The magazine for all those who love Free Flight

# The BFFS DIGEST

## February 2010



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** 63rd Nationals report*
** Foreign Correspondent*
** The MAAQ story*
** Australia's richest F/F event*
** Buying engines on EBay*
** Construction Corner*
** A few more plans*
** Indoor Report plus much more!*



**2008 - 2009 Management Committee**

| | |
|---|---|
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| Vice-President | Des Slattery |
| Secretary | Malcolm Campbell |
| Treasurer | Dale Jones |
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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:***
***Club member Nanette Dodd launches in the Nationals Fly off for P-30. Husband and MAAA Secretary, Kevin times the flight.***

## PRESIDENT'S REPORT



Well here we are in Twenty Ten. Right at the moment I am feeling hot. No it's nothing to do with global warming – it's all about being out in the sun most of the day at Coominya. Arriving at 8.30 am for some secret testing with a friend from work we were soon joined by Des, Ted and Graham. John Taylor arrived after lunch complete with road fill, bags of concrete and steel to fix the bridge into our local field.

They say only mad dogs and Englishmen come out in the mid day sun and after an enthusiastic start my English friend from work was suffering heat exhaustion. Graham commented how he went to university for a number of years so he wouldn't have to do pick and shovel work. Recently I have been complaining about all the rubbish we have to do at work these days but now I know the difference between digging, shoveling and concreting and sitting down at a computer in air-conditioning and hitting little black typing keys. If anyone wants to criticize those council workers you occasionally see leaning on a shovel – try it yourself. Anyway the good news is you should be able to drive in safely. John Taylor has a little finishing off to do to prevent further erosion. I'm sure all club members are grateful for the efforts of our little work crew who came prepared with tools and gloves to do this work.

Also I checked out the dried up lake area which looks like a magnificent flying site being a large flat green surface but a small amount of water still exists in places nearer the middle, so avoid driving across the middle. In the past it was always smoother to drive around the perimeter to get to the opposite end so continue this practice for now. The gate appears to be wired up too so I'm not sure if this is meant to restrict vehicles or not. I am optimistic we will have a very suitable area to hold our club events this year.

Make sure you attend the first club meeting at my place on Saturday 13th and bring along your latest project for show & tell



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Finally the Nationals at Dalby at the end of the year is a great opportunity for club members to compete with the best in Australia in our own back yard. I hoped to get 4 new carbon wings made over Xmas but have achieved 1 wing and some progress on the other 3. Where does all the time go?

Happy New Year and heaps of maxes, for Twenty Ten, *John*

## 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 Vin Morgan, Frederic Nikitenko, Tahn Stowe, Jon Fletcher and others who have come to my aid.**

**This photo shows the legendary designer of the GarriCoupe, Roger Garrigou preparing to launch in a French competition. This photo was kindly supplied by our <u>real</u> French Connection, Frederic Nikitenko, who has kindly sent us many of his excellent photos and some articles.**

**As our Scale Supremo John French has "naming rights" for the "*French Connection*", Frederic has been named our "*Foreign Correspondent*". Look for his input later in the Digest.**

# SECRETARY'S REPORT



Well I'm just back from a great time at the 63rd Australian (F/F) Nationals held at Springhurst Victoria. The field was great, the weather was great (but hot), and so was the competition. Staying in the wine growing region at Rutherglen, we always had something to wash down the food. Regular evening BBQs were laced with laughter and, with the field just 20 minutes away, we felt we were in free flight heaven. The trip started with some excitement as the deluge from a low caused by a weakening WA cyclone dumped the best rain in 10 years on northern NSW, around roads we had to traverse. Victoria is yet to see such rainfall and remains tinder dry. A Happy New Year to all free flighters and I hope your models are ready for the 2010 season.

Cheers, *Malcolm Campbell*

# LETTERS TO THE EDITOR:

Hi Malcolm

Great read & put me down for more.
The pics of John French with the power models are classic!!

Cheers, Col Crowley (WA)

Very well done.

Regards, Ross Milne (Dalby MAC)

By the way we now have over 1,000 Tons of road base on the driveway up to the club and will be grading it tomorrow and Monday so wet weather access should no longer be a problem.

Malcolm, we are all getting used to your high standard, informative, fun newsletter. Even I enjoy reading it,
Elly Fathers







Thanks for the Digest Malcolm; as usual, an exceptional piece of work.

Kind Regards, MS.



Gooday Malcolm, Great edition.

Leigh and I are having an academic discussion on whether, for the non-fantasizing, mature Free Flighters, your cover girl is as sexy as mine.....

Cheers, Vin

Malcolm,

Happy New Year and best wishes for 2010.
I just read your Digest. Fantastic work and really fun to read.

To let you know, we will do it again. We come all down to Australia – all five of us. And it will get worth. Wibke started flying F1G now, Daniel, my youngest F1P. So this will be quite some busy days for me. All five fly something now.

We are so much looking forward to see you all again and enjoy some fantastic flying with you.

Best regards,
Michael Seifert (Malta)

Hi Malcolm,
Once again you have excelled yourself,absolutely wonderful. Merry Christmas and a Happy New Year,see you at Albury I guess. Cheers, John DT

Malcolm Thanks for the Digest. It was great.
But Rex wasn't happy with his photograph.
He does not photograph well from that angle. Adrian
(*Rex is Adrian's dog. Ed*)




## 1st prize is $300  2nd prize is $200  3rd prize is $100

Run over 3 rounds  5mins max  Flown over 3 different days at 5.30am
On day 4, a mass launch will take place, the last one down wins **$100 prize**.
Planes will be scrutinized for eligibility. No entry fee.

**HISTORY** This event will be a repeat of the contest that had the largest number of entries at the 1999 Toowoomba Nats. That event was organised by the Brisbane Free Flight Society, to celebrate the 50th year of the "Courier Mail' Cup - the trophy for the annual Q'ld State Champs Wakefield event. To make things interesting, it was decided that the event would be for Wakefield class models conforming to the rules that existed in the year of the Courier Mail Cup's arrival on the scene –1949. The 1949 Wakefield rules were as follows:

**MODEL TYPE** Rubber powered , free-flight duration model.

**FLYING** The models must take- off from a flat horizontal surface nominated by the contest director . Pushing at release can result in disqualification.

**TIMING** Starts at the release of the model, and terminates at touch-down; or when the model goes out of sight; or when five minutes has been reached. ( If a number of competitors have a full-house score, a tie-break unrestricted-time round shall be organised.)

**SPECIFICATION** The model must weigh not less than 8 ounces (227 gm ). Weight of the rubber motor is not limited. The fuselage, at some point, must have a cross-sectional area not less than "L squared/100", where " L" is the overall length of the model .( "L" can be in inches, with the c.s.a. in sq. inches---alternatively, c.m.'s and sq. c.m.'s can be used.) Wing area must be between 190 and 210 sq. Inches ( 1226 sq. cm. and 1355 sq. cm. ) and is to be measured directly on the cambered surfaces (not projected as is now the rule.) Tailplane area is not to exceed 30% of the wing area.

**PLEASE NOTE** Entrants are not restricted to flying designs that existed in 1949. You can, if you want to. (It's not a bad thing to do, in some respects, as it gives you a model that you can fly in two other events –Vintage, and Open Rubber.) But, if you want to design your own, go ahead. GOOD LUCK !!!!!

# 63rd Nationals Report

*BFFS comments and photos by Malcolm Campbell*

***Report by Vin Morgan***

*Scale report from Scale judge Graham Maynard*

Only a small contingent from Queensland this year - Adrian and Albert in the VW van, Graham Maynard in the Modeo and Des and Malcolm in the Disco 3 approached the field from different directions, at the time when northern New South Wales was deluged by the heaviest and best rains in 10 years. We were apprehensive of getting through. Albert pushed bravely onto Forbes first night and we wimped out at Gilgandra, stopping at the regular Cooee Motel.




They charge extra for the water view




Seen at Grenfell - no, we didn't stop there

We arrived via Registration at Albury/Wadonga, where Des caught up with his R/C Old Timer friends nd we grabbed our Goody Bags before heading off to Rutherglen the day before the competition.

## Tuesday, Dec. 29
## F1C, Open Rubber

Pearler of a day, light wind, easy retrieval. In the morning there was distinct wind shear with a light southerly at ground level but models drifting in various directions. It got hot later!!!!!

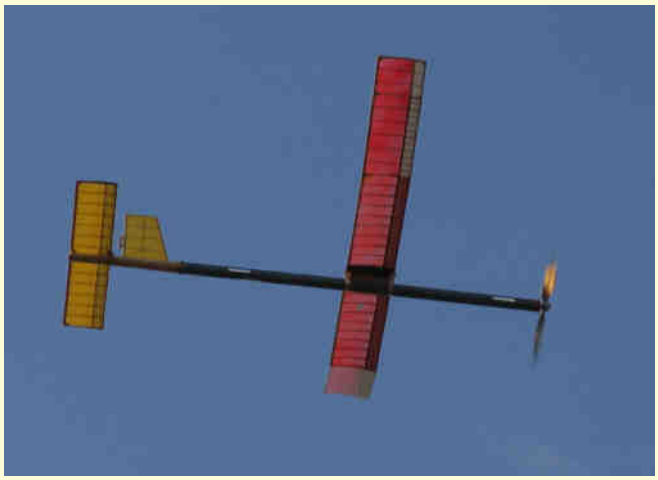
In **Open Rubber** you can obviously fly any sort of rubber model however some people frown on those who fly high-tech F1B models with gadgets, This seems a little unfair since F1Bs are restricted to just 30 gm of rubber while Open Models often use 150 gm. F1Bs have to rely on a short but high climb and a good glide which makes them very susceptible to sink. This hardly effects traditional Open Models which might have motor runs of 2 minutes and thus only need to glide for another minute. On Tuesday the windshear and variable winds made lift-picking difficult so none of the F1B flyers got three maximums. Five of the Open Model flyers did and will fly-off at 6:30 in the morning.

Most Open Rubber flyers obviously thought flying early – before wind and temperatures rose - would be a good thing so most scores were in before 10am. The exception was Peter Greenhill who observed proper gentleman flyer etiquette and only arrived on the field at 10. He then put in 3 maxes with his large model – the motor fun is more than 2 minutes.

Our Albert flew very well, to make the 6.30am fly off with his Phil Ball Waif.



**Victorian flyer Peter Greenhill loves a BIG Open Rubber model. Goes pretty well too.**



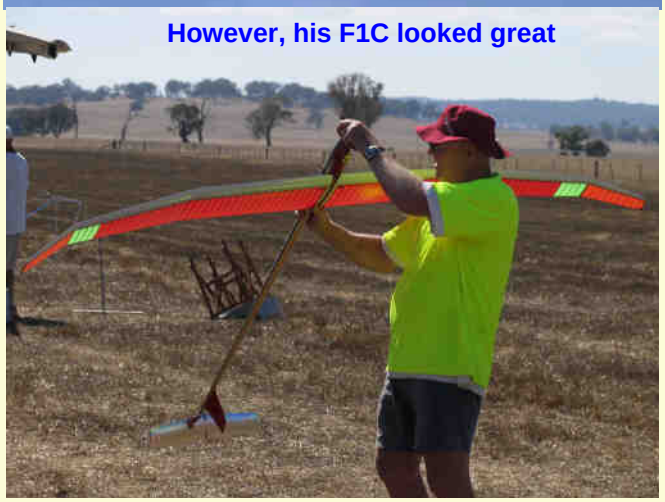
In **F1C** Roy started well with 4 maxes but then lost the plot a bit with a combination of not-so-good launches and poor air. After his last round 130 it looked as though he had let Bill in. Bill only needed 72 seconds but crooked launch and terrible air after the model had recovered saw him down in 53 seconds. Terry Bond was handicapped by having put his best model into a tree the day before. His #2 needed a few adjustments judging by test flights, and then it needed some repairs and some more adjustments as a result of a disgusting launch.

Several rubber flyers attempted kamikaze flights across Roy's launch path, to add to the excitement of the day.



**Perhaps the shock waves from Roy's 3-blader caused this to happen to Graham Maynard's O/R?**

**However, his F1C looked great**



## Wednesday, Dec. 30
## F1A, Scale, Open Rubber flyoff

Perfect conditions for the **Open Rubber flyoff** at 0630. Jim Christie launched just after the hooter and Gary, Colin and Albert followed soon after. Peter preferred to keep his weapon under wraps for a while and waited until there was just one minute of the 10 minute window left. With no thermal assistance only half an hour after dawn times were impressive. Colin Collyer got 320 seconds and only managed 5th. Jim Christie put in a dead-air flight of 8 minutes 33.

For the first round of **F1A** at 0700 there was a light breeze – just enough to make circle-towing comfortable. The wind increased throughout the day but only thermal gusts were strong. Phil Mitchell just loosing 6 seconds in a flight in rough air to win. Second Place getter Tahn Stowe dropped a couple of flights in poor air but his performance was mainly notable for a couple of longish retrieves due to setting 4 (or perhaps 5???) minutes on the timer instead of 3. Vin Morgan (3rd) got 6 nice maxes but the zero in round 5 due to a double tow-in did him no good at all (the rudder line clevis got hooked around the rudder horn when the model was parked under a car for safety!!!). The results could have been different if Malcolm Campbell had had a good last flight. The 35 seconds moved him from 2nd to 5th, giving Ted Burfein an unexpected promotion into 4th place. Albert Fathers wasn't much off the pace and one bad launch cost him a certain place.



**F1A winners**
**2nd Tahn Stowe, 1st Phil Mitchell**
**and 3rd Vin Morgan**

**IVOR F'S TOW(E)**

**He maxed with Des's Pink Elephant off his first and only flight**



Those NSW flyers know a thing or two about how to handle the weather. Their four shade shelters with heat reflective tops made a place that we all gravitated towards as the day heated up. They seem to accept all comers at the moment. We hope this will last (must remember to be nice to them at the BBQ).

The evening BBQs were excellent, with great company, although the punishing heat from the Victorian sun didn't let up until after 7.30pm.



**Another night, another BBQ, another bottle**

Six hopefuls presented models to the judges in the **Free Flight Scale** event. A notable absentee was the affable Dennis Parker from Victoria who has livened up previous Nationals. It was anticipated that his absence would negate the need for a physician and an intensive care unit on the field but this was not quite the case and two models were presented with bloodstains overlaying the otherwise excellent finish. These small diesel engines can really bite!



**Roy's FW 152H**

There was a predominance of models of fighting powers with British and German models equal in number and a lone Italian sports model. A welcome entrant into scale circles was Roy Summersby who showed he could build a rubber powered model that flies as well as his F1C models. The reward for his effort was second place with his Focke Wolf 152H. Gary Sunderland won again with his venerable biplane although the torpedo drops seemed to be aimed at the judges. It must be time to lay up this model with due honours. Fred Roberts at last gained a place at the Nationals with his Avro 504. It flew just like the real thing. Most of the models have been seen regularly at contests over the years. It must be time that some new models are built to take up the challenge of the new recruit Roy Summersby.

## Thursday, Dec. 31.
## F1G, OzD, Scramble

Bugger. Wind. This year we started the Scramble early, between 8 and 9am, to try to avoid wind.



**Only the fit survived. Phil Mitchell runs upwind.**



**It should have been a day for Carpets**





**Just a BIT windy!**

Fat lot of good it did as it was windy when we arrived at the field at 0600. **Scramble** times were record breaking low. Only the winner, Phil Mitchell, put in a reasonable number of flights with his conventional free flight sports type model. Flying Carpets don't like wind!!

It was still an entertaining Scramble. A fair bit of crashery in the conditions. Phil got hit on the head 5 seconds after the starting hooter.

Thanks to all the flyers – sorry about the wind.

**F1G** and Oz Diesel saw a number of withdrawals despite being reduced to 3 flights (even a 2 minute flight goes a kilometer in an 8 m/sec wind). In F1G, Jim Christie (Open Rubber winner) put in another masterful performance to be the only flyer to record three maximums. Sonya Burfein with a max and near miss looked like taking second until she managed 7 seconds in her third flight. Despite this she only dropped one place – shows how badly the rest did!!. Albert Fathers had a good last flight but a long retrieve. He was out radio-tracking for some time. Adrian Bryant threw away his F1G, but it was found 3.5 klms away in the deer farm and was re-united with its owner the next day after a call to his Uki property conveniently found someone in earshot of the phone. Adrian kept Albert very busy, although sometimes he remembered to set the DT.



**Queensland F1G winners, Albert Fathers 2nd and Sonya Burfein 3rd**

Finger (err, timer trouble) saw several **OzD** models going a long way and, at the time of writing (5pm) their owners had still not returned. Hopefully the models will be recovered later or in the next few days.

Malcolm Campbell's last (and winning) flight (the last official FF flight for 2009) was in an enormous thermal. DTed at probably 600 feet and took over 10 minutes to come down. A long retrieve but no problems finding, thanks to a good line, a Morgan trackerr and Des's GPS. Albert also found his F1G in the same paddock, 3.2 kls from the flight line. The very hot conditions made for a number of episodes of brain fade. Two seconds after launching Peter Greenhill remembered he hadn't switched on the timer……although I think he'd paid Harry for it? The model has not been recovered.

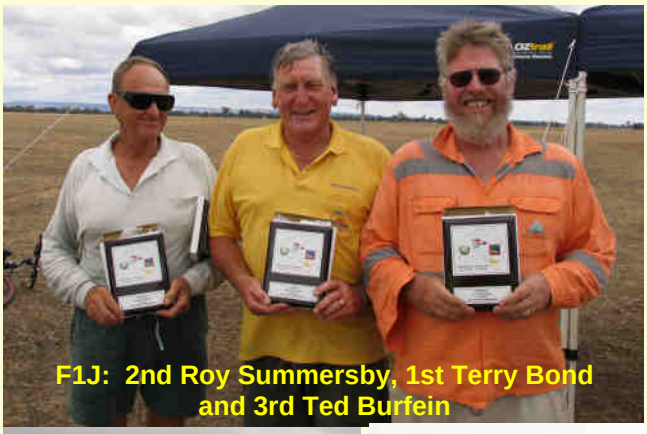


***Malcolm In The Middle!*** **Oz Diesel winners: 2nd Roy Summersby, 1st Malcolm Campbell**

## Friday, Jan 1
## F1J, P-30, HLG and CLG

Much better weather. It was raining when we first looked out at 0500 but this had cleared by the comp start time of 0700. A bit of wind which dropped throughout the morning. Pleasantly cooler than previous days.

**F1J** saw the true F1Js take out all the places. Maybe the cobwebs weren't completely removed from the Class 1 Power jobs. Des Slattery faces more repairs of his F1J after crossed lines caused an over-run that was terminated by the ground. Ted Burfein picked up a third place after coaching from "F1JMiester", Roy Summersby who was uncharacteristically beaten by Terry Bond.



**F1J: 2nd Roy Summersby, 1st Terry Bond and 3rd Ted Burfein**





**Roy and Ted with their F1Js**

**P-30** is still to be decided by a flyoff on Saturday morning between Jim Christie, Nan Dodd and Vin Morgan. Malcolm Campbell was unlucky not to join them when his propeller parted company with the model in his 2nd flight, after a good high max and some distance away. He walked the line both ways without luck, and the substitute propeller had a different thrust line - and was launched untested!

A number of entrants failed to materialize for **HLG** and **CLG**. Is the strong arm brigade feeling tired? Perhaps a strong arm is now not so necessary - first place was taken by a Peter Lloyd flying a discus lunched glider and second place getter Phil Mitchell was seen practicing discus launching although I'm not sure if he used this type of model in the competition. Mickey Towell showed some style and only needed a little more lift to be a threat.



***"Will I launch it when he's not looking?"***
**Adrian Bryant seems to be scheming an evil launch while Albert has his back turned**



**Two winning "Chuckers", Mickey Towell and Peter Lloyd**

Saturday, Jan 2
P-30 flyoff, Vintage Power, F1H

Great conditions for **Night Scramble** last night. Calm and cool with lightning in the distance. The spectators were lined up in comfortable deck chairs with food, drink and cameras.



**Half of the Night Scramble "Rent-A-Crowd"**

They were not to be disappointed as models circled lazily overhead, some in blazing colours and some almost invisible. One Prado witnessed a carrier deck landing and another vehicle had a model "hide" underneath it, but mainly they stayed downwind. The full moon seemed so suitable as



a back drop to this "crazy" side to our sport. Maris' winning score was double that which won the day scramble in wind. There weren't many long retrieves with many models staying close to the flight line. One Tomboy looked great on the ground and in the air with strings of LED lights in the wing and fuselage.





The storm really hit Rutherglen at about midnight. When I went out to close the car windows at 1am (!@#$%^&*())(*&^%$#) it was pelting down and the thunder and lightening were almost simultaneous. It was a pleasant surprise to find, on arrival at the field at 0600, it was cool, calm and relatively dry.

In the **P-30 flyoff** Jim Christie launched almost at the start of the 10 minute period and Vin Morgan followed soon after. Both models climbed drifting slowly to the south-east. Vin got a bit higher and landed about 20 after Jim after a 2:59 flight, just 5 seconds longer than Jim's. Nanette Dodd flew later and we waited to see if perhaps she would find better air but her model was down in 2:11.

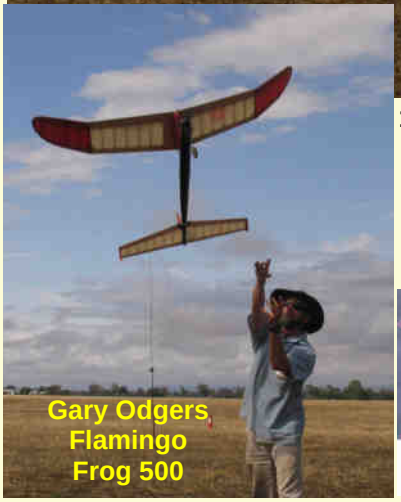


Nanette Dodd mixed it with the boys in the fly off, came 3rd. Husband Kevin, lift picker and timer.

**Vintage Power** saw Roy Summersby's Swiss Miss get three easy maxes to win. Martin Williams arrived on the field uncharacteristically early, about 9:30, so he had plenty of time to chat to flyers he had not seen probably since the last Nationals. He then proceeded to put in a max and two near misses for second. Howard Gostelow certainly had the noisiest model on the field but he dropped one flight rather badly for third place.



Roy Summersby
Swiss Miss
Rothwell 2.5
VP winner!



Gary Odgers
Flamingo
Frog 500



**10 : 1 winder made by Terry Bond from R/C helicopter gears. Used by several appreciative P-30 flyers on the day**

In **F1H** the field was enlarged and enlivened by a swarm of the older style A1s that are now allowed to fly at a lower weight. This certainly helps them to bob around and fall into thermals as Gary Odgers' Aiglet was observed to do. Gary dropped just 8 seconds for second place. Phil Mitchell zoomed the M&K pocket rocket to enormous height for 5 maxes to win and Vin, also with an M&K model stalled down on one flight for third.

A very nice day on the field enjoyed by all.



**F1H victors: 3rd Vin Morgan, 1st Phil Mitchell, 2nd Gary Odgers**

## Sunday, January 3

## F1B, Open Power and Dixielander sub-comp

An important day! The Nationals **F1B** competition is the first Team Trial event for the 2011 World Championships in Argentina. Southern Hemisphere W/Chs, of which there have been only three in the 70 odd years that the Wakefield trophy has been competed for, reverses a number of disadvantages we usually fly under so flyers are keen. The competition will be held around May, towards the end of our flying season so we will be well-practiced while the Northern Hemisphere flyers will have just come out of winter. And although we have to fly to the WChs as usual, so do all the other flyers so they will not be able to bring their usually large amount of support equipment.



**Leigh Morgan looked the part, but Team Morgan was about to have "one of those days"**

Despite the quite good conditions there was quite a lot of attrition! Leigh Morgan had two attempts in round one, then she got a nice max and then two more attempts. Not much hope with two zeros so, since there are trees at Springhurst she decided preserving the model would be prudent. Vin did hit a tree on his first flight which damaged the trimmed model. The second flight with the second model was a bit stally so he decided it would be more fun to concentrate on Open Power (it was). Graham got a couple of maxes and then mislaid the model. I'm not sure what happened. He did not have a good line but he should have been able to hear it anyway.





**Launch styles: Richard Blackam and Terry Bond**



**Winning F1B trio - Paul Rossiter (WA) 2nd, Richard Blackam (Vic) 1st and Terry Bond (NSW) 3rd Queenslander Ted Burfein followed up in 4th place**

Adrian Bryant must have been in good form – or else he had a good helper - because he abandoned his usual rule of stopping after a max and put in an additional flight, only to strain his model through a fence in the second round, damaging the DBox. Bad luck Adrian. Albert Fathers luck vanished with a failed DPR and then problems with his reserve model. Team Queensland was down to Ted Burfein. And of those who actually finished, Ted had dropped a couple but it was the last round that really caught him as well as everyone else! Terry Bond had been going pretty well and was looking at second place until his last round flight of 66 seconds. Pretty impressive from a quite reasonable climb. Paul Rossiter had dropped three flights but his nearly two minutes in the awful sink of round 7 moved him to second. Richard flew well throughout. He did get caught by the seventh round but only dropped half a minute.

**Open Power** saw numbers swelled considerably by **Dixielanders** although not as many as at the Dixie weekend in October. Dixies are a good design for their time but, as the results show, they can't compete with a big model with a big motor and modern stuff such as VIT. The true Open Power models took the first four places. Vin Morgan's two servo number did best of the Dixies although an excessively rolly climb (he set the rudder correctly for the third flight) into poor air only produced 108 sec for flight two. Gary Odgers and Happy Howard Gostelow flew off the next morning with Gary winning by 29 seconds.



**Nice Dixie Bits Vin Mrgan's twin servoed Dixie**





**The winning Dixie gets away, Vin snares the $50 cash prize. Des Slattery was unlucky not to be there.**

## Monday, January 4
## Vintage Rubber and Vintage Glider

A bit of wind, which was not a problem except that combined with large thermals and slow descending **Vintage Rubber** models it lead to some long retrievals. Jim Christie's Gollywock is the 1941 version which has a larger propeller than the original 1939 model and with the large amount of rubber allowed easily put up three maxes, although a DT at 2m 21s gave him a max only when descent time and bonus vintage points were included. Roy's twin pusher needed a motor replacement but this didn't happen until after the first flight so he dropped one.



**Roy needed a large "Pit Crew" for the 1936 Pusher when it broke a strand during winding**

Howard Gostelow's Dr. Jeckyll and Mr. Hyde (Aeromodeller centerfold plan July 1954) produced one poor flight but then overcompensated by flying away on flight three. It DTed at 3 minutes but was still visible in the air at 6. It was located nearly 3 klms away. Ironman Albert Fathers helping and retrieving for Adrian Bryant lost his Korda on the final flight and never found it.



**Open Power fly off: 2nd Howard Gostelow**
**1st Gary Odgers**
**No cows were harmed in the fly off.**

In **Vintage Glider** scores were pretty moderate considering the conditions. It seemed that the flyers, truly respecting the vintage competition, had backed up all their modern knowledge of thermal picking and tactical flying in a separate part of their brain that was inaccessible on the vintage competition day. The scattering of maxes shows good flights were possible, and with 100m lines it should be easy with models like the Nebula and Seraph but ?????????????

Des Slattery did a monumental rebuild on the field after a violent tow in on his second flight. After unsticking himself from his makeshift windy modeling bench, his model held together to max in his second flight and then land in a tree on his final flight, clinching first place by 47 seconds. Hard luck story was reserved for Albert Fathers whose magnificent 1948 Kane DT'ed at 2m 8 s on its first flight. Albert was heard to say, "*It's a 2 min max in Vintage, isn't it*?"



**Des launches Albert's 1948 Kane, a model to be wary of in future VG comps**

### Overall

A good Nationals. The weather was generally kind except on Day 3 (Thursday) for F1G, Oz Diesel and the Scramble. Days 1 & 2 were hot but calm. We expected the worst on Saturday after the Friday night storm but it turned out a nice (and cooler) day. Free Flight entries were up considerably on recent Nationals. The new ladders are nice and rigid and made fence climbing safe - even if you were carrying a model (or a bike). The various shade shelters were popular places after about 9am when it started to get hot.

# Results of 63rd Nationals, Springhurst Victoria

## Tuesday Dec. 28

### F1C

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Roy Summersby | 180 | 180 | 180 | 180 | 112 | 117 | 130 | 1079 |
| 2 | William East | 160 | 180 | 180 | 120 | 180 | 180 | 53 | 1053 |
| 3 | Terry Bond | 129 | 0 | 159 | 180 | 103 | 110 | 114 | 795 |

### Open Rubber

| | | 1 | 2 | 3 | Fly Off | Total |
|---|---|---|---|---|---|---|
| 1 | Jim Christie | 180 | 180 | 180 | 513 | 1053 |
| 2 | Gary Odgers | 180 | 180 | 180 | 462 | 1002 |
| 3 | Peter GreenHill | 180 | 180 | 180 | 385 | 925 |

## Wednesday Dec. 29

### F1A

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Phil Mitchell | 180 | 180 | 180 | 180 | 174 | 180 | 180 | 1254 |
| 2 | Tahn Stowe | 149 | 180 | 44 | 180 | 180 | 180 | 180 | 1093 |
| 3 | Vin Morgan | 180 | 180 | 180 | 180 | 180 | 0 | 180 | 1080 |

### Scale

| | | Static | Flight | Total | |
|---|---|---|---|---|---|
| 1 | Gary Sunderland | 46 | 33 | 79 | Short 184 |
| 2 | Roy Summersby | 43 | 34 | 77 | Focke Wulf 152H |
| 3 | Fred Roberts | 41.5 | 34 | 75.5 | Avro 504K |

## Thursday, Dec. 31

### F1G

| | | 1 | 2 | 3 | Total |
|---|---|---|---|---|---|
| 1 | Jim Christie | 120 | 120 | 120 | 360 |
| 2 | Albert Fathers | 120 | 91 | 120 | 331 |
| 3 | Sonya Burfein | 104 | 120 | 7 | 231 |

### Oz Diesel

| | | 1 | 2 | 3 | Total |
|---|---|---|---|---|---|
| 1 | Malcolm Campbell | 80 | 120 | 120 | 320 |
| 2 | Roy Summersby | 54 | 120 | 120 | 294 |
| 3 | Des Slattery | 48 | 84 | 92 | 224 |

### Scramble

| | | |
|---|---|---|
| 1 | Phil Mitchell | 602 |
| 2 | James McFall | 286 |
| 3 | Bruce Hoffmann | 271 |

## Friday Jan.1

### F1J

| | | 1 | 2 | 3 | 4 | 5 | Total |
|---|---|---|---|---|---|---|---|
| 1 | Terry Bond | 120 | 120 | 120 | 120 | 120 | 600 |
| 2 | Roy Summersby | 96 | 120 | 120 | 120 | 120 | 576 |
| 3 | Ted Burfein | 0 | 29 | 112 | 116 | 120 | 377 |

### HLG

| | | 1 | 2 | 3 | 4 | 5 | 6 | Best three |
|---|---|---|---|---|---|---|---|---|
| 1 | Peter Lloyd | 55 | 40 | 38 | 58 | 52 | 46 | 165 |
| 2 | Phil Mitchell | 32 | 20 | 60 | 29 | 24 | 5 | 121 |
| 3 | Michael Towell | 32 | 9 | 35 | 8 | 49 | 17 | 116 |

**P-30**

| | | 1 | 2 | 3 | Total | FO |
|---|---|---|---|---|---|---|
| 1 | Vin Morgan | 120 | 120 | 120 | 360 | 179 |
| 2 | Jim Christie | 120 | 120 | 120 | 360 | 174 |
| 3 | Nanette Dodd | 120 | 120 | 120 | 360 | 131 |

**CLG**

| | | 1 | 2 | 3 | 4 | 5 | 6 | Best three |
|---|---|---|---|---|---|---|---|---|
| 1 | Terry Bond | 39 | 57 | 60 | | | | 156 |
| 2 | Phil Mitchell | 20 | 27 | 36 | 29 | 37 | 43 | 116 |

**Night Scramble**

| | | |
|---|---|---|
| 1 | Maris Dislers | 1223 |
| 2 | Mark Poschkens | 962 |
| 3 | Walter Bolliger | 911 |

## Saturday Jan. 2

**F1H**

| | | 1 | 2 | 3 | 4 | 5 | Total |
|---|---|---|---|---|---|---|---|
| 1 | Phil Mitchell | 120 | 120 | 120 | 120 | 120 | 600 |
| 2 | Gary Odgers | 112 | 120 | 120 | 120 | 120 | 592 |
| 3 | Vin Morgan | 120 | 120 | 94 | 120 | 120 | 574 |

**Vintage Power**

| | | 1 | 2 | 3 | Total | |
|---|---|---|---|---|---|---|
| 1 | Roy Summersby | 180 | 180 | 180 | 540 | Swiss Miss, 1954 |
| 2 | Martin Williams | 177 | 152 | 180 | 509 | Stomper, 1953 |
| 3 | Howard Gostelow | 108 | 180 | 180 | 468 | Playboy Senior, 1940 |

## Sunday, Jan. 3

**F1B**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Richard Blackam | 180 | 180 | 180 | 180 | 180 | 180 | 151 | 1231 |
| 2 | Paul Rossiter | 150 | 156 | 180 | 180 | 180 | 171 | 112 | 1129 |
| 3 | Terry Bond | 180 | 180 | 180 | 180 | 149 | 180 | 66 | 1115 |

**Open Power**

| | | | 1 | 2 | 3 | Total | FO |
|---|---|---|---|---|---|---|---|
| 1 | Gary Odgers | OP | 180 | 180 | 180 | 540 | 239 |
| 2 | Howard Gostelow | OP | 180 | 180 | 180 | 540 | 210 |
| 3 | Roy Summersby | OP | 180 | 142 | 180 | 502 | |

## Monday, Jan. 4

**Vintage Rubber**

| | | 1 | 2 | 3 | Total | |
|---|---|---|---|---|---|---|
| 1 | Jim Christie | 180 | 180 | 180 | 540 | Gollywock, 1941 version (big prop) |
| 2 | Roy Summersby | 166 | 180 | 180 | 526 | Class C twin pusher, 1936 |
| 3 | Howard Gostelow | 180 | 101 | 180 | 461 | Jeckyll & Hyde, 1954 |

**Vintage Glider**

| | | 1 | 2 | 3 | Total | |
|---|---|---|---|---|---|---|
| 1 | Des Slattery | 180 | 180 | 114 | 474 | Nebula, 1954 |
| 2 | Malcolm Campbell | 180 | 67 | 180 | 427 | Seraph, 1953 |
| 3 | Albert Fathers | 150 | 180 | 96 | 426 | Rado Cizek, 1948 |

**Hangar Rat**

| | | 1 | 2 | 3 | 4 | 5 | 6 | Best two |
|---|---|---|---|---|---|---|---|---|
| 1 | Michael Towell | 1.26 | 47 | 1.59 | 2.12 | 2.18 | 2.19 | 4.37 |
| 2 | Tom Linwood | 1.31 | 2.18 | 1.42 | 2.13 | 2.13 | 2.13 | 4.32 |
| 3 | Chris Henry | 1.25 | 1.05 | 41 | 51 | 1.43 | 1.4 | 3.23 |

## THE HOLY GRAIL OF SCRAMBLE

*submitted by Tahn Stowe*

Not sure if there is a great deal of interest if the entry numbers from the 63rd Nats are an indicator? I remember the Day Scramble at the Richmond Nats (87-88 ) where the flight line contained over 30 stating poles. It was dead calm and my carpet was left climbing up over the line then right gliding very tightly back down onto the line with me sidestepping through the helpers, timekeepers and competitors, (advising them of an incoming carpet) to make the catch.

In the very late stages (7-8 minutes to go ) I missed a catch with the model landing in the grass, raced back to the line( less than 10 mtrs ) refueled and for the first time in 26 flights it would not start .All kinds of well meaning encouragement was being yelled at me , “flush the carby”, “take the needle out and blow through the spray bar” but it was all to no avail. I knew that I had been on “record pace” and was shattered that I was not able to fly the last 3-4 flights. My score card was added up and totaled 2808 sec and I was doubly disappointed that I had blown my chance to not only win the Nats.

Scramble but to break 3000 sec( the Holy Grail of Scramble Scores). An analysis of my flight times revealed a 108 sec average and a “turn around time” of 13.5 seconds. If you do the maths you need to be under 24 seconds “turn around” with 25 flights of 120 sec to give a 3000 second total or some combination that achieves the same result. In my case a missed catch and what turned out to be a grass seed prevented a possible 3100+ score. As an aside Joe Snaith was awarded the Nats trophy and it did not come to light until well after the presentation that I had beaten his total by 3 seconds even though I had not flown in the last 7-8 minutes. I have a gold medallion to prove it and a letter of apology from the Free Flight co-ordinator however my name is not on the trophy .I have vowed to rectify this but only when I win it again.

To my knowledge Terry Bond is the only Scrambler to have exceeded 3000, ( my own PB is 2960 ) with the current World Record total of 3040 recorded at Richmond NSW in a winter scramble. The conditions on that morning were ideal , dead calm, light fog and plenty of quality opposition. Terry’s Mills powered Gaucho never strayed more than a few meters from the starting pole, cruising around just above head height , and being plucked from the air as it approached the max 2 minute flight time, refueled and launched again in what appeared to be one fluid motion. Like so many Terry has retired from Scramble sighting crook knees and an unsteady verandah as reasons, however his record is safe until someone else has a perfect morning and puts in a flawless performance.

## MULTIPLE WINNERS OF THE SCRAMBLE AT THE NATIONALS

*courtesy of Noeline Mitchell*

| | | | | | |
|---|---|---|---|---|---|
| **8** | P. Mitchell (NSW) | **3** | J. McFall | **2** | H. Hammond |
| **5** | R. Summersby | **2** | A. Heath (NSW) | **2** | J. Stivey (WA) |
| **4** | Ivor F. | **2** | C. Marsden | **2** | K. Murray |
| **3** | A. Heath (NSW) | **2** | D. Perkins (Qld) | **2** | R. Duance |

## DO A “COL” OR HOW TO WIN AT THE NATS

*By Adrian Bryant*



Des was flying his old Nebula in Vintage Glider. It’s as old as a 10 bob note and looked it. He maxed the first round. His second round was a tow in.

Des came back to base with a silly grin and his dear old Nebula a bin case. A complete write off. The fuse in 2 bits, the stab broken in 2 and a crushed fin. The only thing not damaged was the tow hook, and it had caused the trouble.

THEN SOMETHING HAPPENED you don't see at contests, in these days of Hi-Tec models.



Des sat down at his model box table in the 37 degree heat and gusty wind. He rejoined the fuse, repaired and recovered the stab, gave the tow hook a dirty look and a twist of the pliers. Said the fin looked OK, and went out and maxed the 2nd round.

The third round finished with the old and battered Nebula high up on the top of an old dead tree with enough time up to win Vintage Glider.

A great effort by Des who said he only did what Col Somers would have done. Persevere. Yes, Col is still here in, another form.

## A Doubtful Honour

*originally by Adrian Bryant, editor of Model News Feb - Mar 1957*
*sent to me by John Taylor for publication*

The average modeller today just uses and abuses the "working bullocks" of model flying - the officials.

He uses the officials to do all the jobs he is too lazy to do himself. Let him find our flying fields, let him answer the correspondence, let him try and collect our subs. Let him collect the prizes, let him organise our contest, we're too busy pot hunting.

Each year, officials all over the country give up hundreds of hours of their limited time toorganise clubs and run contests for us modellers. When the contests come around, do we let them enjoy the day? No! We protest over every little incident - we go crook at all the timers and the judges. We lose sight of "*We're flying for fun*." Whatever they do, they do it wrong. They get no pleasure out of us picking holes in everything they do.

What sort of creature is the aeromodeller, when men, successful in their own professions, can't run a contest, a club or State association up to the standard demanded by them. It is a doubtful honour in some States to be an aeromodelling official, and these officials are sick and tired of the abuse and ridicule they cop.

Fellers, for the coming year let's get behind our officials, our club secs. And State associations - let's jump in and pull our weight with the working bullocks!

***Editor:*** These words from 53 years ago ring true in most sporting clubs today, where 5% do the work and the other 95% enjoy their efforts. It certainly is tough when this hard working 5% receive uncalled for criticism. The 63rd Nationals (Free Flight) ran superbly and no one complained about anything but the heat. I must say that the BFFS has a strong group of enthusiasts that can be relied upon to help when the going gets tough or when help is requested. You will get "The Call" around 64th Nationals time! The photos below will show some BFFS club members hard at work. Of course, we should heed Adrian's words, less such apathy befalls us one day.





**Repairs to the BFFS Bridge at Coominya, in January, temperature 38$^0$C** - ***photos by John Lewis***

**And they still all had time to play afterwards**

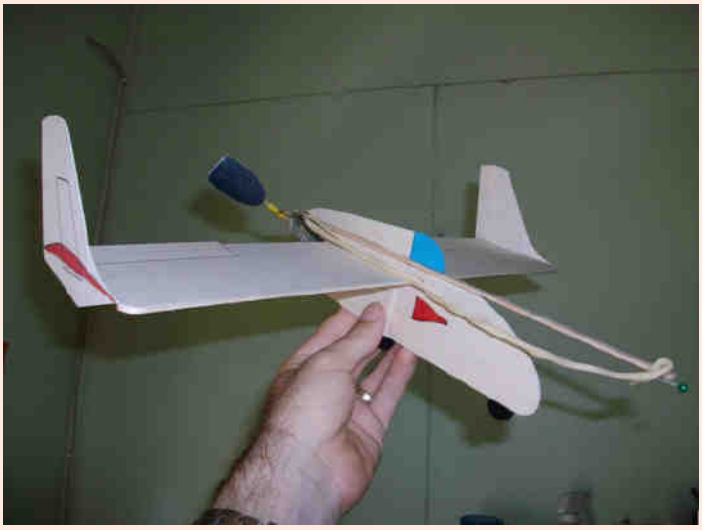






## Backstrom Profile Flying Plank

*from Matthew Taudevin*



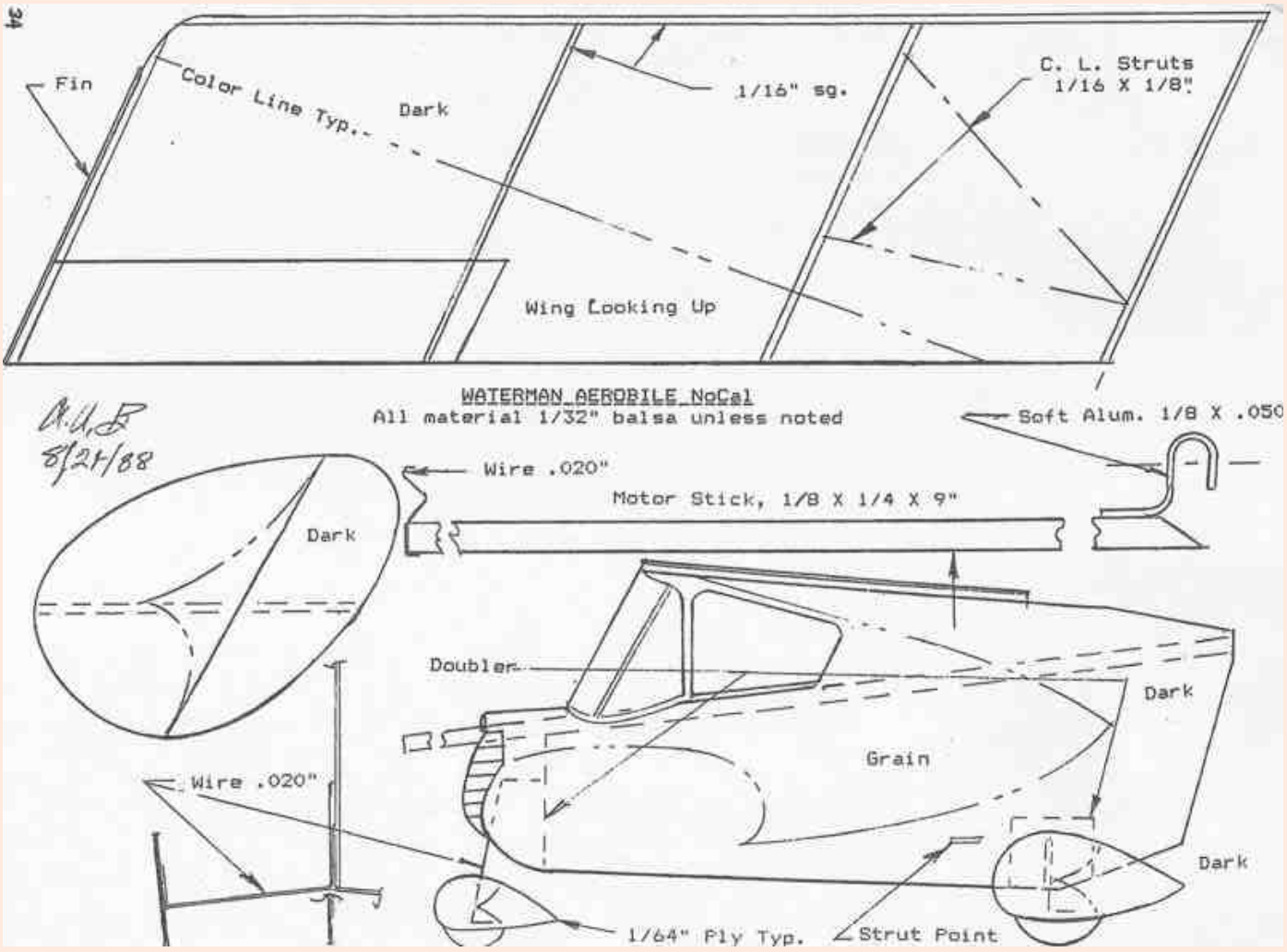
Here is something for fun that I made over the holiday's. A little bit odd ball too. It is a profile model of the **Backstrom flying plank**. No Dihedral and only the smallest amount of washout in the wing tips to get it to fly. The whole thing is made from 1/32 balsa and weighs about 10 grams. Power is supplied by a piece of double peg length 3/32" rubber. Flights can be erratic at times but other than that she flies pretty darned well.

If anyone would like a plan for this plane drop me an email at mattnsim@yahoo.com

**Website Link:** http://www.b2streamlines.com/Backstrom/

And if you're into **Peanuts** visit the website of Japanese flyer Jiro Sugimoto to view his perfect peanuts:

http://jiroaerop.mo-blog.jp/peanutscale/cat6659543/index.html

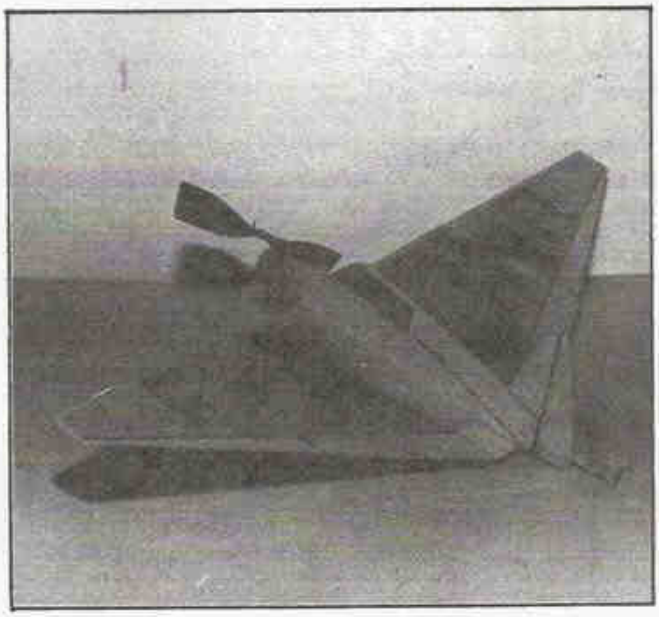


By Al Backstrom

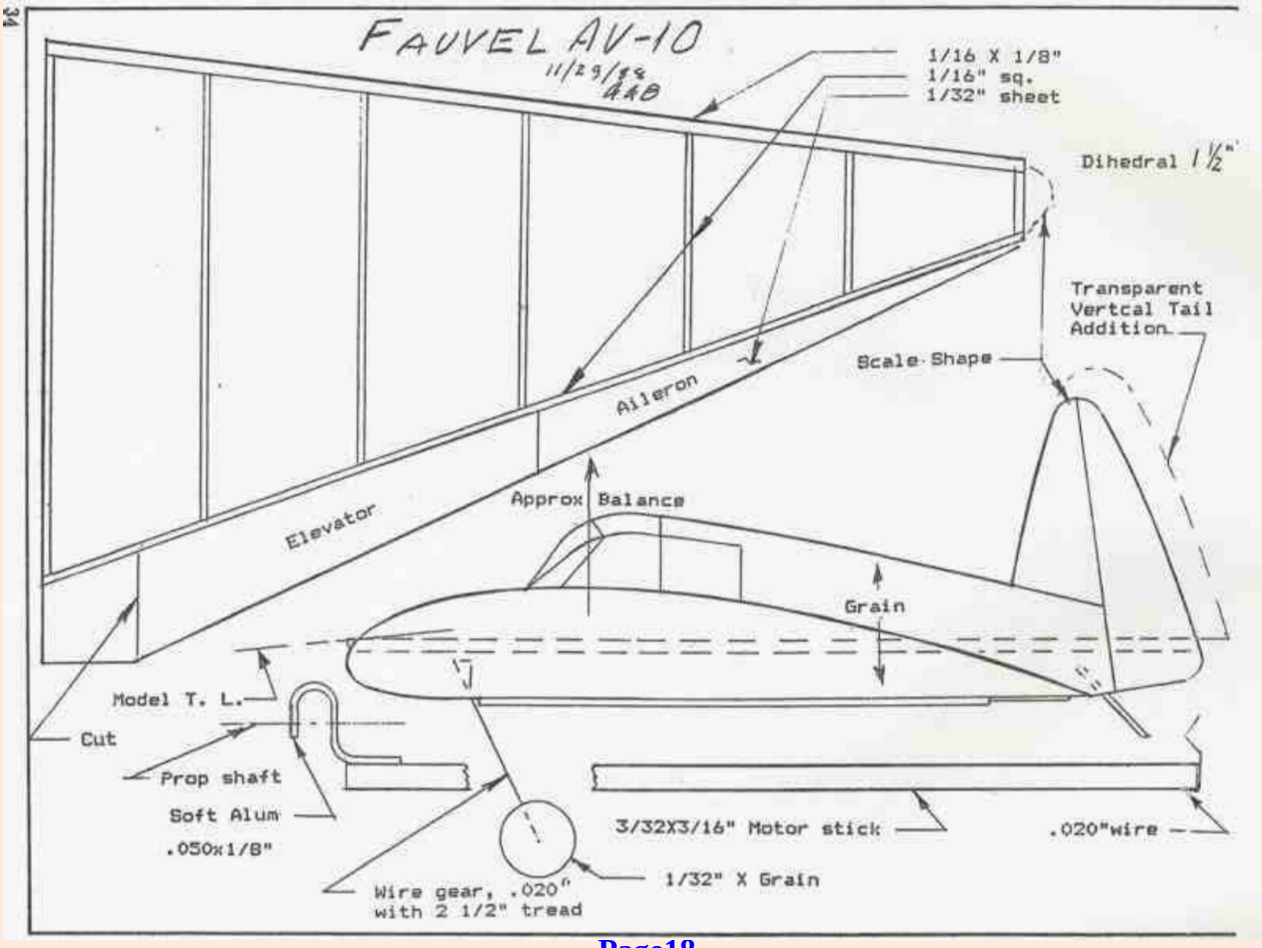
# Al's Flying Oddities No. 3
# The Fauvel AV-10

Charles Fauvel was one of the people inspired by the work of Arnoux and his plank type of tailless airplanes. The airplanes of Fauvel mostly have had the wings upswept like the planks but they have featured large amounts of taper. This taper was extreme in the early designs like the AV-10. The AV-10 is a product of the mid-thirties and must be considered a satisfactory airplane as it received a standard certification in France and at one time held the altitude record for its weight class. This was during the days when the climb was made on power rather than wave soaring as has been used for many lightplane altitude records recently. I have no idea what happened to Fauvel or his airplane and sailplane development projects after the AV-10, but he designed the very successful AV-36 sailplane right after WW II. Unfortunately, most of the information on the AV-10 seems to have been lost in the WW II era as it is very difficult to locate information on it. My model was laid out during dimensions for a wind tunnel model in an old NACA TN. I obtained some more information after the model was built from Emmanuel Fillion, a well known French model builder.

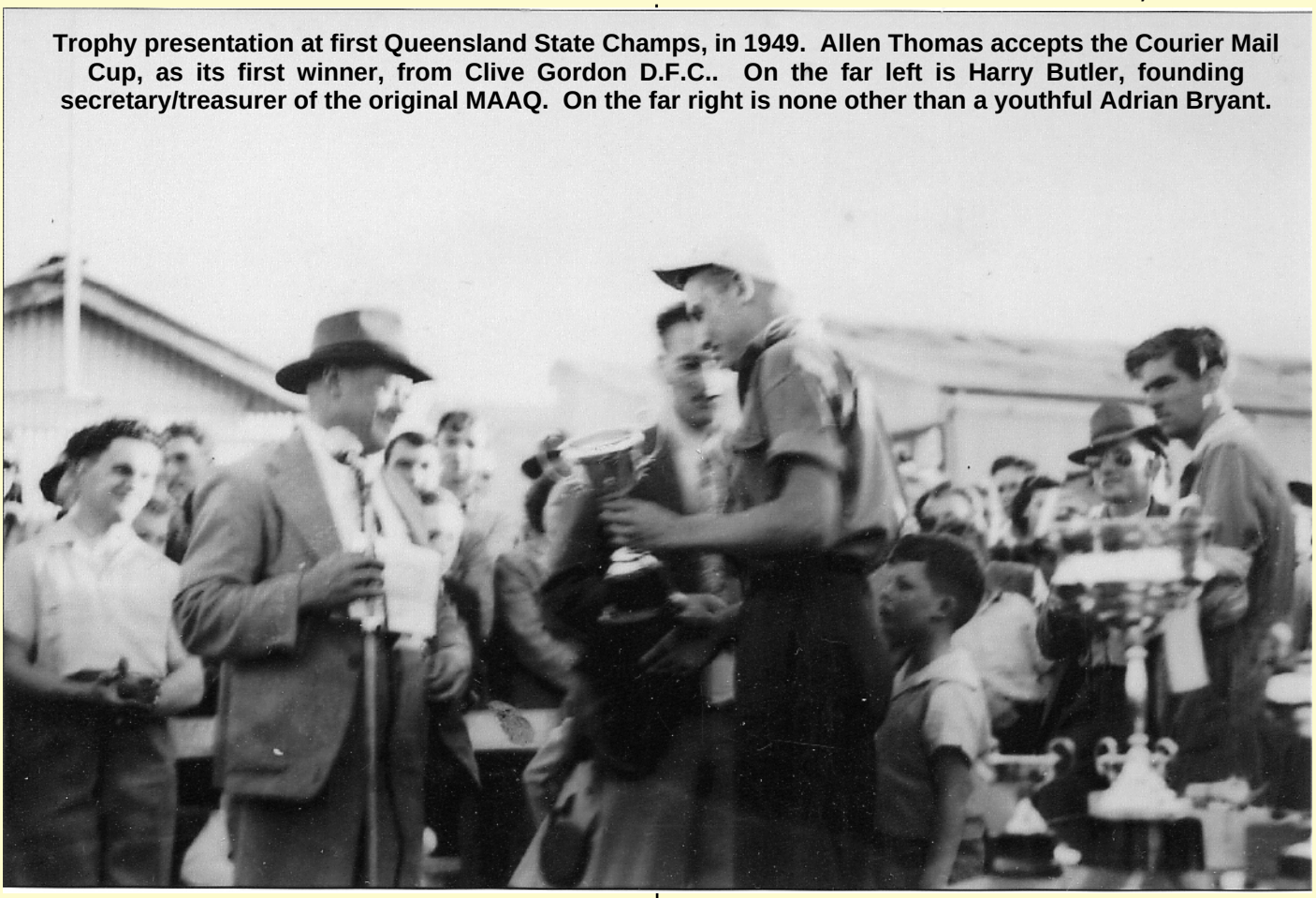
This has been one of the happy models that seem to improve in flying ability as it has gotten older. Ah, if we could all do that! The model construction is straightforward and follows the earlier models of this series except that the wing is built up and tissue covered. The wing is flat. It is easiest to build and cover the wing halves before gluing them together. The wing registration markings should be applied to the tissue before it is put on the structure, only the top is covered. The fuselage is 1/32" sheet balsa, use hard sheet at the front and light sheet at the rear and for the vertical tail. My model is yellow with black markings but I later learned that the airplane had silver wings and vertical tail with red markings, the fuselage was clear varnish.

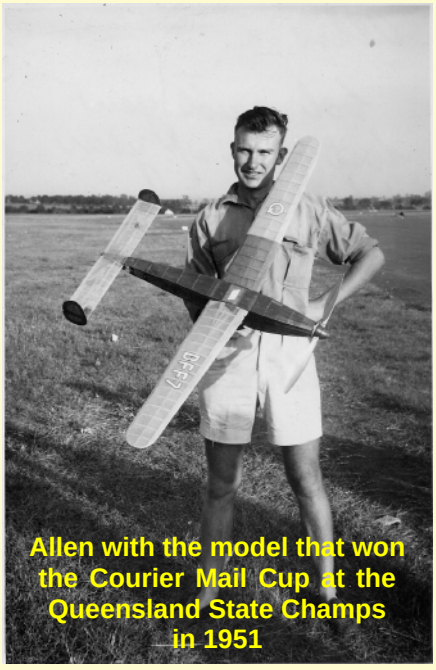


My model has flown best with a 5" Kaysun prop, the actual diameter of these props is 4¾". As would be expected with the short nose some clay is required for balance. To start with use a loop of 1/16" FAI rubber about one and one half times the length of the motor stick, double it and balance at the point shown. Set the elevator sections at the inboard end (cut point) up about 1/32" and test glide the model. Add more up elevator if it dives or more clay if stalls. When a satisfactory glide is obtained put the motor on as a single loop and wind in about 200 turns. Correct a zoom with more down thrust or a dive with less. When the model is good with this power start adding about 100 turns at each launch and correct thrust line as needed. Side thrust must be used to adjust the power turn and the rudder for the glide or low power flight.



**Trophy presentation at first Queensland State Champs, in 1949. Allen Thomas accepts the Courier Mail Cup, as its first winner, from Clive Gordon D.F.C.. On the far left is Harry Butler, founding secretary/treasurer of the original MAAQ. On the far right is none other than a youthful Adrian Bryant.**





**Allen with the model that won the Courier Mail Cup at the Queensland State Champs in 1951**

*Continued from the December 2009 edition of the BFFS Digest*

Three of them became place-getters. Maurice Bradney and Col Somers each got two placings, and Allen won three. (A third place in Jetex, a third in Open Rubber, and a third in Wakefield. ) Wakefield was a sad event for Allen. A short time before the Nats, the F.A.I. made their second change to Wakefield rules. This change was the abolishing of the Lsq./100 fuselage cross-section rule. Because of "end of the year" exams for his engineering diploma, Allen had no time to design, build and trim a new Wakefield to take advantage of the new rules—which allowed a smaller fuselage cross-section and thus less drag; plus a longer fuselage, giving tauter motors. Some southerners did have time available, and Allen finished in third place behind two of them—Alan King and Jim Fullerton.

Flying was a bit unusual, being one round on three successive days, between the hours of 6 A.M. and 7 A.M. to avoid thermal assistance. If the old Lsq./100 rule had still applied, Allen may have won, as the new-rule models only beat him by the proverbial whisker. His Wakefield was also his Open Rubber entry, and its third placing was from only two flights. Although it was seen to come down, it could not be found. It D/T'd into a wooded area and was assumed to be up the top of some tree.( Trackers did not exist in those days.) One other event was unfortunate for Allen. That was the Nordic Glider event (now F1A ).During check- trimming on pre-contest mornings, Allen's model glided much better than all the others. His first contest flight was a max—the only one scored by any entrant. But Allen had no second or third flight. His (unnamed) launcher did not check that the D/T. was properly lit, and this model went over the horizon, never to be recovered.

After the Nats were over, a meeting of state representatives was held to discuss where the 6th Nats were to be held. ( Arthur Gorrie and Allen were the M.A.A.Q. reps.) A southern state won the honour—but it was decided that the 7th Nats (Dec. 1953) would be held in Queensland.

After the late 1950 reconstituting of the M.A.A.Q. , Arthur Gorrie , the founder of the Newtown Model Aeronautical Association was elected president, and after this Nats

meeting, he immediately started planning for this first ever Nats in Q'land .But first , there were two State Champs to be organised. Many people said what a wonderful site the R.A.A.F. airfield at Amberley would be, so an application was made, and to everyone's surprise, approval was given. Wakefield was still the most popular event, at the 1952 State Champs, and Allen again had a win—and again with a bit of drama.

On one flight, he D/T'd onto the roof of a hanger, which was in an out-of-bounds area. No one was in the area, and there was a roof access ladder—so up he went. He got a shock when he got back to ground level, and walked around a corner to find a rifle pointing at his chest. The guard, fortunately believed he was not a foreign saboteur, and escorted him safely back to the flying area. The 5th State Champs (1953) were again held at Amberley, and as well as Wakefield, Allen had a lucky win in Open Glider. Lucky, because although his model went O.O.S. on its second round flight, a local farmer turned up with it, just in time for Allen to get a winning third round time recorded.

1953 was the biggest year ever for the M.A.A.Q., after it had been awarded for the first time, the holding of a Nats. (the 7th). The Arthur Gorrie-led committee chose Toowoomba as the site—with free-flight events flown on the town's aerodrome ; and control-line on the oval, at the local show-grounds. Accommodation for non-locals, was to be provided by setting up bunks, in the various animal sheds, which were normally only in use at show-time. (No joking---nats. entrants took over from cattle, horses, pigs, and sheep.) One event at this Nats, incidentally , was more important than all the others, and it was a non-flying event. This event was the issuing at long last, of M.A.A.A. registration numbers. Prior to this you would see on models, the initial letters of the name of one's club, plus the flier's club number. (Allen's models, for example, prior to this, featured BFF.7 ) One person deserved all the credit for this event and that was Ivor F. He had pushed for this for years, and at last, the executives got round to doing something. Ivor was rightly rewarded by being given number "1".

The numbers given to other entrants bore no relationship to how long they had been a M.A.A.A. member. They were allotted on a "bunk after bunk" sequence, combined with" an animal-shed" sequence. Official (F.A.I. approved ) membership cards were issued—and were titled on the front –"COMPETITORS LICENCE". Inside was your membership number, prefixed by VH—( our national aircraft registration symbol )- to identify you as Australian, if you were competing overseas. Also inside the card was your photo, plus other identification details –(height, weight, eye colour, hair details). If you would like to see an original issue 1953 card, tap Allen Thomas on the shoulder, on some future flying day. He has what we believe is the only one still in existence, in his model box. After this Nats., models for quite a few years featured" MAAA-plus the flyer's membership number." Some years later, things changed to the present system ; where at all international sporting events , Australians are identified by the letters –AUS.

Allen had only entered in Wakefield ,and with a brand new half-trimmed model performed badly, but he was made happy by the performance of a good friend , Col Somers. The Wakefield event at this Nats, was also the team selection trials for the 1954 World Champs, and Col made the team . Unfortunately, he was not able to get to the event . The event was won by Alan King of Victoria ,who was able to make it to the 1954 event in U.S.A.--- And Alan made us all proud by becoming the

**Name the time and place. I named five in the photo. How about you?**






5TH AUSTRALIAN MODEL AIRCRAFT
CHAMPIONSHIPS
CONDUCTED at CAMDEN N.S.W. 29TH DEC. '51 to 2ND JAN '52.

QUEENSLAND AEROMODELLERS GAINED 7 PLACES
IN THE ABOVE CHAMPIONSHIPS
ALL QUEENSLAND CONTESTANTS WERE BRISBANE FLIERS

Place Getters

| | | |
|---|---|---|
| ALAN THOMAS (BRISBANE FREE FLIGHTERS) | 3RD PLACE | WAKEFIELD TYPE |
| | 3RD " | OPEN RUBBER |
| | 3RD " | OPEN JETEX DURATION |
| COL. SOMERS (NEWTOWN MODEL AERONAUTICAL ASSOC.) | 3RD PLACE | SENIOR C/L STUNT |
| | 4TH " | OPEN JETEX DURATION |
| MAURICE BRADNEY (NEWTOWN MODEL AERONAUTICAL ASSOC.) | 3RD PLACE | A·1 POWER DURATION |
| | 3RD " | POWER SCRAMBLE |

THESE FLIERS ACQUITTED THEMSELVES VERY WELL IN EVENTS REQUIRING A REMARKABLY HIGH STANDARD TO WIN.

The 6TH AUSTRALIAN MODEL AIRCRAFT CHAMPIONSHIPS WILL BE CONDUCTED BY THE VICTORIA MODEL AERONAUTICAL ASSOCIATION AT THE END OF 1952.

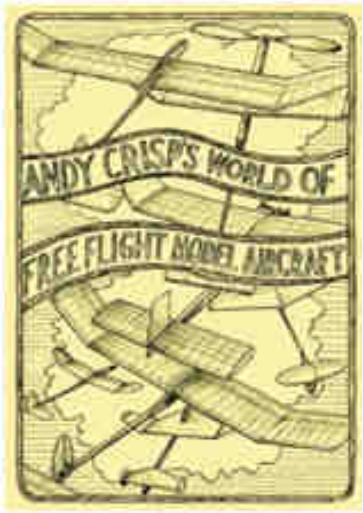
ALL MODEL FLIERS MAY COMPETE. INQUIRIES WELCOMED. APPLY WITHIN FOR FURTHER PARTICULARS.

Arthur Gorrie HON. SEC.
NEWTOWN MODEL AERONAUTICAL ASSOC.

first Australian to win the International Wakefield event.. The sheep pen in which Allen's bunk was located, had quite a few bunks installed, some of which were occupied by newcomers to competition flying. One newcomer was very keen, and Allen took him under his wing. His name was Bond Baker, and he is now in the history books, for becoming the second Australian to win the International Wakefield event. Bond's big year was 1958.

Before moving onto more model-flying history, Ivor F. must again be mentioned. People have often wondered at his surname being –"F". Originally, it was Stowe, but Ivor had it legally changed to "F", for what was a very good reason. In his teaching profession, one of his subjects was spelling; and he was strongly in favour of phonetic spelling ; or as he would have preferred it to be spelt –Fonetic. To demonstrate his dedication to such a spelling changeover, he had his surname changed to "F".

The Q'land State Champs. of 1954, were again held at Amberley, and Allen again won Wakefield, giving him six wins in a row. In 1955, due to increased R.A.A.F. activities, the state champs were held at a new site, to the south of Amberley. History was made with a new winner for the Wakefield event. Allen was actually diddled, as one of his flights was recorded 30 secs, short.( The timekeeper had a new "analogue model " stop-watch, that had a 30 second "dial –sweep" ; and he misread the minute hand as being in the first part of the minute zone, when it was actually in the second part. ) But Allen was happy that the event was won by one of his "sheep-pen" mates from the Toowoomba Nats-- future winner of the international Wakefield event in 1958,
Bond Baker. ***to be continued in the next edition***




Title : **Andy Crisp's World of Free Flight Model Aircraft**
Author : **Andy Crisp**
ISBN : 9781848340008
Category : aeromodelling **RECOMMENDED**

**Introduction**
Andy Crisp's World of Free Flight Model Aircraft

**Description**

Andy Crisp's World of Free Flight Model Aircraft

One of Britain's best known Free Flight aeromodellers has brought together his collection of 35 designs, ranging from catapult gliders up to British record holder F1A. Covering Gliders (F1H, F1A, chuck, catapult, and Disco), Rubber powered (F1G, F1B), Power (Slow Open Power designs and a powered tailless), along with Andy's note on each model and a Foreword by David Brawn totalling 47 A4 pages.

All plans are scaled to an A4 page with full size aerofoils allowing users to reproduce the plans at full size and replicate Andy Crisp's style of construction.

Before purchase ensure that your Internet Browser and any security settings will allow you to download a file of this size, in particular ensure that you have 'Pop-Ups Enabled' before purchasing.

Go to: http://www.instant-books.org/product?id=21

**Gerd Aringer - F1A flapper - *more European photos over the page***



# FOREIGN CORRESPONDENT

We have been lucky enough to secure the services of a French enthusiastic free flighter. His name is Frederic Nikitenko and he is pretty handy with a camera. So now we can see what's going on in the European F/F world. He also has interesting older photos and articles. Recently, he sent details of electric power in France, saying:

"Merry Christmas and Happy new year to you too. And thank you for that new BFFS digest! It will be a delight to read it, I am sure!

On my tiny part of the FreeFlight world, we speak a lot, now, of the F1Q class, the electric one, and as the class is very open, a lot of different approaches are possible. I think I will have a go, still and always with a simple KISS model, to see if it is pleasant. I have an old Speed400 6 volts engine, just to try if it is so cheap and easy. I will tell you more about it in a few weeks.

Best wishes, Frederic

Frederic kindly enclosed photos taken at the November 2009 Eurofly in Bern, Switzerland.

## F1Q Electric Power





















**EUROFLY - 1 November, at Bern in Switzerland**
**Very cold days for flying.  Some moment arm on the model on the right!**






Aleksandra Warakomska


Myriam Morandini



Eloïse Rigault


Second place Wakefield winner Sergey Samokish of USSR.

**LEFT: The splendid Wakefield that made second place in the 1977 World Champs in Roskilde (Denmark). The model, designed by Sergey Samokish, was the first modern Russian Wakefield, with VIT, auto-rudder, and so on. Here are black and white abstracts from Bill Hartill's book.**



**Left: USSR champion F1B flyer Sergey Samokish, 2nd in World Champs**
**Above: Gorban flies a Samokish F1B in 1980**
**Below right: In 2009 Sergey flys Vivchar F1B Croatia**


Zillberg - F1B



# CONSTRUCTION CORNER







John Lewis has been busy



And so has Albert. Both will have new F1As for 2010







I believe in magic, and Jon Fletcher's machining skills

**JON FLETCHER**
**33 Lagari Close**
**WINGHAM NSW**
**2429 AUSTRALIA**

**Phil Whitely's electric 'chopper".**
**Is that an RC/DT he's holding?**



**Well, it's *fairly* new, isn't it?**



## INDOOR ACTIVITY IN FRANCE

Frederic Nikitenko noted we are interested in indoor flying, so he has supplied this news that will be good for our Indoor flyers. Frederic says:

In France, a nice guy named Jacques Cartigny is managing the CERVIA (Centre d'Etude et de Recherche sur le Vol d'Interieur d'Aeromodeles - it means something like "Indoor Flying Aeromedelling Studies and Research Center").

A big name for such a so small group ! But, still, what they do is very serious and interesting and, four times a year, they "publish" a digest too (20 euros for 4 issues). I ask Jacques to contact you.

**Jacques' Email** is : jicar@wanadoo.fr

For instance, for 20 euros (about 28 US dollars, or 10 English pounds), you can get 3 CDs :

- one with the 50 first issues of the CERVIA digest,
- one with more than scale 80 plans : 57 peanuts, 8 pistachios, 16 F4D, F4E and others,
- one with the documentations of more than 200 rare light planes from 1911 to nowadays, from different magazines.

I bought them all 3 and I have no regrets.

**Jacques is living quite in the center of Paris. His address is** :
Jacques CARTIGNY
270 rue de Vaugirard
75015 PARIS
France

I hope this will catch your attention. I will keep in touch with you, everytime I will have something to say.
And thanks again,
Frederic

## For someone who has everything!

**Visit** http://www.favionics.com/Favionics/nanoAlt.html

nanoAlt is the **smallest, lightest, lowest power, highest resolution and largest recording capacity altimeter module** on the market today! nanoAlt was designed for a variety of applications where space and weight are highly restricted. The power consumption of nanoAlt has been designed so it can run off the smallest power sources available today, including watch coin cells.

nanoAlt specs:



1. • size: 9mm x 15mm x 3mm
2. • weight: 0.8g
3. • recording capacity: 43min @ 9Hz
4. • power supply: 3.4V-6V
5. • power consumption: 580uA
6. • resolution: 10cm (19bit)
7. • samples @ 9Hz (9 samples per sec)
8. • records altitude & temperature

nanoAlt recorded altitude & temperature can be downloaded to a variety of devices. Interface software is currently in development for iPhone, iPod Touch, Palm, MS Windows Mobile, Mac OSX and Microsoft Windows. Flight data can also be imported into generic plotting software like MS Excel or Plot.

Example: Altitude & Temperature displayed on iPhone:

# Free Flight Advertising

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






**JON FLETCHER**
**33 Lagari Close**
**WINGHAM NSW 2429**
**AUSTRALIA**

jonfletcher@optusnet.com.au








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*


**SIMITAR AIRCRAFT DOWN UNDER**

**RETAIL & MANUFACTURING SERVICES**

**STEVE RASKIN**

Phone: (07) 4129 4316
Mobile: 0412 688 942
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HOWARD QLD 4659
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Specialising in Tailless Model Aircraft Kits, ARF Model Aircraft. Build Up Kits, Helicopters & Model Aircraft Accessories. Comprehesive range of building materials available.

**You want one? Don't you?**



So you <u>didn't</u> get one for Christmas? Not to worry, order one yourself. Contact Steve on 02 9986 3745

# Jokes Page

## THE ZEN OF SARCASM

1. Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either. Just pretty much leave me alone.
2. The journey of a thousand miles begins with a broken fan belt and leaky tyre.
3. It's always darkest before dawn. So if you're going to steal your neighbour's newspaper, that's the time to do it.
4. Don't be irreplaceable. If you can't be replaced, you can't be promoted.
5. Always remember that you're unique. Just like everyone else.
6. Never test the depth of the water with both feet.
7. If you think nobody cares if you're alive, try missing a couple of car payments.
8. Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.
9. If at first you don't succeed, skydiving is probably not for you.
10. Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day .
11. If you lend someone $20 and never see that person again, it was probably a wise investment.
12. If you tell the truth, you don't have to remember anything.
13. Some days you're the bug; some days you're the windshield.
14. Everyone seems normal until you get to know them.
15. The quickest way to double your money is to fold it in half and put it back in your pocket.
16. A closed mouth gathers no foot.
17. Duct tape is like 'The Force'. It has a light side and a dark side, and it holds the universe together.
18. There are two theories to arguing with women. Neither one works.
19. Generally speaking, you aren't learning much when your lips are moving.
20. Experience is something you don't get until just after you need it.
21. Never miss a good chance to shut up.
22 . Never, under any circumstances, take a sleeping pill and a laxative on the same night.

**Just in case you weren't feeling too old today.**

The people who are starting uni this year were born in 1991.
They are too young to remember the space shuttle blowing up.
Their lifetime has always included aids.
The CD was introduced eight years before they were born.
They have always had an answering machine.
They have always had email.
They have always had cell phones.
They have always had the internet.
They have always had VCRs, and video cameras.
They have always had cable.
Popcorn has always been micro-waved.
They never took a swim and thought about Jaws.
McDonald's never came in styrofoam containers.
They don't have a clue how to use a typewriter.

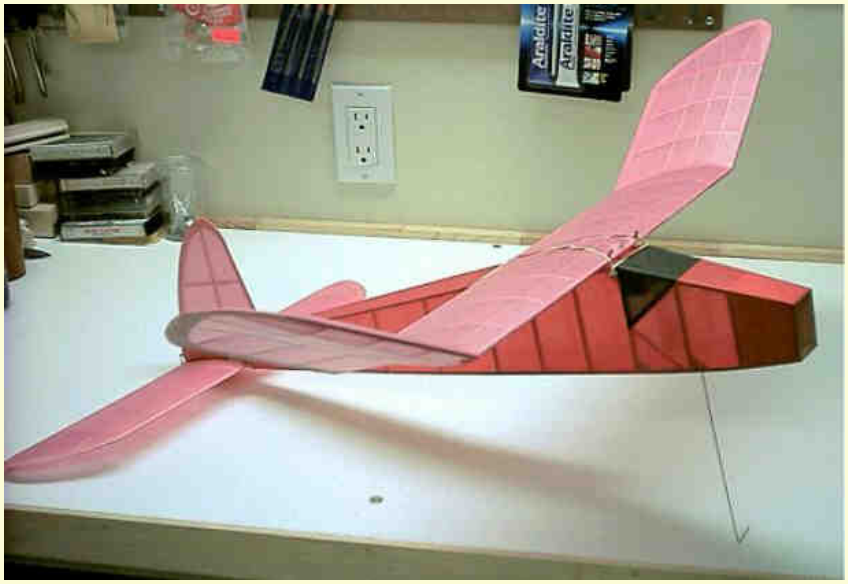
*P.S.... Save the Earth. It's the only planet with chocolate!*

*Last night, my kids and I were sitting in the living room and I said to them, 'I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug.'*

*They got up, unplugged the computer, and threw out my wine.*

## 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. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located. Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at http://www.theplanpage.com/st.htm with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have.
Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C$100.00 for 1st.place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

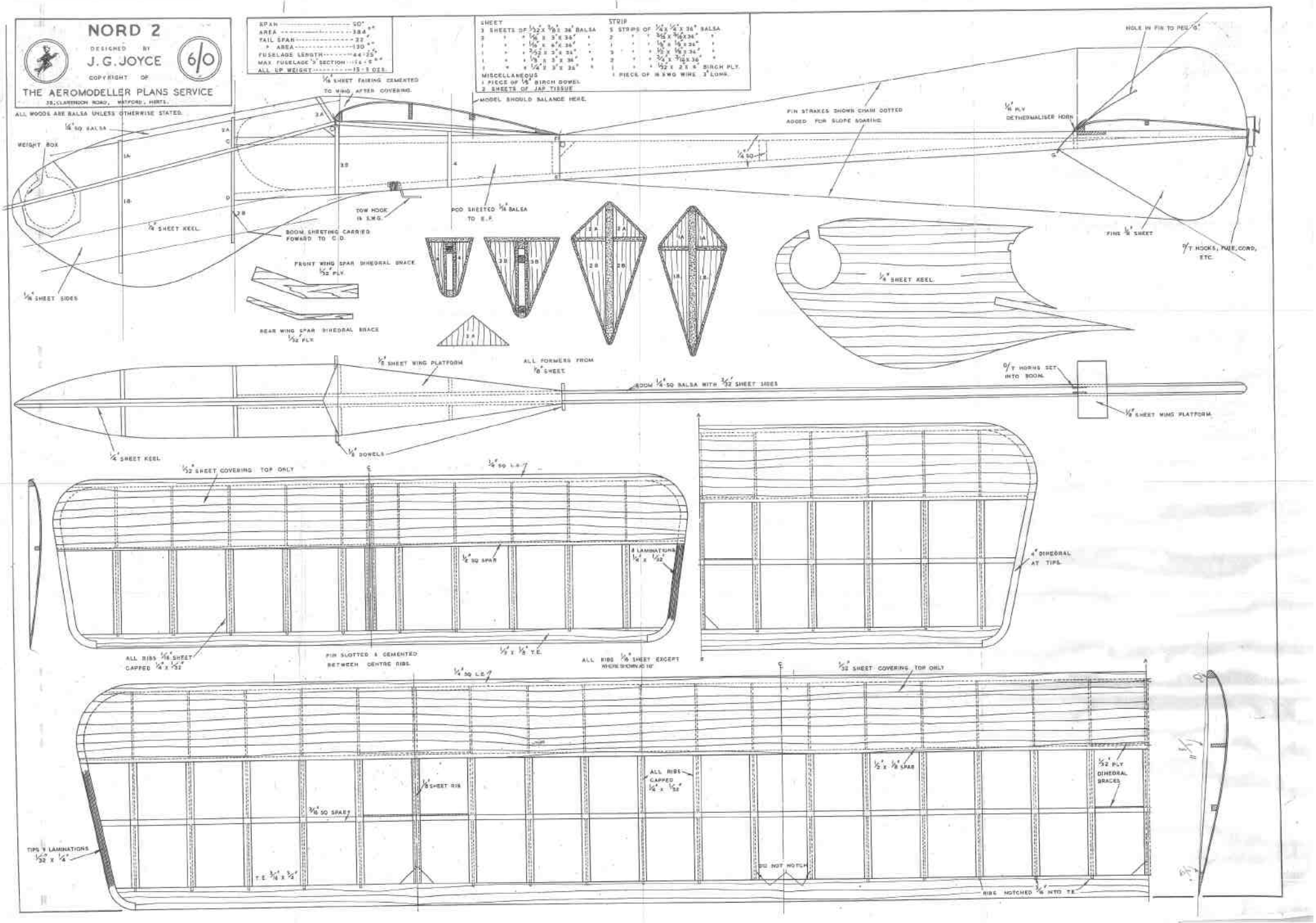
Happy Flying!
vJim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada jjmoseley@look.ca

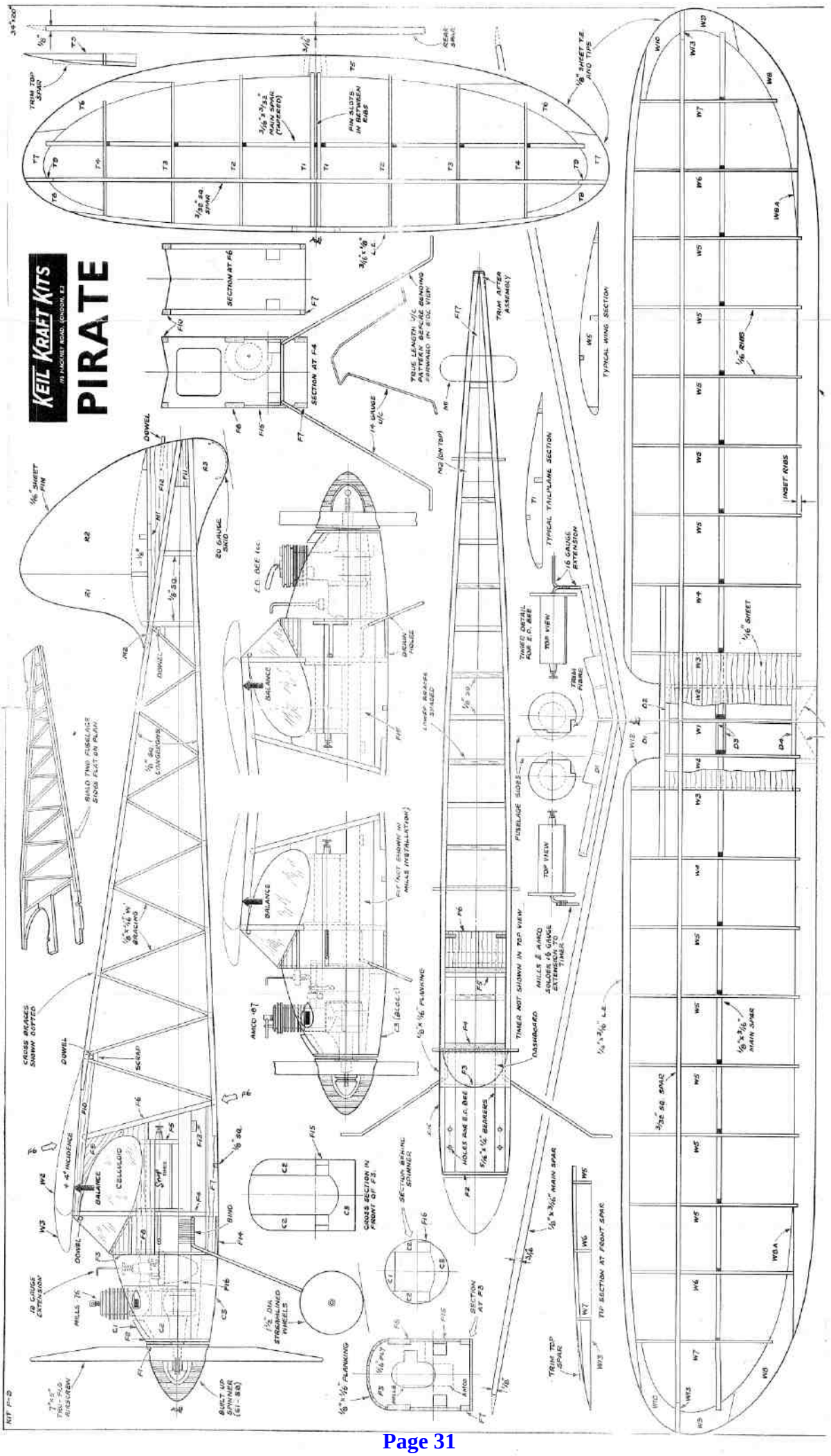
## NARRANDERA 2010

Yes the Chinese are coming.
They have entered a 9 man team including 3 in F1B , 3 in F1C, 1in F1A, a manager/ coach and a translator.

Plus the current F1C Americas Cup winner Mike Roberts from Seattle.

Should be a cracker!


NORD 2
DESIGNED BY
J. G. JOYCE
6/0
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
38, CLARENDON ROAD, WATFORD, HERTS.
SPAN ---------- 60"
AREA ---------- 384 sq"
TAIL SPAN ---------- 22"
" AREA ---------- 30 sq"
FUSELAGE LENGTH ---------- 44 1/2"
MAX FUSELAGE 'D' SECTION ---------- 6 1/2" x 6"
ALL UP WEIGHT ---------- 13 - 3 OZS.
SHEET
3 SHEETS OF 1/32" x 3" x 36" BALSA
3 " " 1/16" x 3" x 36" "
1 " " 1/16" x 4" x 36" "
1 " " 3/32" x 3" x 24" "
1 " " 1/8" x 3" x 36" "
1 " " 1/4" x 3" x 24" "
STRIP
5 STRIPS OF 1/16" x 1/4" x 36" BALSA
2 " " 3/32" x 3/16" x 36" "
1 " " 1/8" x 1/8" x 36" "
1 " " 1/2" x 1/8" x 36" "
2 " " 3/8" x 3/16" x 36" "
1 " " 1/32" x 2" x 4" BIRCH PLY.
MISCELLANEOUS
1 PIECE OF 1/8" BIRCH DOWEL
2 SHEETS OF TAP TISSUE
1 PIECE OF 16 S.W.G. WIRE 3" LONG.
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.
1/16" SHEET FAIRING CEMENTED TO WING AFTER COVERING.
MODEL SHOULD BALANCE HERE.
HOLE IN PIN TO PEG 'G'
PIN STRAKES SHOWN CHAIN DOTTED ADDED FOR SLOPE SOARING.
1/16 PLY DETHERMALISER HORN
1/4 SQ. BALSA
WEIGHT BOX
1/16" SHEET SIDES
1/4" SHEET KEEL.
TOW HOOK 16 S.W.G.
BOOM SHEETING CARRIED FOWARD TO C.D.
POD SHEETED 1/16 BALSA TO E.P.
FRONT WING SPAR DIHEDRAL BRACE 1/32" PLY.
REAR WING SPAR DIHEDRAL BRACE 1/32" PLY.
FINE 1/8" SHEET
T HOOKS, PULL CORD, ETC.
1/8" SHEET KEEL.
1/8" SHEET WING PLATFORM
ALL FORMERS FROM 1/8" SHEET.
BOOM 1/4" SQ BALSA WITH 3/32" SHEET SIDES
D/T HORNS SET INTO BOOM.
1/8" SHEET WING PLATFORM.
1/4" SHEET KEEL
1/8" DOWELS
1/32" SHEET COVERING TOP ONLY
1/4" SQ L.E.
1/8" SQ SPAR
3 LAMINATIONS 1/16" x 1/32"
1/8" x 1/8" T.E.
ALL RIBS 1/16" SHEET CAPPED 1/4" x 1/32"
PIN SLOTTED & CEMENTED BETWEEN CENTRE RIBS.
ALL RIBS 1/16" SHEET EXCEPT WHERE SHOWN AS 1/8"
4° DIHEDRAL AT TIPS.
1/4" SQ L.E.
1/32" SHEET COVERING TOP ONLY
1/8" SHEET RIB
3/16" SQ SPAR
ALL RIBS CAPPED 1/4" x 1/32"
1/2" x 1/8" SPAR
1/32" PLY DIHEDRAL BRACES
TIPS 3 LAMINATIONS 1/32" x 1/4"
T.E. 3/16" x 3/8"
DO NOT NOTCH
RIBS NOTCHED 1/8" INTO T.E.


KEIL KRAFT KITS
PIRATE
KIT P-2



# BFFS Spy



What lanky BFFS flyer has been seen burning the Midnight Oil (*hint*)to move in smaller circles?

Who has trouble keeping track of his mobile phone? It was no farther (*hint*) away than under his bed when he sent six people mad looking for it, and then the next day he tried to crunch it in the sliding door track of his transporter!

And who had trouble finding his George Fuller (*hint*) designed model at Springhurst? The model was downwind and the signal upwind. After nearly everyone removed their transmitters at the flight line the model was found, and the signal still emanated from the flight line. Of course the model didn't have a transmitter in it, but his Coupe did! Lucky the transmitter was fitted before the final flight of over 12 minutes!

Who was the regular power flyer who put in the most irregular Coominya test flight much to the amusement of his peers? (*Hint: Bowls hat on back parcel shelf*) Launch was a bit left but it managed OK. Then the drama commenced. With VIT on and the motor still going, it did most of an outside loop, coming out inverted with the motor still flat out. It did a 100m sprint across the flight line, 2m above terra firma, before commencing the inverted climbing part of the next outside loop. At this stage it was over the brimming full dam near the road. It was then that it decided a wingover would add to the visual excitement, and it started to come down again from the top of the inverted climb, motor still flat out. It chose a "landing spot", 2m out from the edge of the dam, 2m from the barbed wire fence and 5m from the bitumen road and power lines. So it was to land in muddy water. Soft you might think, but the resounding thud suggested otherwise. Broken prop, broken boom, wingtip off, TE and wing damage near root, and part of the bunt mechanism missing. The distraught owner went on to have an enjoyable day helping others. Repairs look to be lengthy. The cause? Simple. After a night with little sleep, he launched without turning on the timer. The good news, his recent wing repairs handled the flight without complaint, only failed during the high speed vertical landing. The really good news is that full repairs have been made and it's flying well again.






# Buying Engines on eBay.com.au

*by Jon Fletcher*

## The Buy

So there it is, a pic. of your boyhood dream engine sitting there for $5 Just seven days to go on the eBay auction. Gee! It'll probably go for more than that but I can then build that vintage model that I built as a kid but THIS time knowing what I know now fifty years later, I know I can get it to fly. The blood rushes to the head and in a fury of last minute bidding you end up with it. Paid just over $100 plus post and wait for it to arrive.

When it turns up of course the heart sinks. You rush back to the computer to see if it really has all those ding marks, bits missing and is frankly thoroughly clapped out. Gets either sold on and the search continues, thrown away or consigned to the "too hard" basket.

So how to avoid buying a lemon? In my experience you have about a one in seven chance of buying an engine fit for further service after cleaning. In some cases you can raise issues with the Seller but only if they said something that it clearly isn't. Relying on eBay/PayPal to help as a third party in my experience is little to no help. All successes I have had seeking redress from Sellers has been by direct dealing. May seem obvious but DO NOT leave feedback on eBay until the deal is fully concluded. Don't rush into negative feedback either or threaten it which is against eBay rules

## Making a Good Buy

Model aero engines appear mainly on three eBay web sites, USA, UK and Australia. You can either browse the appropriate categories or place an eBay search for a particular engine. Many USA and UK eBay Sellers will not post out of their own country, so check the listing.

Step one first look at the Sellers feedback score. Be very wary of anything less than 99.0%. I will not buy from anyone at less than 98%. You need to read comments of low feedback Sellers too, as there are often negative comments given with a positive score.

Look very critically at all the pics. and read the description very carefully. Fuzzy and sparse pics. usually mean Seller is hiding something. If someone has bent or lost the NVA, put multigrips on the head, back plate and prop. driver you can also bet that the engine hasn't been run it in properly, cleaned after crashing it into the dirt or been kept free from corrosion. If in doubt walk away, keep looking and be patient. Basket case engines often sell for ridiculously high sums because people aren't selective enough. Be aware of "new", "like new" or "NIB" (New In Box) claims. Even an NIB engine can be corroded internally. Engine manufacturers of the fifties and sixties never intended their products to sit unrun for half a century. Mercifully castor oil is a very good preservative so the best engines to get are often ones that were run once carefully fifty years ago then dry stored since.

## Bidding

Most Buyers bid at the last moment in the hope that they will get the item for the lowest cost, a practice known as "sniping". Certainly when I have bid early some other bidders have kept on bidding until they out bid me. As eBay have a 24hr period for log on and will throw you off if your time expires just before the bidding ends, avoid this frustration by logging off and then back on again if you plan to bid on something.

*To be continued in next edition - Paying, Postage, The Pictures, Dismantling, Cleaning and Feedback*




Are you getting ready for MARYBOROUGH?

Clock's ticking, Get with it!

19 and 20 June



# 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
or phone me on 07 3263 9339

| | | | |
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| Tomlin | Alan | t.b.a. | |
| Tomlin | Terry | 07 4129 6210 | PO Box 3101, Pallas St, Maryborough 4650 |
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| Volter | John | 3882 1413 | |
| Wattley | Bill | 3379 5101 | |
| Whiteley | Phillip | 07 4928 7097 | |
| Williams | Warwick | 3286 6441 | |
| Zimmer | Arno | | marie.denial@bigpond.com |



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