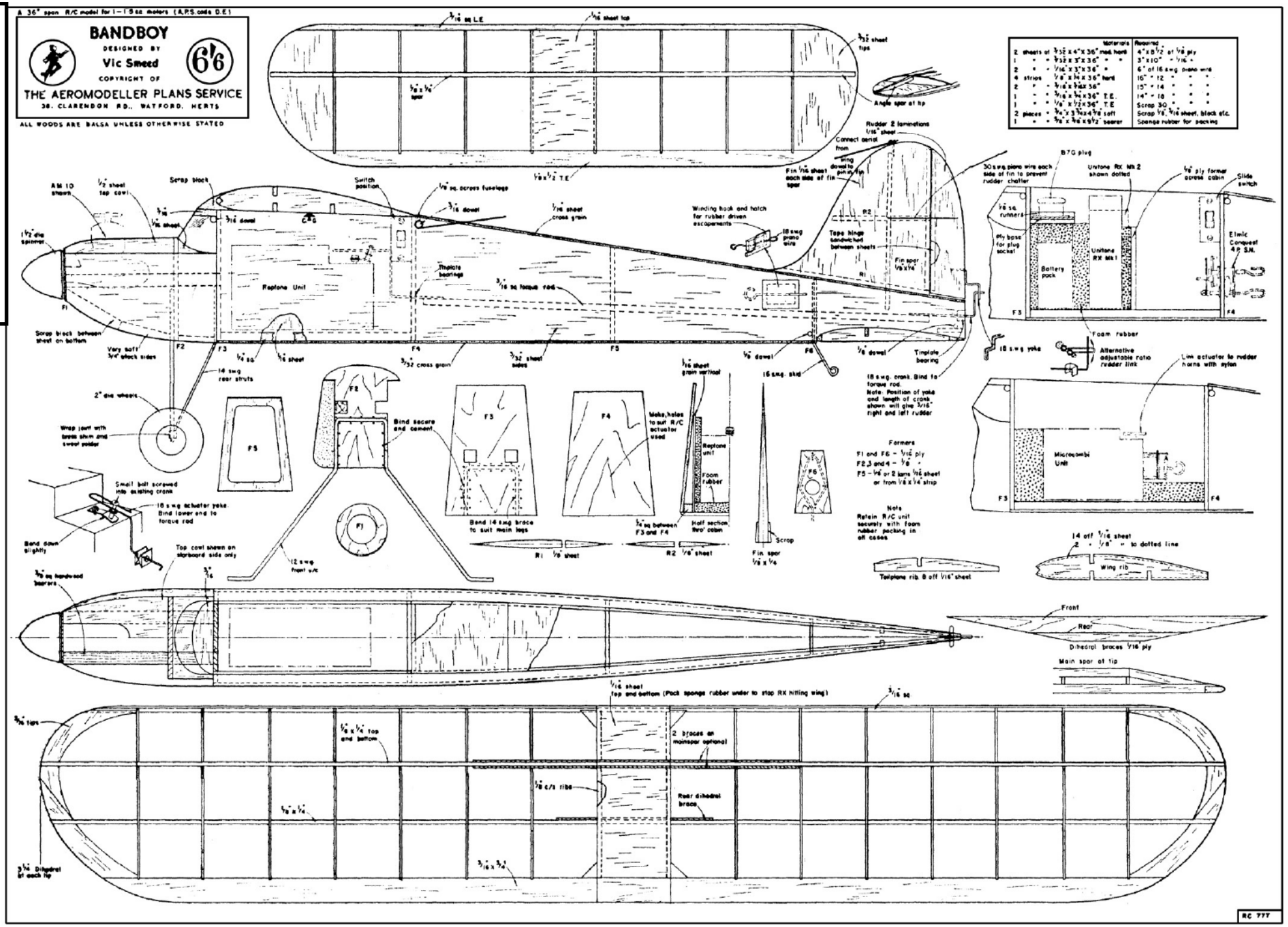
THE MARYBOROUGH GATHERING FOR 2010 MAY NOT BE UNTIL JUNE, BUT TIME FLIES WHEN YOU'RE HAVING FUN.

SO WHY NOT GET SOME BUILDING DONE OVER THE CHRISTMAS FESTIVE SEASON. WELL, AT LEAST YOU'LL BE HAPPY!




MAM' SELLE
DESIGNED BY
Vic Smeed
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
38, CLARENDON RD., WATFORD, HERTS
3/-
A 37½" WINGSPAN SPORTS MODEL FOR .5 TO .8 CC DIESELS.
MATERIALS REQUIRED
2 SHEETS OF 1/16"X 3"X 36" MED.
1 SHEET " 3/32"X 3"X 36" "
13 STRIPS " 1/8"X 1/8"X 36" "
5 " " 1/8"X 3/16"X 36" "
2 " " 1/8"X 3/8"X 36" "
1 STRIP " 1/4"X 3/8"X 36" "
1 STRIP OF 3/16"X 1/2"X 36" T.E.
18" OF 3/16" SQ. MED.
18" " 3/16"X 1/4" "
15" " 1/8"X 1/2" " T.E.
13" " 1/4" SQ "
9" " 1/4"X 3/8" BEARER.
6" OF 1/8" DOWEL.
2½"X 2½" OF 1/2" SHEET.
8"X 4" OF 1/16" PLY.
12" OF 14 S.W.G. PIANO WIRE.
2 BALLOON WHEELS 1 3/4" DIA.
SCRAPS OF 1/8", 3/16", & 1/4" SHEET.
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED
CUT AFTER PLANKING COWL TOP.
LOCATING PEGS 1/16" DOWEL CEMENTED IN UPPER PART.
NOSE BLOCK
F1
F2
F3
F4
F5
F6
1/8" DOWEL.
SCRAP BLOCK.
ALUM. TAB
TRUE LENGTH
BIND TO FORMER
1/8" x 3/8" CRUTCH
ALL FORMERS EXCEPT F2. FIT BEHIND CRUTCH CROSS MEMBERS.
ALLBON DART SHOWN
CLEARANCE FOR CYLINDER HEAD.
1/8" DOWEL
SCRAP 1/4" SHEET
CG
1/4 SQ.
RUBBER BAND FROM PIN IN COWL TOP HOOKS OVER ENGINE BOLTS.
DIHEDRAL BRACE 1/16" PLY.
PIN.
3/16 SQ.
SOFT 3/16
SCRAP BLOCK
1" PANEL PIN OR DOWEL.
1 1/2" SPINNER
1/16" PLY DISC.
F1A
F3
F4
F5
F6
F7
F8
F9
1/8 x 3/8 BEARERS
1/2 SHEET
2 LAMS. 3/32
F1A.
FORMERS
F1. & F2. 1/16 PLY
REST 3/32 SHEET
NOTE STRINGERS STAND 1/16 PROUD.
PLANK COWL WITH SOFT 1/4"
F1 F2
1/8 SQ. STRINGERS
SPLIT & CEMENT
3/16 x 1/4
1/16 SHEET TOP
1/8 x 3/16 TOP
1/8
1/8 x 1/2
1 3/4" BALLOON WHEELS.
14 S.W.G.
SCRAP 1/4" BOUND ON WITH SILK OR TISSUE.
FILL BETWEEN STRINGERS WITH SOFT 1/16 TO THIS LINE
W1. 14 OFF 1/16 SHEET
W2. 2 - - -
W3. 2 - - -
TAIL RIB. 8 OFF 1/16 SHEET
W1
W2
W3
TAIL RIB
2 OFF TO DOTTED LINE
2 OFF TO DOTTED LINE
MAINSPARS AT TIPS
SPLIT & CEMENT L.E.
CENTRE SECTION.
1/4 x 3/8
1/16 PLY FULL DEPTH
1/8 x 3/16 TOP & BOTTOM
1/8 x 3/16
SOFT 3/16 SHEET
1/16 COVERED TOP ONLY
3/16 x 1/2 T.E.
DIHEDRAL 2 3/4 AT TIP
PET. 612.


A 42" WING SPAN CABIN CONTEST POWER MODEL.
ETHEREAL LADY.
DESIGNED BY
V.E. SMEED.
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE.
38 CLARENDON ROAD, WATFORD, HERTS.
4 pcs
ALL WOODS UNLESS OTHERWISE STATED ARE BALSA.
TRIP.
4 STRIPS OF 1/16" X 1/16" X 36" BALSA
2 " " 1/8" X 1/8" X 36" HARD BALSA
2 " " 1/8" X 1/4" X 36" "
1 " " 1/8" X 1/2" X 36" "
1 " " 1/4" X 1/4" X 36" "
1 " " 1/4" X 3/8" X 36" "
1 " " 1/4" X 1/2" X 36" "
SHEET
1 SHEET 1/16" X 3" X 36" BALSA
1 " 1/8" X 3" X 36" HARD BALSA
1 " 1/8" X 3" X 36" MED "
MISCELLANEOUS
2 STRIPS OF 3/16" X 3/8" X 4" SPRUCE
2 " " 1/16" X 1/8" X 18" BAMBOO
1 PIECE OF PLY 1/8" X 3" X 4 1/2"
1 " " " 1/16" X 1 1/2" X 6 1/2"
2 BLOCKS OF 1/2" X 1" X 6 1/4" MED BALSA
1 " " 3/8" X 1 1/2" X 6" " " "
1 " " 1/4" X 1" X 4" " " "
20" OF 12 S.W.G. PIANO WIRE.
6" " 20 " " " "
1 SHEET CELLULOID
RAG, TISSUE, ETC.
CUT FINGER HOLE ON ST'D SIDE FOR CHOKING
INDUCTION PIPE SHOULD PROTRUDE THRO' FORMER 1
1/8 DOWEL
3/8 x 1/4
1/8 SHEET
METAL MOTOR MOUNTS MAY BE USED
THIS LINE MAY BE LOWERED TO THIS TO THIS POINT FOR UPRIGHT INSTALLATIONS N.B. USE 1" DOWNTHRUST.
TO REMOVE MOTOR IF BUILT TO PLAN
1. REMOVE AIRSCREW
2. UNBOLT MOTOR
3. SLIDE FORWARD TO CLEAR INDUCTION TUBE
4. LIFT OUT MOTOR BY RAISING BACK FIRST SHAFT APERTURE IN NOSE BLOCK MUST BE LARGE ENOUGH TO PERMIT THIS
SINCE INDIVIDUAL MODELLERS PREFER DIFFERENT COWLINGS THE ONE SHOWN, WHILE COMPLETELY SATISFACTORY ON THE ORIGINAL MODEL, NEED NOT NECESSARILY BE EMPLOYED
SIDE PANELS HARD 1/8 x 1/4 STRIPS.
12 SWG WIRE
2 1/2" AIR WHEELS
COIL & CONDENSER POSITION IF REQUIRED
1/16 SHEET MAY BE LET IN UP TO FORMER 4
FAIRINGS SHAPED FROM 1" x 1 1/2" BLOCK ATTACHED TO LEGS WITH 4 LAYERS OF RAG PULP LIBERALLY CEMENTED
BATTERY BOX IF PETROL ENGINE IS USED.
WING BRACE 1/16 PLY
1/4 x 3/8 CRUTCH ASSEMBLE WITH SCRAP CROSS PIECES WHICH ARE CUT AWAY AFTER INSERTION OF FORMERS.
UNDERCARRIAGE 12 SWG PIANO WIRE BOUND TO FORMER 1. IF WOOD MOTOR MOUNTS ARE DESIRED USE 3/8 x 3/8 SPRUCE CUT OUT SLOTS IN NOSE BLOCK & F1 TO SUIT ENGINE USED.
A DOUBLE-LEG DETACHABLE U/C MAY BE CONSTRUCTED FROM 14 SWG WIRE PLUGGING INTO TUBES SUITABLY BOUND & BRACED TO FORMERS 1 & 2.
COOLING GRILLE (IF DESIRED) CUT OUT SQUARE, INSERT ROUNDED 1/8 x 1/8 IN FRONT OF APERTURE.
NOSE BLOCK REAR FACE. MAY BE HOLLOWED)
FAIRING BLOCK
CUT TO CHAIN DOTTED LINE FOR 1A
ALL FORMERS 1/8 SHEET. EXCEPT No 1. 1/8 PLY.
TAPER SPAR FROM HERE.
TAILPLANE SEAT BLOCK
1/8 DOWELS
ALUMINIUM OR SOFT IRON WIRE HINGES
1/8 DOWEL LOCATING IN CELLULOID FACED HOLE IN FORMERS
CARVE BLOCK TO FAIR IN TAILPLANE & FIN WITH FORMER 9
ENGINE MOUNT & COWLING DETAIL. BEARERS ARE SET THRO FORMERS (WELL GLUED & BRACED) INTO NOSEBLOCK. COWL SIDE PANELS ARE BUILT UP OF 1/8 x 1/4 STRIPS. SUPER HATCH FROM 1/16 SHEET. 1/8 x 1/2 MAY BE USED AS STIFFENERS. LOWER COWL MAY BE CARVED OR MOULDED FROM CELLULOID.
1/8 PLY WEBS
1 ADDITIONAL 3/8 x 1/4 CEMENTED TO TOP OF CRUTCH TO FORM PLATFORM
BAMBOO RUBBER BAND RETAINER
3/4" WHEEL
GENERAL NOTES
DIFFERENT MOTORS WILL NATURALLY AFFECT THE C.G. POSITION BALLAST MAY BE ADDED BENEATH THE TAILPLANE AS REQUIRED. THE FUSELAGE SHOULD BE COVERED WITH RAG PULP OR DOUBLE COVERED WITH HARD TISSUE TWO COATS OF CLEAR DOPE & TWO OF COLOURED WILL GIVE A PLEASING FINISH & ADD WEIGHT IN THE RIGHT PLACE. THE NOSE MAY BE LENGTHENED UP TO 1" IF A PETROL MOTOR IS USED. CONSTRUCTION REMAINS THE SAME. TRIMMING IS ACCORDING TO INDIVIDUAL TASTE. (THE MODEL HAS NO VICES BUT 1/2" RIGHT SIDETHRUST MAY BE BUILT IN.
1/8 SHEET
1/4 x 1/4
CENTRE SECTION COVERED 1/16 SHEET.
1/16 PLY WEB
1/2 x 1/4
1/16 x 1/16 STIFFENERS
1/2 x 1/8
1/8 SHEET.
4" DIHEDRAL AT TIPS.
PORT WING CHAIN DOTTED.
1/8 x 1/16 BIRCH OR BAMBOO.
FIN CONSTRUCTION 1/8 SHEET EXCEPT WHERE NOTED.
BOUND TO CRUTCH 16 S.W.G.
20 S.W.G.
ALTERNATIVE TAILWHEEL ATTACHMENTS.
PPC 291


A 36" span R/C model for 1 – 1.5 cc. motors (A.P.S. and D.E.)
BANDBOY
DESIGNED BY
Vic Smeed
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
38, CLARENDON RD., WATFORD, HERTS
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED
6½
Materials
Required
Rudder 2 laminations
Connect aerial from
Fin spar
Tape hinge sandwiched between sheets
Winding hook and hatch for rubber driven escapements
Reptone Unit
Thplate bearings
Switch position
Scrap block
AM 10 shown
Scrap block between sheet on bottom
Very soft ¾" block sides
2" dia wheels
Wrap joint with brass shim and sweat solder
Small bolt screwed into existing crank
Bend down slightly
Top cowl shown on starboard side only
Bind secure and cement
Make holes to suit R/C actuator used
Bend 14 s.w.g brace to suit main legs
Half section thro' cabin
Foam rubber
Scrap
Fin spar
Tinplate bearing
Foam rubber
Alternative adjustable ratio rudder link
Link actuator to rudder horns with nylon
Unitone RX Mk 1
Unitone RX Mk 2 shown dotted
Battery pack
Ply base for plug socket
Slide switch
Ettmic Conquest 4 or S.M.
B7G plug
Formers
F1 and F6 – 1/16" ply
F2,3 and 4 – 1/8" "
F5 – 1/8" or 2 lams 1/16" sheet or from 1/8" x 1/4" strip
Note
Retain R/C unit securely with foam rubber packing in all cases
Microcombi Unit
Tailplane rib. 8 off 1/16" sheet
Front
Rear
Dihedral braces 1/16" ply
Main spar at tip
Top and bottom (Pack sponge rubber under to stop RX hitting wing)
2 braces on mainspar optional
Rear dihedral brace
Dihedral at each tip
RC 777

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:

Club Web Page:
In search of a new webmaster!

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

REMEMBER:

Any Digest contributions are greatly appreciated



Pushing a Pushy-Cat