The magazine for all those who love Free Flight

The BFFS DIGEST

May 2010



In this BUMPER issue:

** Southern Cross Cup*
** AFFS Champs*
** Omarama and Kotuku Cups*
** Foreign Correspondent*
** Australia's richest F/F event*
** The Allen Thomas story*
** Buying engines on Ebay Part 2*
** Construction Corner*
** ½ A , Indoor and A1 plans*
** Indoor Report*
plus much more!

2008 - 2009 Management Committee

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

Enquiries regarding the BFFS Inc should be directed to :-

The Secretary, B.F.F.S. Inc
1 Rex Street, Aspley QLD 4034

Editor and Newsletter Publisher
Malcolm Campbell
1 Rex Street ASPLEY QLD 4034
Phone:- 3263 9339 **Email** : - actrain@ozemail.com.au

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 launches his Vivcahr F1B at Narrandera in the Southern Cross Cup. Trees are a lot further away than you think. I don't believe anyone has treed a model at the Narrandera flying field. Although Albert sure found some!

PRESIDENT'S REPORT



Here we are nearly half way through the year and it seems to me we have only had a couple of local competitions. However, some of our club members have attended the Nationals, AFFS and Southern Cross champs and competed in a couple of events in New Zealand. Both the HLG and P30 Champs were well attended and flown in perfect conditions. Hopefully we can score good weather for our F1A and F1B champs scheduled for the 29th and 30th of this month. Our F1C, F1J, F1H and Open Power events have been postponed till later in the year and will be held in either August or October depending on when Dalby can fit us in. With the Nationals being held in Dalby later in the year it gives us an opportunity to fine tune our models on this site. Although the lake and dams are full at Coominya access into the field is unaffected and the use of the lower paddock gives us a little more space than we have had lately. There is divided opinion on where we should hold events which makes it hard to formulate a program. A number of people have other interests as well so it is impossible to make everyone happy. Hopefully next year's program will be ready for consultation at the AGM. It is my intention to provide opportunities for all members with events organized at both Coominya and Dalby. With aeromodelling numbers in decline throughout the world we are fortunate our club membership is holding firm at over 30. A few are spending more time on other interests and as we get older some are finding it more difficult to chase models however the atmosphere at the last two events I attended was very positive. Hopefully as the year progresses we will see some new high tech models appearing in preparation for the Nats at Xmas. I would encourage everyone to bring something (models or building techniques) to the next meeting to share with other members. Although issues need to be discussed at meetings I would like to spend more time on the more positive aspects of free flight model design and flying.

Cheers

John Lewis

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WANTED

A few keen members to add spice to the Digest. I'm sure there are some stories to tell.

Think about it.

Malcolm Campbell, Editor BFFS

ATTENTION!

There was one "typo" in the advertisement for the very special LSq/100 competition to be run in conjunction with the Nationals at Dalby at the end of the year. "Eagle Eyes" Jim Fullarton picked it up, and Allen Thomas concurred with him. Tail area should read 33%, not 30% as originally stated. So you've been warned. Now start building your model!

SECRETARY'S REPORT



I've had a pretty busy time these last two months. The AFFS Champs and Southern Cross Cup went very well with excellent weather and a world class field of flyers and a world class field to fly on. Those that haven't been to Narrandera should add it to their "Bucket List". It's a "Must Do". In 2010, the AFFS events will be held in late May / early June to work in with the World Champs at Argentina.

Two days later, I travelled with a strong contingent of BFFS members to enjoy the wonderful hospitality of the Kiwis at Omarama, flying in the Kotuku Cup and the Omarama Cup. This too is a BIG field and a beautiful country. Add that to you list too! I didn't come straight home - adding a further 3 weeks exploring the North Island and catching up with some Kiwi flyers in their home towns.

Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Malcolm,

Another fantastic issue. Many thanks for keeping me on your distribution list.

I must correct you on one point though; Phil Mitchell's winning score was NOT the lowest at a Nats. Some NSW flyer had a much lower score at Waikerie a few years back.

Glad to LSq/100 back in favour, it will probably lead me to a comeback next year.

Keep up the good work.

Keith Murray

Malcolm, I have enjoyed them all. It is obviously a work of love for you. Keep it up as long as you can.
Bob, USA

Hi Malcolm, Another magnificent editorial effort,
Regards Ted and Sonya

Hi Malcolm,
Once again you have excelled with a fantastic magazine which is even better than the last,if that is possible. Hearty congratulations !
Cheers,
John DT

Hi Malcolm,
Well I've printed out the new 2010 newsletter and sat down with Julie for a look through.
I would have to agree with your own assessment - the best ever.
What I like is the well balanced diversification. Frederic's contribution is well presented and gives the newsletter that international flavour, good Nats coverage plus a good sprinkling of local content etc. 35 pages of Free Flight - where else do you get that.
Pieter used to say the club newsletter is the life blood of the club - certainly this newsletter should make every BFFS club member keen to embrace the twenty ten free flight scene with their heart pumping.
Cheers
John Lewis

MC,
The best yet -- I usually just look through the photos. I've kept this one to actually read.
JC



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

Run over 3 rounds 5mins max Flown over 4 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 **33%** 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 !!!!!

ENTRANTS should advise Dale Jones via email weldwell@ezinternet.net.au or phone 0412 877 063

The Southern Cross Cup and AFFS Champs

report by Malcolm Campbell

NARRANDERA 2010

Two rounds of the World Cup here, with another two coming up very soon at Omarama in New Zealand – it was tempting to go to both. And many of us did – Des Slattery, Malcolm Campbell, Albert Fathers, Ted and Sonya Burfein, Adrian Bryant and Graham Maynard went south to Narrandera and William and Dale Jones, Darren Jones and Seonaid Clark-Jones, Ted and Sonya Burfein, Malcolm Campbell and Albert Fathers crossed the ditch to NZ. And we all had an excellent time.

This serves as an abridged version of the full reports I have written for FFDU, focussing on actions of our club flyers.

THE SOUTHERN CROSS CUP

Monday 29 March
OPEN POWER

Only a few entered OP, perhaps as a shakedown for subsequent events. Des Slattery, with his lightweight OS-powered Dixielander put up some good flights for third place. The other Dixie that I flew destroyed itself when it failed to climb and just started flying faster, on a downwards spiral. Roy Summersby easily won the fly off when Mike Robert's launch was slightly off.

F1B

A perfect day for F1B with 15 eager competitors putting up a flurry of maxes. The Chinese team was an eye opener. Fully organised with jobs for everyone, with the red flag flying majestically. The flyers wound their 60 strands of 1/16" rubber, walked out and launched, under instruction, and the models climbed like on steroids.



Ted Burfein had an excellent time at Narrandera, producing his best F1B results to date

Graham Maynard dropped R1 badly and retired hurt after a further 2 maxes. Albert Fathers spoilt a perfect record by dropping two rounds and Ted Burfein flew the best I'd seen him fly, only dropping the final round. That round also shattered the hopes of Richard Blackam, who had been going so well until then. So four were in the fly off – one Australian and three Chinese. And who better for us to have but Terry Bond. The Chinese steam-rolled us. I think Terry was still happy just to be in the fly off.



Team Queensland prepare

Tuesday 30 March
F1A

This was to prove a strange day, weather-wise. Phil Mitchell flew his flapper in Round 1, gaining great height on the bunt. Maxes came easy for most, except me when I used the wrong scroll in R1. Things became tiring for many in the middle four rounds, with virtually no breeze and many towing for almost the whole round.



David Brawn defends his "castle"

There were quite few towing in but still plenty of maxes. While I put in my PW (Personal Worst). Des was the Queensland surprise packet, recording 3 maxes with his new but old Pink Elephant with one particularly high

flight, to finish ahead of Albert Fathers and Ted Burfein, the latter missing R7 due to a very long retrieve in R6. Albert's final launch took the line with it, keeping timekeepers busy for 10 minutes. The model was luckily found by Richard Jack in a muddy area that did wonders for the hire car's paintwork. With five in the fly off, Phil showed the merit of the flapper when he took the bunt to way past 90 metres to finish 33 seconds ahead of Brian Van Nest with Kiwis Paul Lagan, Craig King and Antony Koebin following up.

F1C

Seeing seven in this comp was great, as numbers had been down in the past. It was soundly boosted by Zou Jiong Yu from China, Mike Roberts from the USA and two


Every member of the Chinese team displayed total dedication to the cause

from the UK, Alan Jack and John Bailey. Alan Jack's flapper was magnificent to watch, flying on rails. Until the fly off the next morning. A timer malfunction saw the model bunt over and descend vertically, scattering timekeepers and trying to shatter my camera lens – I managed a blurred photo, he reached for his reserve model.

OPEN RUBBER


Jim Christie Mr "Open Rubber" gets away in the fly off

The early part of the day was made for big floppy O/R models. Adrian Bryant's F1B performance was not helped by two unnecessary early DTs, and Albert Fathers got little exercise – but at least his was going straight up, maxing and DT'ing at his feet! The morning fly off was easily won by Jim Christie from Albert Fathers, both flying true O/R models.

AFFS CHAMPIONSHIPS

Wednesday 30 March
SCALE

Sadly this class attracted only two entries and Roy's magnificent rubber powered Focke-Wulf 152H scored well in static and then stalled in flight, leaving the win to Fred Roberts MP Jet powered Avro 504K.

F1J

With the best entry in years, this class was full of Cyclon powered models, promising a pretty fair sort of competition. Des Slattery's recycled CNC Matrix improved through the rounds with two maxes and no dramas. Des was happy, and relieved. Mike Roberts retired his damaged model after two rounds and Ted Burfein steadily improved his technique in his second ever F1J event. His low-level fly past of the cars gave him a start. The fly off the next morning saw Alan Jack convincingly beat Terry Bond by 24 seconds.


Des's CNC matrix behaved itself on the day, and that made Des happy


New power man Ted Burfein had a few thrills

F1H

Four circlers and one straight tow enjoyed good air for most rounds. Brian Van Nest was the only one to max out with one bad flight by Phil Mitchell giving Vin Morgan second place. It was a full moon for me and I once again achieved a PW (Personal Worst).



Wouldn't like to run into this bunch on a dark night! Adrian Bryant, Denis Parker, Des Slattery and Gary Odgers "pose" for the camera.

F1G

I didn't see much of this event. The whole Seifert family came over from Malta and Wibke and Tristan competed in F1G. Albert Fathers tried gallantly to compete but keeping his and Adrian Bryant's model in the air eventually got the better of him. In the fly off, Tristan beat his Mum by 8 seconds, which I guess is not a clever thing to do, although Wibke seemed pleased.

Thursday 31 March
SPARE DAY



Graham Maynard put up many test flights with his Open Power model, until this happened.



Some elected to visit Temora to see the vintage aircraft, others went to Lillypilly Wines, some to other tourist destinations, some repaired damaged models and others simply slept in and had a lazy day.

Friday 1 April
OPEN POWER

Some good high flights by the older models and Des Slattery entertained the spectators with his "on trim" Dixielander. Not so Peter Lloyd who unleashed his weapon of mass destruction, and his Dixie is no more. He reverted to a spare model. I flew a model borrowed from Des (Evil Bits, Cox .09) to make up the numbers. Three people maxed out and it was Bill East that put in a magnificent 7 minute flight in the fly off to easily beat Roy Summersby and Peter Lloyd who took the minor places.

COMBINED VINTAGE

With 15 entries and some good gliders, power and rubber models involved, it promised to be a close event. Des's Nebula sub-maxed R1 and my Seraph didn't. My second flight became boring as I waited 45 minutes for a breeze that didn't come, so I whipped back to the Open Power flight line and put up my three flights there. I should not have returned! It would get worse. Des also put up three great maxes with his Stomper with the cranky Elfin in it.

Team Seifert kept father Michael very busy throughout the day. They all flew very well.



Albert's Kane and Tahn's new Jada flew well and David Brawn valiantly flew a Lulu on a 50m line. Five maxed out and the results were actually surprising. Martin Williams produced a 242 with his Stomper for second, 9 seconds ahead of Phil's Nebula with Paul Lagan's 1954 Totontonian in fourth place, just 3 seconds in arrears, just ahead of Des Slattery.

F1B

A big talented field here, with three Chinese entrants, 3 Germans and lots of Aussies and a few Kiwis. Albert Fathers model flew far away towards the forest in R5 and it was to become the subject of an epic recovery that involved Albert, Des and myself the next day. With so many red dots on the board, F1B can still be a real leveller. With a light breeze throughout the rounds, there were many mass launches with most models going no further than 500 metres, and many being



Our Ted gets away in the fly off



dragged into the same downers. It was great to see AFFS President Ted Burfein make the fly off, making this his best F1B performance to date. The fly off was flown the next morning, with Terry typically first away and Ted following Yun Sheng. Wu came in first, with Bond 25 seconds behind and Ted recording a 180, so it was a resounding victory for the Chinese.

F1A

Another big field with 15 entrants. R1 one was easy but the wind strengthened for R2 and became stronger in R3, causing a number to revert to straight tow, and many models were crossing into the second field, 1.5 klms out. I was happy with 6 maxes but recorded a 5th place after badly dropping R4 when my towline fouled the tailplane, dragging the model down to half height before it detached. Ted Burfein put in 5 maxes with his Vasily F1A, but lost nearly 90 seconds in the early rounds. In the end, a young Richard Jack put in the only full house score.

F1C

I was too busy to see much of this, but I heard Terry Bond's flight terminate abruptly, wrecking his model. Only Jiong Yu Zou maxed out with Alan Jack a minute behind, and fellow UKer John Bailey a further 30 seconds behind him. Roy once said to me, "*When you fly F1C, you are always one flight closer to your next crash.*"

Open Rubber

Another event I missed as I was too busy sniffing for thermals in F1A. About 50/50 mix of true Open Rubber models and F1Bs – eight in all. Two Wakes and an OR maxed out, with the others dropping one or two flights, some badly. The fly off was surprising. Col Collyer and Daniel Seifert launched early, both starting off well. Paul Rossiter launched 30 seconds after them and they all flew off into the early morning haze. Paul won by over a minute from Daniel with Col 50 seconds further back. Yet all models landed in pretty well the same patch of ground, 10 metres apart.

Scramble

Scramble sadly had just two competitors, Phil and Tahn, so the event was shortened to 30 minutes. Phil almost doubled Tahn's score so that sounds like Abdul went on strike.

HLG

Peter Lloyd creamed the opposition with his spin-up model, recording three maxes from Phil Mitchell's creditable 144 seconds with Tahn just 12 seconds behind. Neither scored a max.

CLG

More entries here, six of them and Paul Lagan recorded an amazing six straight maxes. Phil Mitchell fired off 3 maxes but his other scores meant being satisfied with second. David Brawn's strange little ZingWing model surprised many and almost maxed the last flight.

Saturday 2 April

P30

And so the winds returned to Narrandera and only a few ventured out to the field, four to be precise for P30. Paul Lagan was first away, snapping the snout off his model. After a hasty on-field repair, it put in some sort of a flight. Vin Morgan wound waited and launched for the only max and a very long retrieve. Leigh then wound only to see the wings fold on launch. I decided to fly my windy weather model that uses 3/16" rubber, and it flew enough seconds to gain second place. No one flew after that.

Oz Diesel

Even smaller numbers – Des Slattery and myself. Roy decided it was too windy to risk his model, with 6 m/sec regularly gusting to 9 m/sec. Des started with a 66 second flight, followed by a 85 second flight. I felt hopeful with a 112 on my first flight, but the winds were unkind on F2 and I was down in 51 seconds. Des put in a final flight with a broken wing and Ted, who was timing for me said "*You only need to do 45 seconds to beat Des*". Sounded easy so I launched with a marginal but adequate score, only to lose by 8 seconds. Seems Ted's arithmetic advice was 10 seconds out!

CHAMP OF CHAMPS

Who else but Phil Mitchell took this award, he's been there so many times, it's almost expected. Our own 76 year old Des Slattery fourth – he was chuffed!

For those who didn't make it this year, put it on your list for next year – you're another year older and for many that's becoming significant. Fly on the best flying field in Australia - while you still (physically) can.

Oz Diesel "winners"



Lucky Mr President



Southern Cross Cup

F1A

										Fly Off	Total
1	Phil	Mitchell	180	180	180	180	180	180	180	305	1565
2	Brian	van Nest	180	180	180	180	180	180	180	272	1532
3	Paul	Lagan	180	180	180	180	180	180	180	263	1523
4	Craig	King	180	180	180	180	180	180	180	232	1492
5	Antony.	Koerbin	180	180	180	180	180	180	180	32	1292
11	David	Brawn	180	155	164	127	180	180	150		1136
12	Des	Slattery	119	159	180	180	81	180	159		1058
13	Albert	Fathers	141	137	174	180	180	58	180		1050
14	Ted	Burfein	152	180	180	151	180	180	0		1023
16	Malcolm	Campbell	135	48	103	152	180	56	180		854

F1B

1	Zang	Hong Jun	180	180	180	180	180	180	180	412	1672
2	Wu	Yun Sheng	180	180	180	180	180	180	180	409	1669
3	Dong	Kun Jiang	180	180	180	180	180	180	180	339	1599
4	Terry	Bond	180	180	180	180	180	180	180	266	1526
6	Ted	Burfein	180	180	180	180	180	180	147		1227
10	Albert	Fathers	180	180	162	180	180	180	155		1217
15	Graham	Maynard	49	180	180						409

F1C

1	Zou	Jiong Yu	180	180	180	180	180	180	180	371	1631
2	Alan	Jack	180	180	180	180	180	180	180	338	1598
3	Terry	Bond	180	180	180	180	180	180	180	232	1492

AFFS Champs

F1A

										Total
1	Richard	Jack	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260
2	Phil	Mitchell	**180**	**180**	174	165	**180**	**180**	**180**	1239
3	Craig	King	**180**	**180**	**180**	**180**	**180**	157	**180**	1237
4	Brian	Van Nest	**180**	**180**	**180**	**180**	152	**180**	**180**	1232
5	Malcolm	Campbell	**180**	**180**	**180**	107	**180**	**180**	**180**	1187
7	Ted	Burfein	133	**180**	139	**180**	**180**	**180**	**180**	1172
13	David	Brawn	149	110	**180**	**180**	69	116	177	981

F1B

												Fly Off	Total
1	Yun Sheng	Wu	**180**	**180**	**180**	**180**	**180**	**180**	**180**			302	1562
2	Terry	Bond	**180**	**180**	**180**	**180**	**180**	**180**	**180**			277	1533
3	Ted	Burfein	**180**	**180**	**180**	**180**	**180**	**180**	**180**			180	1440
4	Kun Jiang	Dong	**180**	**180**	178	**180**	**180**	**180**	**180**				1258
17	Graham	Maynard	**180**	**180**	92	**180**	**180**	**180**	141				1133
18	Albert	Fathers	**180**	**180**	144	**180**	**180**	0	0				864

F1C

1	Jiong Yu	Zou	**180**	**180**	**180**	**180**	**180**	**180**	**180**		1260
2	Alan	Jack	**180**	**180**	**180**	**180**	**180**	119	**180**		1199
3	John	Bailey	**180**	**180**	**180**	93	176	**180**	**180**		1169

Open Rubber

						FO	
1	Paul	Rossiter	**180**	**180**	**180**	354	894
2	Daniel	Seifert	**180**	**180**	**180**	292	832
3	Colin	Collyer	**180**	**180**	**180**	242	782
4	Gary	Odgers	**180**	**180**	160		520
5	Les	Esquilant	135	**180**	**180**		495
6	Paul	Lagan	131	**180**	**180**		491
7	Bill	McGarvey	**180**	147	128		455
8	Peter	Greenhill	92	**180**	**180**		452

Combined Open

			1	2	3		FO	%
1	Brian	van Nest	120	**120**	**120**	**120**	197	100.00
2	Paul	Lagan	180	180	**180**	**180**	130	100.00
3	Roy	Summersby	120	**120**	**120**	**120**	0	100.00

F1G

								FO		
1	Tristan	Seifert	**120**	**120**	**120**	**120**	**120**	209	600	
2	Wibke	Seifert	**120**	**120**	**120**	**120**	**120**	201	600	
3	Leigh	Morgan	**120**	**120**	**120**	112	**120**		592	
6	Adrian	Bryant	96	97	**120**	0	0		313	
7	Albert	Fathers	**120**	0	0	0	0		120	

F1H

1	Brian	van Nest	**120**	**120**	**120**	**120**	**120**		600
2	Vin	Morgan	118	**120**	**120**	112	**120**		590
3	Phil	Mitchell	**120**	**120**	96	**120**	**120**		576
4	Rob	Wallace	**120**	81	**120**	**120**	**120**		561
5	Malcolm	Campbell	99	89	**120**	71	**120**		499

F1J

1	Alan	Jack	**120**	**120**	**120**	**120**	**120**	239	600
2	Terry	Bond	**120**	**120**	**120**	**120**	**120**	215	600
3	John	Bailey	**120**	**120**	**120**	**120**	118		598
6	Des	Slattery	54	**120**	106	96	**120**		496
7	Ted	Burfein	**120**	0	76	33	92		321

Open Power

						FO		
1	Bill	East	**180**	**180**	**180**	422	540	
2	Roy	Summersby	**180**	**180**	**180**	303	540	
3	Peter	Lloyd	**180**	**180**	**180**	159	540	
6	Des	Slattery	**180**	**180**	130		490	
10	Malcolm	Campbell	**180**	95	144		419	

Combined Vintage

			Model	Year				FO	
1	Roy	Summersby	Swiss Miss		**180**	**180**	**180**	269	540
2	Martin	Williams	Stomper		**180**	**180**	**180**	242	540
3	Phil	Mitchell	Nebula		**180**	**180**	**180**	233	540
4	Paul	Lagan	Totontonian	1954	**180**	**180**	**180**	230	540
5	Des	Slattery	Stomper		**180**	**180**	**180**	202	540
10	Albert	Fathers	Kane		118	99	**180**		397
12	Des	Slattery	Nebula		103	**180**	70		353
13	Adrian	Bryant		1954	101	98	131		330
14	Malcolm	Campbell	Seraph		**180**	46	59		285
15	David	Brawn	Lulu		93	42	0		135

P-30

1	Vin	Morgan	**120**	0	0		120
2	Malcolm	Campbell	78	0	0		78
3	Paul	Lagan	32	0	0		32

Scramble

1	Phil	Mitchell		478
2	Tahn	Stowe		288

Oz Diesel

1	Des	Slattery	66	85	69		220
2	Malcolm	Campbell	118	51	43		212

HLG

1	Peter	Lloyd	18	**60**	39	**60**	57	**60**			180
2	Phil	Mitchell	53	35	48	23	43	22			144
3	Tahn	Stowe	15	33	18	54	45	18			132

CLG

1	Paul	Lagan	**60**	**60**	**60**	**60**	**60**	**60**			180
2	Phil	Mitchell	33	**60**	47	9	**60**	**60**			180
3	Tahn	Stowe	13	19	35	45	**60**	**60**			165
5	David	Brawn	43	20	23	22	16	57			123

Champ of Champs

1 Phil Mitchell

Tales of Narrandera - chasing the Southern Cross

by David Brawn

Its my third year so I know the score; pre-dawn departure in the hire car heading for the Ipswich road from where I'll head the Newell. They've cut the speed limits to a ton so my Thrifty hire car (Falcon XR6) is rather wasted except for overtaking road trains but it does mean I arrive at the Coeee in Gilgandra ahead of the mob. Tucker and liquid refreshment is taken at the bowls club as usual before turning in for the mornings early start. I leave Des and Malcolm breakfasting in the dark but Albert in his camper is already long gone with Elly and Adrian aboard.

We meet up again at Narrandera's Country Roads to be joined by Graham and Ted, who has been doing his president's diplomatic thing with the visiting Chinese team and then helps me erect my 'humpy' tent in the distinctly breezy wind. Just around the corner the organisers and foreign visitors are encamped in the Camellia as usual, host receptions as usual and a good time is had by all as usual - for great socialising Southern Cross/AFFS ranks alongside the Brit Nats (bar on flying site) and Poitou (bar on campsite) as one of my favourite compete/socialise free flight events.

Oh to say our flying was in the same league but we all seem to be suffering Newell fatigue. Various misfortunes and ill luck dog our Wake and Nordic attempts despite the breeze abating to an unseemly calm for F1A - Malcolm seeming to be towing his F1A in several directions at once during the flat calm rounds. Ted teamed with me for Nordic where his new Vasily six panel model performed impressively on its first competition outing, though my new Sija kit outflew him in the liftless flat calm opening round. Albert continued his Narrandera tradition by losing his Wake (the same one as last year) upwards in a boomer in exactly the same round and wind direction as last year; he finally retrieved it from the forest on the fourth retrieval attempt!

I didn't see much of F1C (sheltering from the sun in my 'humpy') which was boosted by my team mate John Bailey and US champion Mike Parker adding to Alan Jack as the expat entries. Des gets third in a poorly supported power event, where Malcolm creams his Dixielander (needs 95-100% CG), behind Roy Summersby and Mike Parker.

Wednesday seemed to be an all activity day for everybody but me. Des and Ted both suffered temperamental engine runs in F1J putting them out of the running, John Bailey dropping his last round when well set so even Biggles FFT was being affected. Albert and Adrian are up for F1G where Adrian outlasts Albert, and attracts the Chinese for photographs of the oldest aero modeller they have ever come across - Australia's Free Flight fossil.

Feature of the morning were the F1A and Open Rubber flyoffs - Jim Christie's near eight minutes without apparent lift (I was timing) setting the standard after the glider fliers.

So at half time we don't have much to crow about except Adrian who will now be famous in the most populated country on earth; but then we have relatively little in the way of damage either.

I skipped the 'rest day' trimming for a shopping trip to Wagga (disappointing) but diverted to Lockhart Town of Verandahs where I found some interesting curios in the charity/arts shop and saw my first 'Old Mans Shed' right on the main street of this intriguing little town.

Perhaps we should have a training weekend at Dalby or Coominya before going down south as everybody seemed to fly better in the AFFS than the opening comps. Ted flew in his own time through the seven rounds of F1B to max out, pushing out two Chinese in the process but a broken motor handicapped his early morning flyoff to finish third behind Hu and Terry Bond. Malcolm's F1A flying was in direct contrast to earlier and he was unfortunate to have the towline catch over his tailplane on one flight dragging the model down out of lift, but then fifth in this company is very good indeed. Graham creamed an F1C but his Wake flying was on rails most of the time while Albert impressed all with his Chek vintage glider sailing away in boomer lift. Des flew off in Vintage but his Stomper, even on good trim, was no match for Roy Summersby's Swiss Miss.

Family commitments in Mundubbera meant I left a day early, missing the dinner and prize giving which is worth attending for the wit of Tahn and Phil alone, for the long drive to Goondiwindi. On the long road north my thoughts ranged over the 2010 Narrandera:-

* Richard Jack (with dad Big Al) dunking the last round of Southern Cross but proving a fine winner of AFFS F1A with the only full score.
* The amazing quality of DIY catering exhibited by Brisbane FFS at the Country Roads barbecue, but also the biting flies at this motel.
* Peter Stone's KSB DT timers and his comment on how redundant all his equipment was compared to modern competition flying.
* Social is not a strong enough word to express the bonhomie exhibited by competitors and organisers both on and off the field.
* And next year the Sijas will be trimmed plus I've ordered in my new models from Vasily to be picked up at the Stonehenge Cup in May, so Brian Van Nest and Phil might just have some competition in 2011!

I don't know how he does it, but David Brawn seems to have an amazing eye for detail. His Narrandera reports add a touch of spice and interest compared to anything I write! ***EDITOR***

The Kotuku Cup and Omarama Cup

Report by Malcolm Campbell

KOTUKU CUP

Sunday 11 April

F1A

A chilly start and clear blue skies was a perfect start for the 2010 competition. With 19 entrants, the first three rounds were in light breeze, with the flight line being moved before Round 5, then most elected to straight tow. Models were landing near the road, and some beyond, 3 klms away. And Round 6 was even harder, with wind gusts to 11 m/sec. Launching on a lull was essential to preserve your model although, strangely, I don't recall any damage. The event was closed off after Round 6, with only Brian Van Nest maxing out.



Ted and Albert discuss F1A strategies

Monday 12 April

F1B and F1C

The day was warmer and cloudy, with some breeze and the organisers ran the two events concurrently. With early morning buoyant air, it was good to see all the mass launches in the early rounds.

F1C was a standout event, with beautiful models and lots of action. Mike Roberts put up copybook launches in the early rounds and Roy impressed all with his folder, but the others were matching him on scores. Col Crowley "looked the goods" with his similar model, but engine troubles frustrated. Terry Bond played ironman, flying B and C, and I wondered how oil and rubber lube allowed him to launch F1C. With winds increasing, the final two rounds were to be flown the next day.



USA nice guy, Mike Roberts launches his immaculate F1C model

F1B

With 16 high class entrants, this event promised to be close, and it was. Albert Fathers had some ups and downs in the rounds, still putting in a creditable score by the end of play. As the winds got up, models were hard to see against the hills and Round 5 was particularly gruelling. By the end of Round 5 the organisers elected to delay to proceedings, and Rounds 6 and 7 for B and C were postponed to the next morning.



William Jones launches in F1B while Terry Bond and Col Crowley watch

Tuesday 13 April

Completion of Rounds 6 and 7 for F1B and F1C, HLG, CLG and DLG, P30 plus Percentage Open

F1C continued

Everyone maxed Rounds 6 and 7, although Roy gave his admirers a scare when one wing was lazy unfolding for a couple of seconds (probably the wind). In the fly off, Mike Roberts launched first and his model looked good, coming down in just over 4 minutes. But Roy Summersbay went even better – nearly 10 minutes - a conclusive victory!

F1B continued

With a 7.30 start, most maxed the final rounds, and nothing changed the leaders from yesterday, there were still three in the fly off. Going after the F1C fly off, they all launched pretty much in the same air. Our own William Jones came in best on 358 seconds to beat Roger Morrell by 7 seconds, with David Ackery a further 24 seconds behind.



Yes, it was cold some days. Albert, Dale and Biill thought so too

HLG

Seven competitors worked hard to find lift, with only Stu Cox maxing his final flight and accumulating sufficient high scores to win the event.

DLG

Only two competed with these models, putting in scores comparable with the best CLGs. Paul Lagan delivered a crushing blow to Antony, with 4 maxes, to finish 71 seconds ahead.

CLG

A big roll-up of 12 entrants for this little glider event, with two female competitors, Noeline Mitchell and Noa Epstein. Noa's model was built on the previous night by Omri and both girls were quite new to the event. Noels flew well when she stopped laughing and listened to Phil in her later flights. Paul Lagan continued his dominance with six high scores from very good height to finish ahead of grandson Paul and Dr Antony, just 2 seconds ahead of David Ackery. Phil Mitchell wasn't up to speed on the day, perhaps due to the coaching he was giving Noels.

P30

Only five entries in this class and all Kiwis. Their models don't ascend as quickly as the ones in Australia, but they do claw their way up, like indoor models, and three of them maxed out. The Kiwis should pack their P30s for the next Narrandera event.

Percentage Open

Phil Mitchell started early with his characteristic high bunt launches and a quick 3 maxes. As the weather improved, coupés emerged as a threat and the Jones boys also maxed out. Brian Van Nest joined the group in the fly off, leaving Omri Tennenhaus, Albert Fathers and Malcolm Campbell to figure out what they did wrong. The Jones



Mike Robert's starter setup looked particularly neat and patriotic

boys creamed the two F1H flyers, with father William leading son Darren home by just 11 sec-

onds. Phil's launch was good and high but ended quickly, enough for third.

OMARAMA CUP

Wednesday 14 April

F1J, H and G

F1J

Wednesday was a perfect day for the 2 minute classes, with light airs all day. In the fly off, Mike Roberts got away well for a 279 second flight, with Alan and Colin recording identical 215 second flights. In their second flight, Alan recorded an overrun giving second place to Col.



Sonya Burfein gets a few towing lessons from Tahn Stowe

F1H

With the weather perfect, the bunters revelled in it, and punished any impatient straight tow flyers. Sonya Burfein had a few ups and downs but enjoyed her flying. The fly off looked interesting with Brian away first and down in 160 seconds but Phil stumbled on launch and was down in 53 seconds.

F1G



World class F1H flyers discuss the fly off results. Phil won't stumble again.

In what was perfect coupé air, four Aussies battled a lone Kiwi with the Jones boys maxing out. Sonya Burfein and Albert Fathers put in a number of maxes but two bad flights each cost them. Sonya did particularly well as she also flew in F1H. The fly off saw Darren reverse the previous day's Combined % results, when he beat Dad by a worthy 40 seconds. It was great to see them walking back together.



Thursday 15 April

F1A



Nikolay had agreat weeks flying

Wind, lots of it and the sun wasn't up. With wind at 16 m/sec, a decision was made to delay the start and meet back at the clubhouse at noon. At that time the winds were buffeting the clubhouse and the event was put on hold until Friday. An impromptu and excellent F/F symposium followed over the next 3 hours, where top flyers discussed their F1A, F1B and F1C models.



School's in
Pay attention!

Friday 16 April

F1C

F1C was a small affair, and it commenced with a close tussle between Alan Jack, Mike Roberts and Col Crowley, all maxing the first three rounds. Mike Roberts dropped his sixth flight badly and didn't max 7, leaving first place to the ever smiling Alan Jack.

F1A

Sixteen entrants promised some real action in the Omarama Cup but many of the expected leaders were to falter as the day wore on. 11 year old Michaela was delighted after maxing the supermax Round 1! For the first 4 rounds it was a 4 nation tussle, with Australia, Israel, Bulgaria and New Zealand maxing out. Albert Fathers started well but a couple of bad flights saw him retire after Round 5. I badly damaged the wings of my model after a tow in air that I simply shouldn't have tried to circle in, and should have released the line. My reserve model took three flights before it behaved itself and maxed. Phil and Omri contested the fly off. Omri launched early with his typical youthful exuberance and was down in 113 seconds. Wily fox Phil continued to circle for as long as he could, getting away in good air (and fortunately another lot later on) to win by a convincing 166 seconds.



Enthusiastic Israeli competitor Omri Tennenhaus took Phil Mitchell to a fly off

F1B

13 Wakefield flyers enjoyed good air and the complimentary marking of exceptional patches by the 16 F1As that occasionally dotted the skies. The mass launches were a joy to behold. Ted Burfein had a day he'd sooner forget, withdrawing after R1. There were four Australian States in the 5 minute fly off – William Jones (Q'ld), Terry Bond (NSW), Vin Morgan (Vic) and Paul Rossiter (WA).



A combined effort produced a very satisfying week for the Jones family

Three launched in much the same air, with Paul waiting a few seconds and getting the best of it, and first place, with Terry, William and Vin following up with significantly varying scores.

Saturday 17 April

Combined Mini and Kiwi Power

Combined Mini

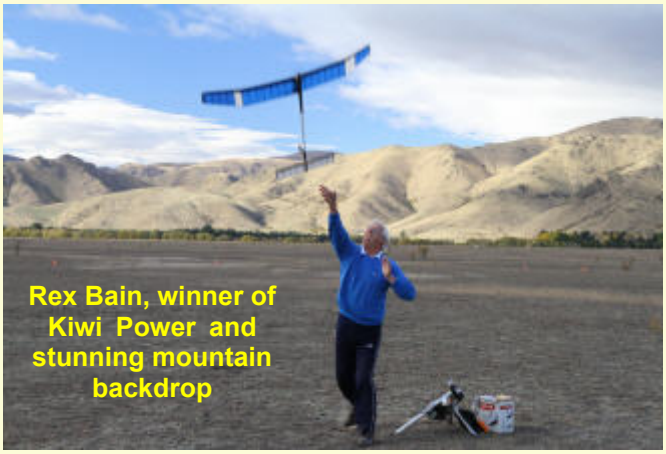
A cool and windy start probably saw less flying than expected. The day had a real club day feel to it. Air was manageable down low but the F1Js that flew really crossed into some very weird patches as they punched skyward and encountered similar movement on the way down. I was straight towing so I didn't get the height, finding lift very tricky to pick on the day.



Cool day for the secretary - Andy Crisp Havanana not up to the blustery conditions

Kiwi Power

Another variant of this great club class (we have Oz Diesel and Queensland Diesel Power in Australia), Kiwi Power sadly attracted just three Kiwis to battle. Rex Bain's smooth looking Taipan powered C/F and Icarex model was too good for the Stompers of Chris Murphy and Stu Cox, although Chris wasn't far off the pace.



Rex Bain, winner of Kiwi Power and stunning mountain backdrop

HLG

Five entrants and transient lift favoured the locals whose keen sense for a 1/100 degree change in air rewarded first place to Antony Groenewegen with two maxes, with junior Julian Lagan trailing by 41 seconds. Tahn Stowe, who seemed to be having a marvellous week as his hooded yellow jacket was seen everywhere helping anyone he could at any time (there should be an award for this), borrowed a Paul Lagan chuckie and managed a 52 second flight to equal Stu Cox for third place.

DLG

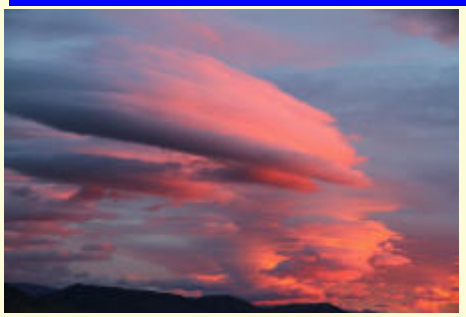
Only three in this and only two worked, with Paul Lagan maxing 4 flights to Antony Groenewegen's one. Paul won.

CLG

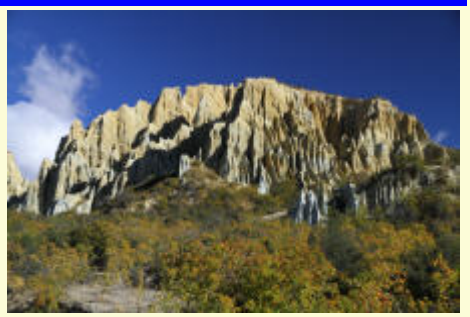
As windy as the day was, 8 contestants tried their best to beat the elements. Maxman Paul Lagan got two and David Ackery one, but consistency paid off and David's higher scores put him a mere 4 seconds ahead of Paul at the end. Of the 8 flyers, 8 were Kiwis. Perhaps they should implement "Rent-A-Chuckie" for the O/S competitors?

And so ended a great week of competition. The field is magnificent and the mountainous backdrop awesome. As they say in the Northern territory, *"You'll never never know if you never never go. Put Omarama on your "Must Do" list"*.

OMARAMA HIGHLIGHTS









The clouds, the scenery and the company

KOTUKU CUP

F1A *11 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO	TOTAL
1	Brian Van Nest	210	180	180	180	180	180			1110
2	Nickolai Nikolov	210	180	180	180	180	133			1063
3	Antony Koerbin	210	180	180	180	180	103			1033
13	Albert Fathers	210	180	180	180	45	152			947
14	Malcolm Campbell	119	179	75	180	180	180			913
15	Ted Burfein	153	139	180	180	180	71			903

F1B *12 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Bill Jones	210	180	180	180	180	180	180	358	1648
2	Roger Morrell	210	180	180	180	180	180	180	351	1641
3	David Ackery	210	180	180	180	180	180	180	327	1617
10	Albert Fathers	128	172	180	147	153	180	117		1077
12	Ted Burfein	185	149	85						419

F1C *12 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Roy Summersby	210	180	180	180	180	180	180	577	1867
2	Mike Roberts	210	180	180	180	180	180	180	249	1539
3	Terry Bond	210	163	180	180	180	180	180		1273

F1G *14 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL
1	Darryn Jones	120	120	120	120	120	206	806
2	Bill Jones	120	120	120	120	120	166	766
3	Paul Squires	120	118	120	120	120		598
4	Sonya Burfein	90	120	120	113	120		563
5	Albert Fathers	120	110	120	120	81		551

F1J *14 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL	Tie breaker
1	Mike Roberts	120	120	120	120	120	279	879	
2	Colin Crowley	120	120	120	120	120	215	815	127
3	Alan Jack	120	120	120	120	120	215	815	0

F1H *14 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	FO 1	TOTAL
1	Brian Van Nest	120	120	120	120	120	160	760
2	Phil Mitchell	120	120	120	120	120	53	653
5	Malcolm Campbell	71	58	60	120	83		392
7	Sonya Burfein	90	43	0	0	78		211

Percentage Open *13 April*

	Name		RD 1	RD2	RD3	Total	%	FO time	FO %
1	Bill Jones	F1G	120	120	120	100		200	166
2	Darryn Jones	F1G	120	120	120	100		186	155
3	Phil Mitchel	F1H	120	120	120	100		146	121
6	Albert Fathers	F1G	117	120	73	86			
7	Malcolm Campbell	F1H	63	74	68	57			

P30 *13 April 2010*

	Name	RD 1	RD2	RD3	FO 1	TOTAL
1	Paul Squires	120	120	120	183	543
2	Paul Lagan	120	120	120	121	481
3	Antony Koerbin	120	120	120	54	414

HLG *13 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Stewart Cox	29	32	18	49	32	60	220
2	Antony Groenewegen	27	30	35	44	34	45	215
3	Julian Lagan	38	27	22	39	33	33	192

DLG *13 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	53	60	60	60	60	53	346
2	Antony Groenewegen	58	50	42	45	48	32	275

CLG *13 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL	
1	Paul Lagan		60	52	50	52	60	51	325
2	Julian Lagan		58	57	34	44	45	57	295
3	Antony Koerbin		30	40	41	48	34	57	250

OMARAMA CUP

F1A *16 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Phil Mitchell	210	180	180	180	180	180	180	279	1569
2	Omri Tennenhaus	210	180	180	180	180	180	180	113	1403
3	Nickolai Nikolov	210	180	166	180	180	180	180		1276
12	Malcolm Campbell	166	180	180	180	57	60	180		1003
15	Albert Fathers	210	180	34	49	180				653

F1B *16 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Paul Rossiter	210	180	180	180	180	180	180	270	1560
2	Terry Bond	210	180	180	180	180	180	180	194	1484
3	Bill Jones	210	180	180	180	180	180	180	146	1436
4	Vin Morgan	210	180	180	180	180	180	180	134	1424
12	Albert Fathers	204	170	102						476
13	Ted Burfein	172								172

F1C *16 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	RD7	FO 1	TOTAL
1	Alan Jack	210	180	180	180	180	164	180		1274
2	Mike Roberts	210	180	180	180	180	127	168		1225
3	Colin Crowley	210	180	180	175	38	127	180		1090

Mini Combined *17 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	Total	
1	Alan jack	120	83	120	120	120	563	
2	Roy Summersby		120	120	120	120	58	538
3	Malcolm Campbell		92	92	103	81	61	429
5	Darryn Jones		106					106
7	Sonya Burfein		50					50

Kiwi Power *17 April 2010*

	Name	RD 1	RD2	RD3	FO	TOTAL
1	Rex Bain	111	120	120		351
2	Chris Murphy	103	102	120		325
3	Stewart Cox	79				79

HLG *17 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Antony Groenewegen	36	19	60	25	60	38	238
2	Julian Lagan (J)	37	45	28	22	32	33	197
3=	Stewart Cox	19	32	22	17	23	60	173
3=	Tahn Stowe	27	25	32	52	22	15	173

DLG *17 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	Paul Lagan	60	60	60	40	60	36	316
2	Antony Groenewegen	45	40	41	38	60	55	279
3	Stewart Cox	1						1

CLG *17 April 2010*

	Name	RD 1	RD2	RD3	RD4	RD5	RD6	TOTAL
1	David Ackery	37	60	57	59	31	59	303
2	Paul Lagan	42	49	34	60	54	60	299
3	Julian Lagan (J)	30	40	60	53	47	46	276

2010 FREE FLIGHT TRANS TASMAN RESULTS

New Zealand			Australia		
Craig King	F1A	1275	Phil Mitchell	F1A	1290
Rob Wallace	F1A	1257	Tahn Stowe	F1A	1203
Antony Koerbin	F1A	1184	Bill Jones	F1B	1290
Paul Lagan	F1B	1232	Paul Rossiter	F1B	1290
David Ackery	F1B	1220	Terry Bond	F1B	1290
Paul Squires	F1B	1230	Colin Crowley	F1C	1090
		7398			**7453**

Wellington Wonders

I met Stewart Cox at Omarama and he suggested we catch up for a meal at his place in Wellington. I did that and had a wonderful time, meeting his family and also John Henson and his wife, who live across the road. John was a very good F1B flyer and now devotes his time to free flight rubber scale. His models were amazing! Enjoy them.


Spitfire Mk 21 Griffon Contra


Messerschmitt ME 109


John Henson with his Blohn & Voss BU138


Schneider trophy Macchi MC72


Acado 240 twin


Contra rotating prop assembly


Modified egg beater to wind the twins

Dales Fun Fly 21 February 2010

report by Malcolm Campbell



Eleven cars and ten flyers turned up for the first official flying day of 2010 and the weather was pretty good, initially warm with a breeze gusting to 6 m/sec but mainly at about 3, dropping off to nearly zero mid-morning. It wasn't so much of a fun fly but a trimming session with many models needing some TLC after a Christmas vacation. A few visitors from the Vintagents (Mike Moore and Mick and Brad Turner) spent the day with us asking lots of questions and promising to return with free flight models later in the year.

Des set the record with 8 models to fly – he flew all bar one. Larry Brownlow too had a van full of models. He flew his Fullarton Floater and spent a lot of time catching up with fellow club members after his 6 year hiatus.



Larry's Floater

John Lewis's new F1H came into trim pretty quickly and it looked particularly easy to circle. Graham Maynard's Cipolla-powered QDP model proved difficult to start until Des came along and then it proved a bit difficult to trim. A fuel feed problem with his Dart powered Cardinal helped fill in the morning until it successfully put in a crowd pleasing flight that delighted Graham. Brian Taylor spent much of the morning trimming his F1G deciding in the end that he would be happier with a new model (*Brian's only yardstick is perfection. Ed.)*. Ron Munden's 6 panel No Frills Wakefield improved as the day wore on although Ron wasn't feeling the best with a nasty wog. Albert Fathers towed up his long F1A many times somewhat perplexed because the trim seemed to have changed. More work needed before Narrandera.



Brian's F1G



Ron's F1B



Albert's long F1A

Malcolm Campbell found the same with his Aiglet and was caught out when the tow pulled hard left in a gust, loading up the wing and making it easier to transport home! He however enjoyed success with the Dixielander putting in 4 or 5 training flights with improvement each time. His P-30 also came on song, but not as well as William Jones who got great height, as did Adrian who tried to throw his away many times. Malcolm's P-30 was the only one to attract the attention of a large black eagle that made several passes at it, until the wing DT phased it and it flew away.

Des Slattery ended up with the best prang of the day. And what model was that, I hear you say? Yep, the F1J. Only an inner panel and dihedral break this time. Luckily, he flew his Linnett and Pushy Cat sports models without problem and his Dixielander also stayed in tune to record a satisfying flight. His Nebula seemed to check out OK after the on-field emergency rebuild at Springhurst in January.

Dale Jones put on a great morning tea with tea cakes and drinks and prizes for good flights and prangs awarded throughout the morning. Everyone enjoyed her freebies table where we all got a chance to take some goodies of our choice.



A light squall sent us scurrying for 20 minutes and then the weather just got better, with stalwarts Brian, Larry and Ron staying on into the afternoon. So we all had a great day and thank Dale for her innovating freebies and energising morning tea.



We must do it more often!

HLG & DISCUS STATE CHAMPS and CLG STATE CHAMPS
Coominya 27 April 2010

by Keith Fisher

Monday April 27 was a good day in the autumnal sunshine for BFFS HLG and Catapult launch flyers. Most of the eight starters in each class were in it purely for fun. This group put in their flights quickly and enjoyed a yarn in the flight square. Yours truly and a few others were going for a more competitive variety of fun. This year's competition was the first time that a number of BFFS modellers had a go at flying TLG's D Tip-launched gliders - which was fantastic to see. Although none of us went on to use them to good effect in the contest, hopefully it's just a matter of time before we see some TLGs maxing at Coominya.

Tip-launch models have much more potential than traditional Javelin-launch models, and they are also easier on the body. They do however, require a lot of practice - especially if you are used to Javelin-launch models, or haven't thrown a discus since High School. John Lewis arrived with his own design TLG and it looked deadly on the glide. A hard landing in practice put this model out of the running. John went to repair it but the cyano wouldn't set. "*It never does when you need it to*" G Baynes. I had the same problem with one of my models after knocking the fin off about three times on landings. Albert Fathers had a tip-launch model, which also looked like a potential multi-maxer. David Brawn was also there with a TLG, but knocked the tail off in practice. I got some secret practice in late the day before and was able to get reasonable behaviour from my models. In the competition, after two disappointing flights of 21 seconds with my TLG I switched to the javelin-launched Sting 21. John Lewis was also using a traditional javelin-launch model and he scored the only max of the morning with it.

In the end, Bill Jones and I edged in front in Catapult and HLG respectively, and our best three flights were very similar: one near max and two 30 second plus flights. Spouse Dale placed third in CLG and was the only multi-tasker: holding the competition together as CD before taking up the weaponry and putting in some good flights. A notable result in CLG was visitor David Brawn's string of consistent flights with a ZingWings glider. Perhaps this glider shouldn't be allowed against the fixed wing models, but it was fun to see an innovative model doing well. All in all - a great day - and for our club the best is yet to come with TLG's.

HLG *8 ENTRIES*

KEITH FISHER	21	21	36	59	33	22	128	1ST
JOHN LEWIS	25	19	29	60	17	5	114	2ND
ALBERT FATHERS	15	19	29	25	20	33	87	3RD
DES SLATTERY	17	12	25	12	12	24	66	4TH
BRIAN BURT	13	12	19	21	14	20	60	5TH
MICHAEL SNABIATUS	16	6	15	10	3	3	41	6TH
JOHN TAYLOR	3	8	4	7	4	4	19	7TH
WILLIAM JONES	15						15	8TH

CLG *8 ENTRIES*

WILLIAM JONES	32	34	15	7	25	52	118	1ST
DAVID BRAWN	23	42	39	22	30	21	111	2ND
DALE JONES	18	27	22	17	29	34	90	3RD
DES SLATTERY	19	12	18	28	21	22	71	4TH
JOHN LEWIS	11	21	15	15	22	13	58	5TH
GRAHAM MAYNARD	14	17	4	18	21	4	56	6TH
RON MUNDEN	13	9	13	13	14	2	40	7TH
ADRIAN BRYANT	6	8	8	9	14	5	31	8TH

23 PEOPLE IN ATTENDANCE. CONTEST DIRECTOR: *DALE JONES*



Words from David Brawn

Thanks for a great day's flying on Monday.

I am jetting off back to UK, assuming Quantas has sorted everything out, on 8 May so I was really pleased to get to a Brisbane FFS competition for which I had some models - debateable models in the case of my ZingWings, but more of that later.

Thanks to Albert, Adrian and Des for guiding me in from the Minden junction, the paddock is now in my TomTom so I should be self directing in future. It was great to meet so many fliers, the turnout of sixteen or so entries from a single club for HLG and CLG shows a terrific club spirit.

I would have liked more time to meet and chat a lot more than was possible. It was only after I left that I realised that Michael was the same person who helped out with the A3 scanning of plans for Adrian's free vintage plans project. Then meeting Alan Thomas, another legend along with Adrian, and bantering ideas of free flight philosophy. Dales orderly efficient organisation. Good to see George flying again. And so many more who made ot a great day that was far too short for me due to a pm meeting back in Brisbane.

My flying was not as successful in that I threw the wing off its mount on my new Disco Stu DLG, back home I realised I could have cynoed it back in place on the field, then the Morris Dancer depron tailplane was no match for my whirling - not field repairable and now being replaced by a new bigger 3mm balsa V-tail

I thought I would trim a standard ZingWing for Adrian or others to use but after snapping three new wings I realised the new 18 inch ZingWings have much thinner wings that do not stand up to the forces of Tan2 catapult and orthodontic snap-open band.

Second is my highest ZingWing placing and I was glad to see Bill beat me as winning with a plastic 'straight out of the bag' ZingWing is hardly what free flight should be about. Of course immediately after the contest I was pinging off minute plus flights with both models. In UK my presence in the chukkie box is about as welcome as a whatsit in a spacesuit as the ZingWings embarrass many a good flyer who has lovingly crafted and trimmed an HLG/CLG model. My object in showing how good ZingWings can be - third at Timperley Gala, fourth at Oxford and 6 March I was sixth out of thirtytwo in the UK HLG/CLG combined contest (and four of those who beat me are current or previous national champions) - is to try and get someone to look at adopting this simple concept to encourage more free flight flying; perhaps a ZingWings one model competition.

It will be a while before I'm back in Brisbane, November probably, but I have booked my accommodation for the Dalby Nationals when I expect to return with trimmed Sijas in F1A, new F1H models, DLGs and of course the ZingWings along with my trusty LuLu.

Till then I wish you all the best.

David Brawn

Biggles News 2010 has the story of my ZingWing progress in 2009; from 3 second flights at Springhurst to the present forty second plus flight average - Malcolm might like to reissue the article in the Digest. However after breaking three standard wings at Coominya and making little progress helping Michael trim his standard toy here is a bit more info the UK flyers do not know about:-

My two competition models are in fact cut down versions of the larger ZingWing (now discontinued) with the wings clipped to an 18 inch span. These wings are thicker and stronger than the old standard model and much much stronger than the present standard ZingWing. The new models simply are not strong enough for Tan2 or any other modification.
As the large version has been discontinued I will be experimenting with folding balsa versions (2-3mm thick serofoiled wings) which technically should fly better. I'll keep you up to date with any progress and would say that if you looking for an interesting simple project then the folding wing catapult glider could encourage a lot of people, youngsters (?), into free flight flying.

David Brawn
Biggles Free Flight Team

WANTED TO BUY

Des Slattery's Vintagents' mate, Brad Turner, wishes to buy a basic **ready to fly balsa F1A**
If you something that may interest him, please contact him
on Ph. 0417 079 020 or e-mail udlman@hotmail.com

P30 State Champs 16 May 2010

report by Malcolm Campbell



John, Des and Ron at the start of a perfect day

It was one of those days that makes you glad you are an aeromodeller. Very calm, full light cloud cover and around 16ºC. Nine entries in P30 was excellent and it looked like we were in for a good competition. John Lewis turned up with an immaculate rolled tube body and carbon wing model of his own design, with a small diameter alloy tube holding the tail. He called it his sizzle stick. Des and Ron had old style models, in fact Ron's was a Teacher's Pet. Graham had a modern model of his own design, Malcolm flew an 11 year old David Ackery designed *Rubicon*, and Dale, William, Adrian and Albert had the "big gun" models of the ARTF kind. Not to miss the joy of such perfect conditions, it was agreed to fly five flights, not rounds.

I dropped badly in the first flight with a premature DT – that was to hurt. Albert was busy, flying his model and retrieving for Adrian who decided a few short DTs would liven up proceedings. Des and Ron also missed the max. Second flights were better for most with improved scores although John was feeling the pain of trimming a new model in a competition. By our third flights, most had got the picture and were maxing easily, although John's scores worsened as he fine-tuned the thrust line. Graham Maynard was putting in amazing flights that didn't want to come down, perhaps because of a faulty DT that saw him record many 5 minute flights. At this stage Dale, William and Albert were leading; then Dale dropped 3 seconds and Albert 8.

Malcolm maxed the remaining 4 flights, and John's model came on tune by his final flight, and Graham and William maxed out. Ron Munden and Des Slattery enjoyed themselves with three maxes, recorded with old models. It was great to regularly see as many as three models in the same air and close together, and then only a short walk for retrieval – except for Graham who regularly crossed into the next paddock with his epic flights.

The fly off was unlimited, and in a gentlemanly gesture, both launched together. William out-climbed Graham and then went into cruise, while Graham's just kept steadily climbing. The glide from both models was good; in fact Graham's was exceptional. William recorded a very respectable 252 secs and Graham's stopped the clock at 372 secs. Not bad for a beginners class!

To top off a fun day, Malcolm, Albert, John, Ted and William circle-towed their F1As, while Adrian played with his coupé. William took his Checkmate up for the first time and circled once before launching. Malcolm, Des and John mothered him and he appeared to be enjoying it. William and Ted tested their F1Bs and William's heart nearly stopped when he treed his #2 Wake. Photos show the delicate retrieval process engineered by Albert for minimal damage. Des broke the wings of his LSq/100 Lim Joon when it landed early under power – not to worry, he loves building. So we had a great day and everyone left happy, in particular Graham.



William and Graham in the fly off

1	Graham Maynard	90	90	90	90	90	450 + 372
2	William Jones	90	90	90	90	90	450 + 252
3	Dale Jones	90	90	90	87	90	447
4	Albert fathers	90	90	90	82	90	442
5	Des Slattery	83	90	90	90	85	438
6	Malcolm Campbell	73	90	90	90	90	433
7	Adrian Bryant	86	90	90	72	90	428
8	Ron Munden	67	88	90	90	90	425
9	John Lewis	90	77	73	80	90	410

More photos on the next page



P30 day - Winning launch styles









David Ackery's Kiwi Workshop, Auckland NZ

On a cool night in Auckland, with Bill McGarvey as navigator, I visited David Ackery. He turns out to be a very multi-talented aeromodeller. With a good mix of F/F, R/C and C/L, it was hard to move around! Just like at John and Des's.



Bill (left) and David with foam cutter



Six-pack of combat wings on the left.

On the right, chuckies above and below a brace of team racers and a speed model.







David with own design profile stunter



3m 5-panel slope soarer - carbon/kevlar



A TRIBUTE TO THE LATE GORDON BURFORD (1919-2010)

Gordon Burford passed away on the 12th March, 2010, following a fall at his home in Currumbin. He will be greatly missed by all who knew him, who knew of him, or who merely flew models with his engines.

He was a very popular member of SAM 1788 and was always delighted to assist others with engine related matters, as well as offering considered advice to the SAM Committee when important issues were discussed.

Gordon was Australia's premier model engine designer and manufacturer. The thousands and thousands of engines he produced and sold under the GB, GeeBee, Sabre, GloChief and Taipan names encouraged and sustained aeromodelling in this country for over 50 years.

He was a modeler too, starting with rubber in the early 1930s and progressing to become a very competitive Indoor and Wakefield flyer prior to the Second World War, along with his lifelong friend, Boyd Felstead. Following the war, Gordon (VH-155) pioneered control-line flying in South Australia, alongside other luminaries such as Bill Evans, Jack Black and Mal Sharpe.

He was a well-known and respected free-flight contestant for many years, before turning his interest to old-timer flying in the mid '70s. He built specialist engines for old-timers and was always on hand to offer advice and assistance to other modelers. Gordon was known around the world for his engines and modeling expertise, having made several overseas trips to England, France, Italy and the US.

Gordon Burford was born in Adelaide on the 3rd August 1919. He grew-up during the Depression years, aiding his father who was a beekeeper. In 1942, Gordon married Josie Harding, spending the war years as an aircraft instrument fitter. Following the end of WW2, Gordon could see an opportunity to manufacture model aircraft engines in Australia and purchased a lathe, a tool and cutter grinder and a hone. He initially made just three 5cc diesels, based on the Sparey design which had recently been published in England. Two further 5cc diesel designs followed, based on the very successful American Drone engines. By the mid '50s, Gordon had built thousands of Sabre diesel and glow engines, most being sold on the local market. These engines introduced so many young and old Australians to the joys of aeromodelling and elevated Gordon's small firm to International attention.

In 1957 he adopted the Taipan and GloChief names for his engines. His son Peter was now working full-time with his father and was to contribute his own design and manufacturing ideas. Production of Burford engines increased dramatically in the '60s and '70s, with well over 100,000 engines being built at the Gordon Burford and Co. Pty. Ltd. factory at Belfast Street in Grange, South Australia.

In 1973, Gordon passed the Taipan business to Peter's control, and directed his energies to the interests of Australian aeromodellers, taking the position of Federal Secretary and Treasurer to the MAAA. In this, he was very ably assisted by his wife Josie, and they remained in this capacity until 1984. During their tenure, the MAAA was progressed from a relatively small organization to one with access to the Australian Government and an enhanced presence at the annual CIAM Meeting of the FAI in Paris. Gordon loved these overseas trips and forged a long-lasting, personal association with many prominent people in the international aeromodelling scene. Influential people such as Ron Moulton, Peter Chinn, Ron Irvine, Henry Nicholls, John Brodbeck, Duke Fox, Sandy Pimenoff, John Pond and others were now brought up-to-date with the Australian modelling scene, and Australian modellers started to move out into the world as a result of these introductions. That is one of Gordon Burford's greatest legacies.

In 1983, Gordon and Josie were granted MAAA Life Membership for their work with the organization. In 1985, Gordon was awarded the prestigious Paul Tissandier Diploma by the FAI for services to aeromodelling. He was inducted into the MAAA Hall of Fame twice. First in 1983 for services to aeromodelling, and again in 2000 for being a 'Competitor at the 1938 Nationals', the first such national event held in Australia.

Around 1980, Gordon and Josie moved from Adelaide to Currumbin in QLD and built a unique house to Gordon's design. In the large attached workshop, he built many of the specialist and replica engines for which he was so well-known in later years. After nearly 56 years of happy marriage, Josie passed away in 1998. Finally, Gordon embraced CO2, compressed air and electric power and in his latter years flew small models in a local reserve. He never lost his interest in model engines though, and was always ready to discuss and quietly advise people with a similar interest.

On behalf of his many friends in SAM 1788, I have extended our condolences to his sons, Peter, Don, Richard and Mark, to their wives and partners and to Gordon's grandchildren and their families.

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WHAT IS 1/2A?

by Graham Maynard

I was pleased to see a club event for 1/2A power models later in the year as it brought back memories of flying a Geodetic Galaxie and a Cuddy in the seventies. Cuddy was underpowered with a DC Wasp and the Galaxie went to rest somewhere outside Little Rissington at a UK Nationals. I did fly a 302 Satellite with a 1 CC AME in F1J but alas it destroyed itself with a vertical dive after four previous very safe flights. Despite this minimal experience I thought I would like to revisit ½ A power.

What are the rules for ½ A power? The MAAA rulebook going back as far as the early 90s was of no help, as it is not listed. I was told that a long time ago there was a Class I power for? 1.5 cc engines but no details can be remembered.

At a recent club meeting I asked what were the specifications for ½ A power? Confusion reigned with about the only agreement that there should be a .8cc engine. Some thought it should be a 1.0 cc engine, some thought a plain bearing engine, some wanted specifications to be free and some wanted locked down surfaces. This was shaping up to be a difficult task to build a suitable model and there were only about six months to go.

Where to find out what ½ A generally means?

AFFS has toyed with some rules but I went back to what I think is the origin of ½ A rules, The AMA in America.

Based on engine size ½ A is for engines up to 0.05 ci. There are no restrictions on model design, functions or weight other than that engine exhausts must not exceed 4 inches.

There are three contest categories based on engine run and maximum flight time.
A 12 second run has a Five-minute max, a 9 second run has a three-minute max and a 7 second run has a two-minute max. It is noted that propeller run (burble) down is not counted in the engine run time.

What do they do in New Zealand? Clearly listed in F/F power rules is a ½ A Power.

The rules are for a 1.0cc engine limit, seven-second engine run, a two-minute maximum, hand launch or ROG or ROW and Three Flights.

Off to the British Model Flying Association to see if they address ½ A Power.

As luck would have it they do. So what do they say?

The Class is called BMFA ½ A Power. The model specifications place limitation on the engine only which is up to 0.85 cc and be plain bearing in type. I guess that there are no weight or function restrictions and fuel is unrestricted. The events are flown with an 8 second engine run over five rounds.

So there we have it from this limited research. So what to build?

I have gone through many magazines and old plans, both from UK and America to get ideas of what may be a good starting point.

The range of sizes is from a 36 inch wingspan locked down MiniPearl to numerous models of about 300 sq inch wing area. Such models are Country Boy, Geodetic Galaxie, L'il Chugger, Satellite, Witch Doctor etc.

Early models had Cox 049 engines but later models used AME, CS, Cyclon and VA engines. All 049 in American contests, some plain bearing, some ball raced.

Most were locked down models but latterly many use multi functions with VIT, Bunt and A/R.

Tail planes seem to be from 25% to 40% of main plane area and moment arm seems to range from 17 inches to 22 inches. One expert says that tail tilt for turn is ineffective if it is less than 25% of main plane area.

Multi function models seem to have longer moment arms and smaller tail plane areas. Another expert says models with VIT and A/R are much easier to trim but some members are keen to adopt restrictive function rules.

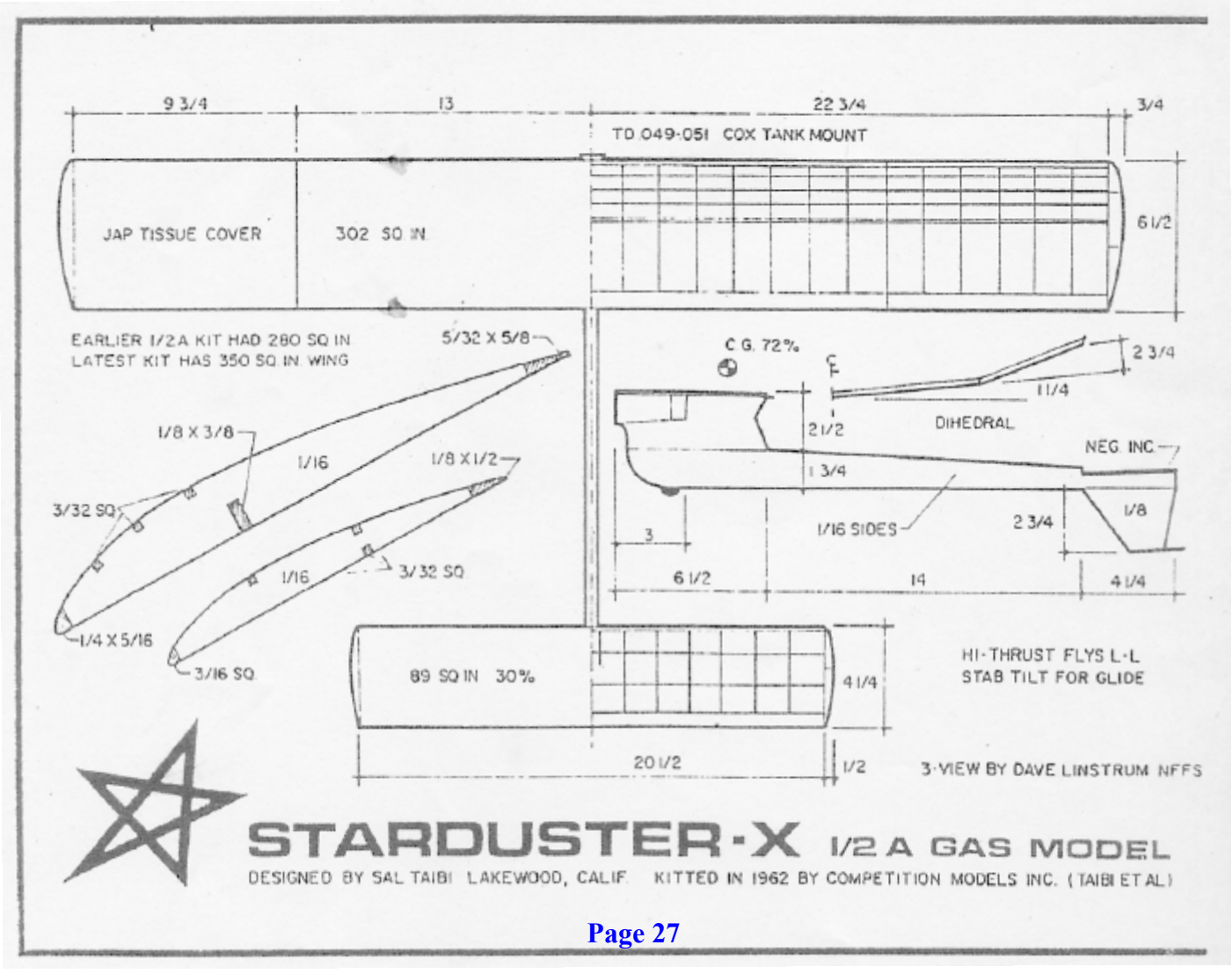
I hope there is an answer to all this but in the mean time I am looking closely at the Jim Clem ½ A Country Boy. I once flew the larger version of this model and it flew very well until it spent a week in a farmer's dam 8 miles from the flying field. The DT arm became jammed and did not release.

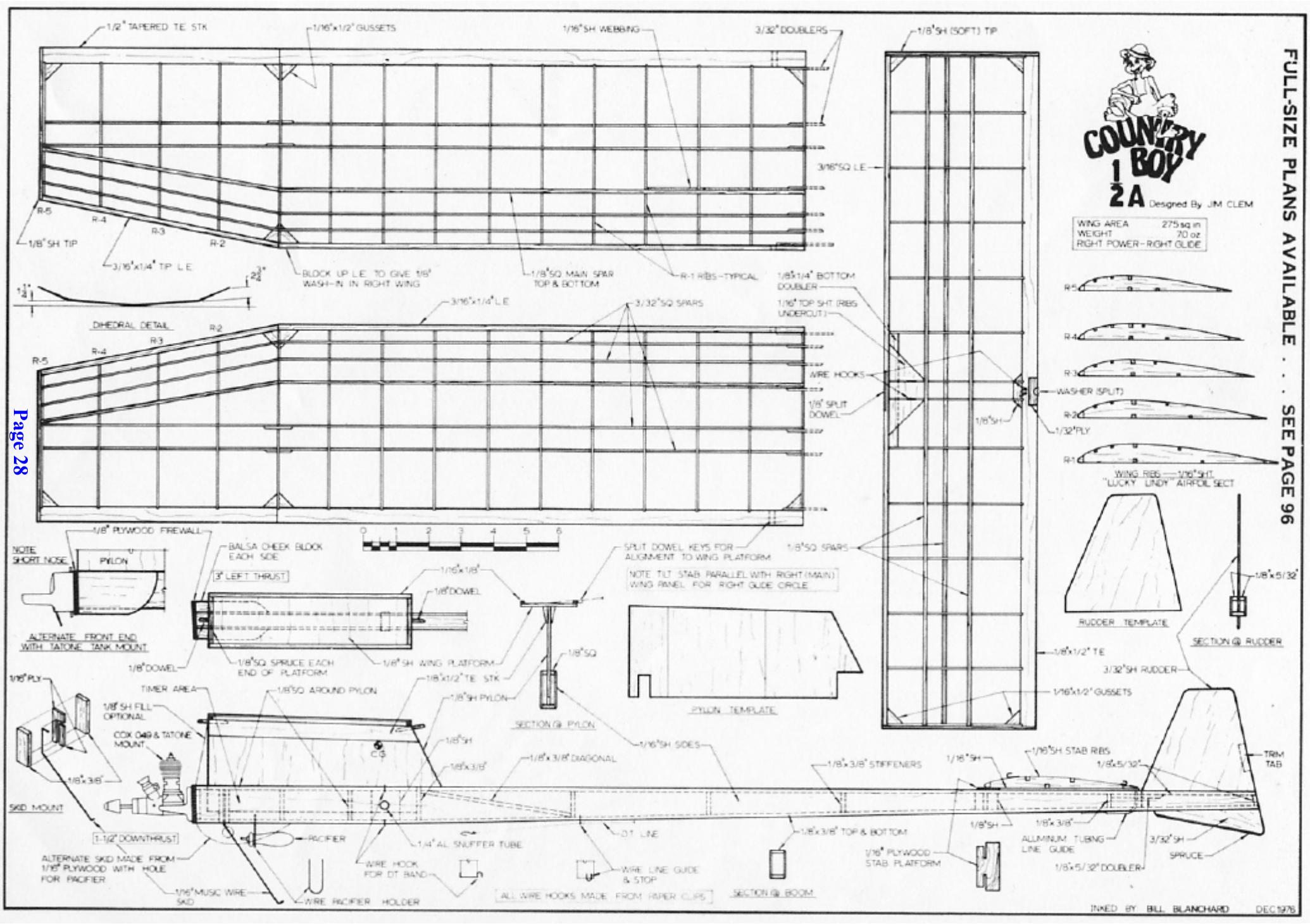


A FEW ½A MOTORS TO CONSIDER:

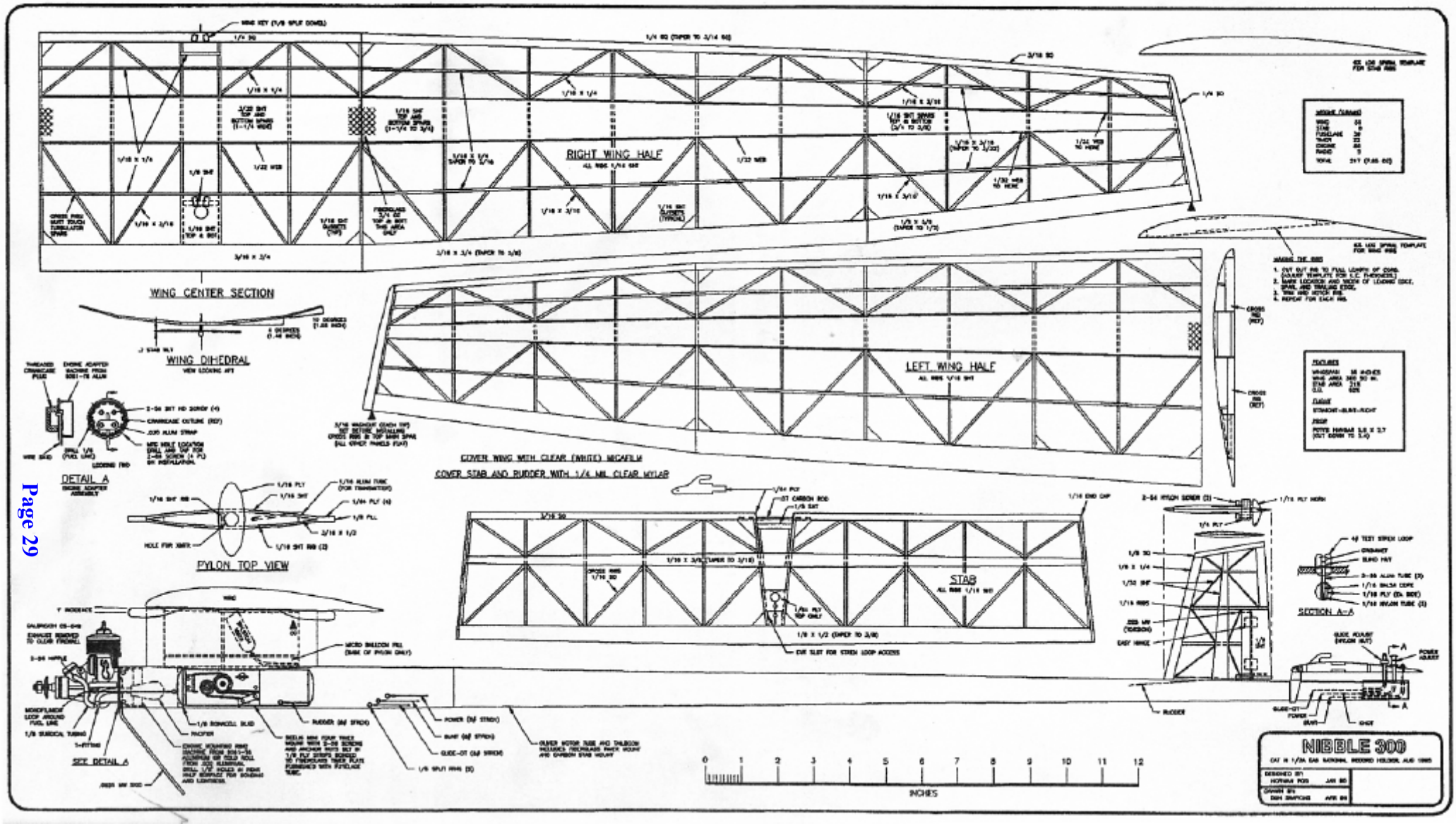
The Cyclon 049 or 061 twin ball race and the MPJet 061 twin ball race.
The AME 049 or 061 plain bearing and the Cox 049 or 051 plain bearing.

And a few plans, courtesy of Graham Maynard




1/2" TAPERED TE STK
1/16"x1/2" GUSSETS
1/16"SH WEBBING
3/32" DOUBLERS
1/8"SH (SOFT) TIP
3/16"SQ LE
R-5
R-4
R-3
R-2
R-1
1/8" SH TIP
3/16"x1/4" TIP L.E.
BLOCK UP L.E. TO GIVE 1/8" WASH-IN IN RIGHT WING
1/8"SQ MAIN SPAR TOP & BOTTOM
R-1 RIBS-TYPICAL
1/8"x1/4" BOTTOM DOUBLER
1/16" TOP SHT (RIBS UNDERCUT)
WIRE HOOKS
1/8" SPLIT DOWEL
WASHER (SPLIT)
1/8"SH
1/32" PLY
DIHEDRAL DETAIL
3/16"x1/4" L.E.
3/32"SQ SPARS
WING RIBS — 1/16" SHT. "LUCKY LINDY" AIRFOIL SECT
1/8" PLYWOOD FIREWALL
NOTE SHORT NOSE
PYLON
ALTERNATE FRONT END WITH TATONE TANK MOUNT
BALSA CHEEK BLOCK EACH SIDE
3° LEFT THRUST
1/16"x1/8"
1/8"DOWEL
1/8"SQ SPRUCE EACH END OF PLATFORM
1/8" SH WING PLATFORM
SPLIT DOWEL KEYS FOR ALIGNMENT TO WING PLATFORM
NOTE TILT STAB PARALLEL WITH RIGHT (MAIN) WING PANEL FOR RIGHT GLIDE CIRCLE
1/8"SQ SPARS
RUDDER TEMPLATE
1/8"x5/32"
SECTION @ RUDDER
1/8"x1/2" TE
3/32"SH RUDDER
1/16"x1/2" GUSSETS
PYLON TEMPLATE
1/16" PLY
1/8" SH FILL OPTIONAL
COX 049 & TATONE MOUNT
TIMER AREA
1/8"SQ AROUND PYLON
1/8"x1/2" TE STK
1/8"SH PYLON
SECTION @ PYLON
1/16"SH SIDES
1/8"SH
1/8"x3/8" DIAGONAL
1/8"x3/8" STIFFENERS
1/16"SH
1/16"SH STAB RIBS
1/8"x5/32"
TRIM TAB
SKID MOUNT
1-1/2° DOWNTHRUST
PACIFIER
1/4" AL SNUFFER TUBE
DT LINE
1/8"x3/8" TOP & BOTTOM
1/8"SH
1/8"x3/8"
ALUMINUM TUBING LINE GUIDE
3/32"SH
SPRUCE
1/16" PLYWOOD STAB PLATFORM
1/8"x5/32" DOUBLER
ALTERNATE SKID MADE FROM 1/16" PLYWOOD WITH HOLE FOR PACIFIER
1/16" MUSIC WIRE SKID
WIRE PACIFIER HOLDER
WIRE HOOK FOR DT BAND
WIRE LINE GUIDE & STOP
ALL WIRE HOOKS MADE FROM PAPER CLIPS
SECTION @ BOOM
INKED BY BILL BLANCHARD
DEC 1976
COUNTRY BOY 1/2A
Designed By JIM CLEM
WING AREA 275 sq in
WEIGHT 70 oz
RIGHT POWER - RIGHT GLIDE
FULL-SIZE PLANS AVAILABLE . . . SEE PAGE 96

Page 28


RIGHT WING HALF
LEFT WING HALF
WING CENTER SECTION
WING DIHEDRAL
DETAIL A
PYLON TOP VIEW
STAB
COVER WING WITH CLEAR (WHITE) MICAFILM
COVER STAB AND RUDDER WITH 1/4 MIL CLEAR MYLAR
SECTION A-A
NIBBLE 300
INCHES

10 minutes with Li. RENDA

by Adrian Bryant.

One of the pleasant surprises at Narrandera over Easter was the entry of competitors from China, the first since the World Champs at Goulburn.

When I was asked by their interpreter if I would like a few words with their coach, I said "*Yes please!!!!*"

He answered all my questions willingly, although I thought some of the answers were lost in translation.

1. They were not a team, just a group of individual FAI competitors
2. Their models were Russian, with some small changes.
3. They used FAI rubber and I was assured that it was the very best, but then said, "*Of course he is a sales man!*"
4. On 28 strands they wound about 400 turns with a torque reading about 1.7



Why were they more successful? I don't know what part the coach played in the success of the Chinese. but he had the runs on the board to prove he was doing something right.

When I asked the coach what he did in China, he gave me his card listing five important positions relating to aeromodelling.

When I asked him was that all he did, he pointed to two extra positions at the bottom of the card.

Thoughts from a keen chuckie exponent

My chuckie journey began when I was about 14. I messed around with the "Javelin" design in the paddock down the road. Then I used the "Flash" design after I took up the hobby again in 1999. It wasn't until 2004 that I was able to compete in my first contest, after building a Sting 21 in 2003. The 2004 state contest is a great memory, with quite a few contestants and with John Lewis and Pieter De V giving a lesson in lift picking.

Change Change Change! It seems to me that I'd really only just begun to get some satisfaction with javelin launch models, when the existence of this new superior form of HLG - the tip-launched glider, was to filter into my mind. Of course, I wanted to give it a try.



Keith Fisher during HLG State Champs April 2009

I bought a Sting 42 and built it with a solid balsa wing, but with an internal plywood spa at the high point. It came out at about 160 grams, and when I did find time to fly it, on the Longreach common, I immediately had a problem with the model wing-overing to the left - a pronounced roll - and quite a few smash ups. I slowly made progress against this problem. (I say "slowly" because ...it was difficult, and because I have my fingers in way too many pies and 99% of the time flying hand launch gliders is just something that I dream about.) Anyway, I moved the C of G forward, and tightened up the right hand glide turn, and worked on the release - holding the right wing down a bit as I swung the arm. The other thing to watch out for, as others have commented on the various Internet forums, is not bending the arm. Let me put that the other way: keep the arm straight.

I decided also to attack the weight problem. I rebuilt the wing, cutting out big amounts of balsa both fore and aft of the high point - leaving a 5mm spar which already had the ply reinforcing in. and then adding a geodetic pattern from the spar to the trailing edge, and straight riblets from the spar to the leading edge, before covering with Polyspan

I also ripped off the tail - and re-did it with contest balsa - instead of the hefty straight grain plank that I had used the first time. I also removed the carbon throw peg - I don't regret this at all - it feels fine just to grip the thing - and somehow it just doesn't seem right to have a protrusion in the middle of an efficient wing.

This new model weighs about 130 grams. And I'll come back to it in a moment. I read on hip-pocket builders (http://www.hippocketaeronautics.com) Peter Lloyd's comments and diagrams of his carbon/balsa composite wing and decided to use this method on a "42". So I did this and then had a fleet of two. The carbon/balsa "hope" model looks good,

Malcolm took a photo of me with it at Maryborough in 07, and he added the caption "is this the future of HLG?" so the pressure was on! I was proud of it, but in fact... it warped, and I didn't lay the carbon on properly, and also I used weak light balsa for the fuse pod - big mistake! However I haven't yet written off this model completely and I'm planning to build another one minus the mistakes.

I wasn't able to fly any more BFFS contests until 2009 when I turned up on HLG day with the two aforementioned 42's and my "redundant" (so I thought) Sting 21. Dale Jones suggested we start HLG soon after I arrived at the field around 8am. I was hoping for some practise with my untried geodetic wonder before it began. "Aren't we supposed to start at 10? (It does say 10 am on the calendar). Well the elders accommodated me – and HLG began around 10 after Scale, with a strong wind blowing. Dale was right. By then I had broken both my TLGs - the geodetic wonder, and the carbon/balsa hope.



Keith at Maryborough with his new DLG. A very interested John Lewis lurks in the background.

So with the scale contest winding up, and HLG commencing, I ran for my javelin launch chuckie - which I hadn't looked at for a while. I discovered the cool tube had jammed up with escaped putty. Oh no! Total disaster. But wait... don't I have spare somewhere? I ferreted around in the box... found the spare, hacked the old cool tube out, slopped on the cyano - glued myself and the new cool tube on to the model. I removed myself, sans a few tonnes of skin which remained with model - and was able to participate - albeit not as I had hoped.



John Lewis meets Keith's challenge. A nice little TLG, with an RDT.

The upshot of all this for me is that I'm yet to get much joy out of TLG - and to the best of my knowledge, no-one in the BFFS has yet used a TLG in a contest in Q'LD. So the challenge is there! I've heard that others in the club are building TLGs, so hopefully in 2010 there will be a contest with as much participation as there was in 2004.

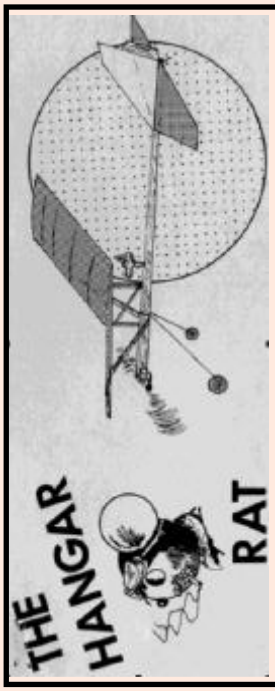
A parting point - if Javelin launch gliders were chuckies, making their flyers chuckers does that make a TLG a swingie, and its flyer a "swinger"? Seems to me this hobby just drags folks into ignominy and the low road. We buy dope, we hang around with glue, we chuck gliders... how do you explain this stuff to the ignorant and uninformed?

Keith Fisher





The Indoor Page



I recently received this email from Joseph Lane of Canada:

Subject: Harry Barr
Date: Wed, 12 May 2010 11:57:33 +0000

"I am looking for any stick n tissue indoor flying clubs who would have built and flown the famous "Hangar Rat" designed by a Mr. Harry Barr... Canada....
Harry was a long time friend of mine and a good flying buddy.
I regret to inform the fellows of Harry's passing, May 9th, 2010.
He will be missed by all.
If you could pass this information on to those involved, I would appreciate it very much."
Art Lane
MAAC 18441L
Canada.
art2lane@bell.net



Here is my latest creation. It is a flying wing that an American man called Al Backstrom designed. As you can see it is a sport model, I can't imagine anyone being able to squeeze into that tiny cockpit in a full scale version.

As per usual, the wing features a lot of sweep back in the wing, this adds longitudinal stability. Usually most modellers would assume that you need to have a Reflex airfoil for a flying wing. However! I have read many ideas on flying wings airfoils. And the easiest methods for making a Flying wing, wing is use a flat bottom airfoil and washout the tips of each wing with about 14 degrees. It is a hell of a lot of wing twist but it makes for a simple build.

This model is called the **Invictawing** I used 1.5mm wood for the entire build. This is a change for me, as I usually build my indoor models with .6mm square material. The Invictawing has a span of 14" and it weighs 5.8 grams without prop.

Test glides looks good, the model really seems to float. I guess that is a Bi-product of being 14" span and 5.8 grams. The elevons were tweaked up to approximately 17 degrees using my highly calibrated "eyecrometer". If anyone wants a plan for this model, feel free to drop me an email at mattnsim@yahoo.com.au. All the best.

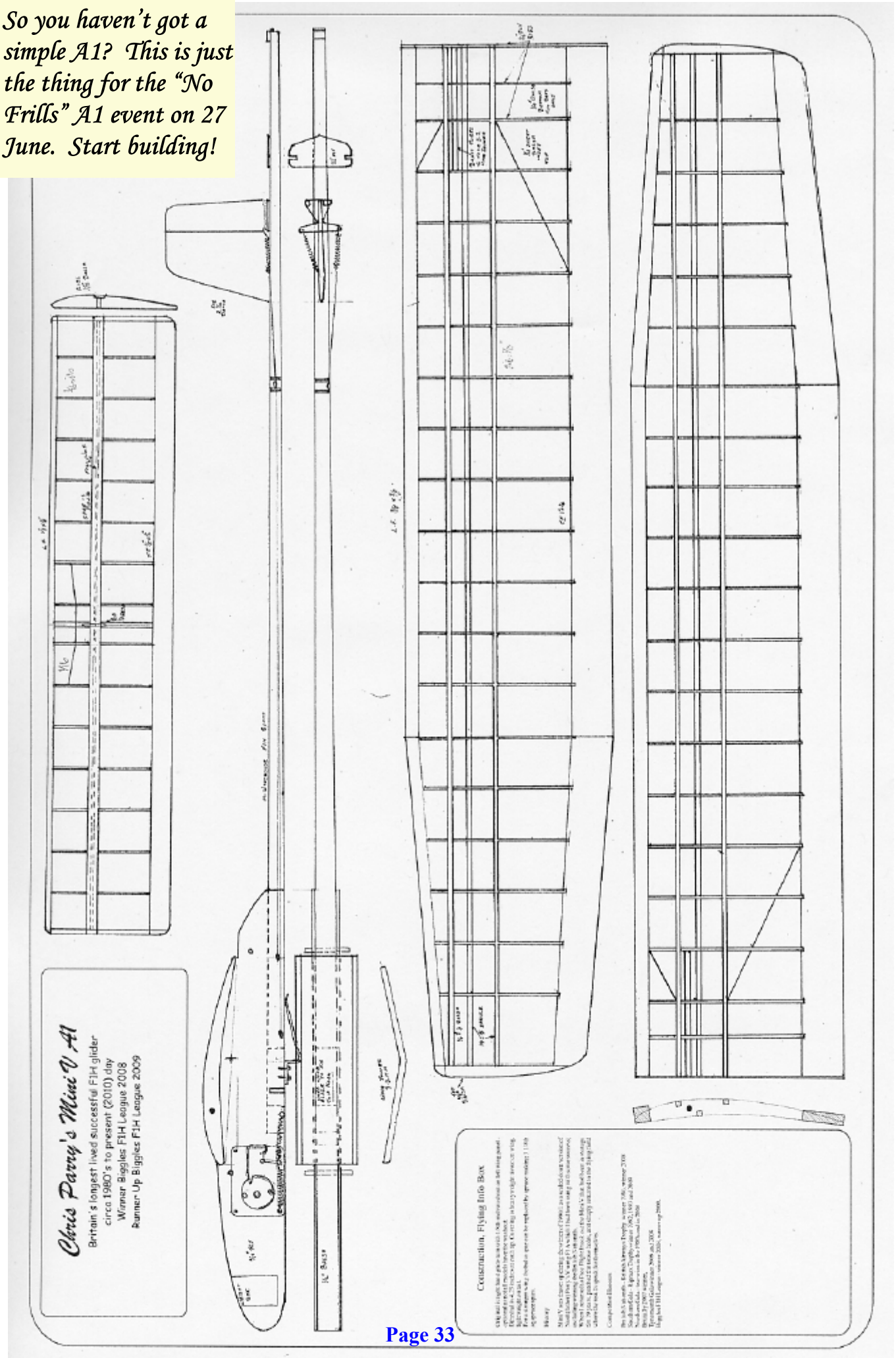
INDOOR 6" HLG BFFS Club event - 1 May 2010

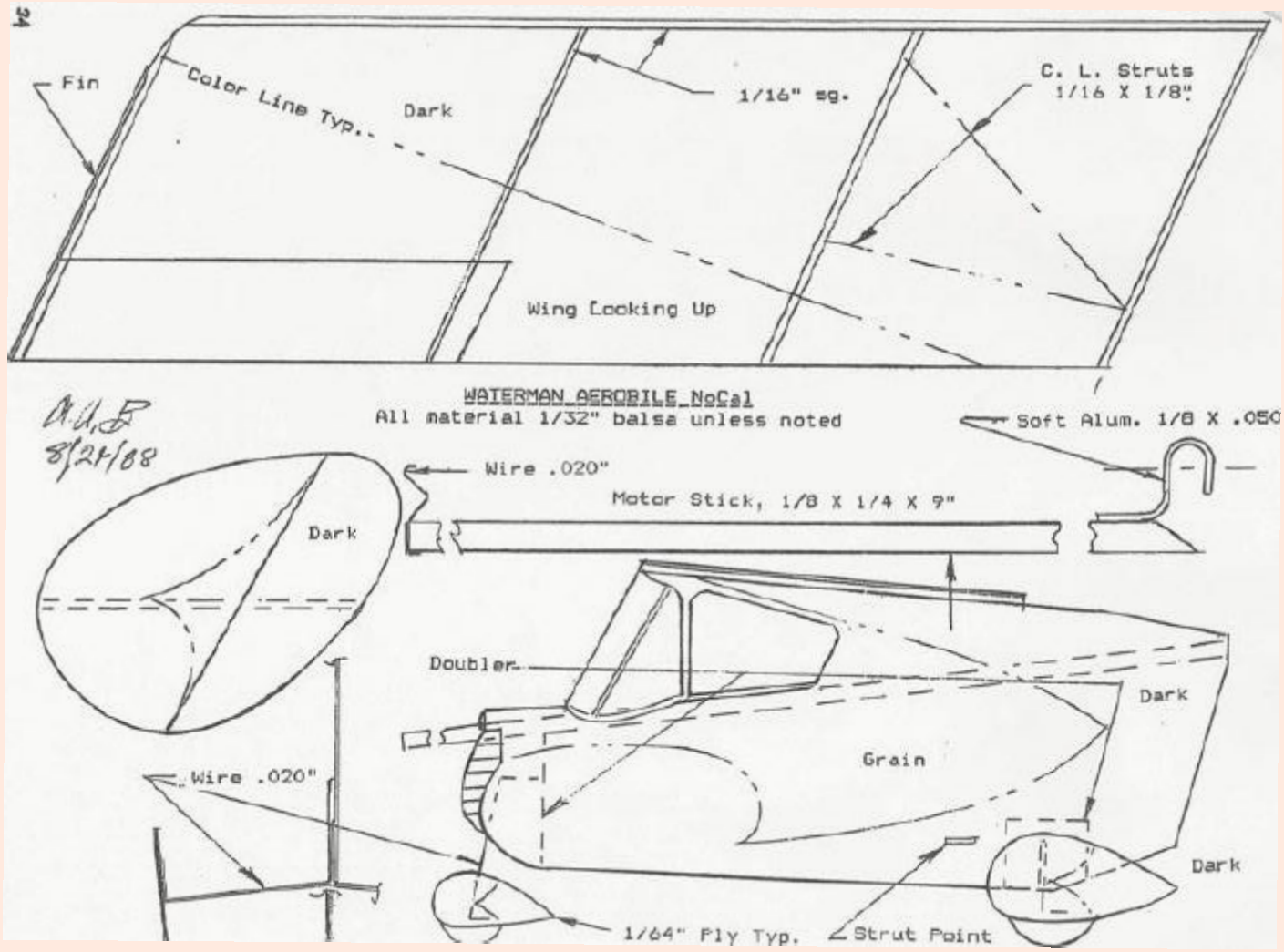
report by John Lewis

This year's contest was a closely fought event with Allen Thomas' friend Ian MacEldownly putting up regular 20 sec plus flights in early practice. Ian's model was a simple all balsa model but was well trimmed and flown. Perhaps due to contest nerves Ian only scored 17 seconds on his first official flight allowing Brian to lead the field with a 21 second flight closely followed by Matthew scoring 20 seconds. Ian's second flight however showed what we were up against as he scored a 23sec flight. As the contest progressed Brian was unable to get back to his first round score, however, Matthew was very consistent with 4 scores of 20sec or better. After a slow start John finished strongly to move into second place with his best score of 22 seconds. Ron Munden also improved with each flight but was unable to catch the leading bunch. At the end it was evident how close the scores were with 1 second often making a difference. Certainly a good event – come along next year with your 6'" and join in the fun.

Name	1	2	3	4	5	6	Best 2
Ian MacEldowney	17	23	17	20	20	23	46
John Lewis	18	17	16	20	22	20	42
Matthew Taudevin	20	19	20	21	18	20	41
Brian Taylor	21	15	19	6	16	18	40
Ron Munden	10	10	11	12	14	15	29

So you haven't got a simple A1? This is just the thing for the "No Frills" A1 event on 27 June. Start building!





Another one from Matthew

Our highly talented Indoor and Scale flyer **Brian Taylor** is on the mend. He had undergone surgery and recovery is going well. Then his knee went. Thankfully, that is healing as well. So Brian, take it easy. All your BFFS mates wish you well and a speedy recovery.



Allen Thomas's story continues .....

In 1974, 1975, and 1976, the Q'land State Champs for Wakefields, were won by Paul van Leuven, after he conscientiously took the advice given to him by the American guru, George Xenakis. But, in other classes, he was outdone by John Lewis, Vic Stewart, or Allen. At the Amberley Nats of Dec. 1973, John Lewis was the top man in Wakefield, with Arthur Cooper of N.S.W. second, Paul van Leuven third, and Allen fourth. Having made a return to the fold after a thirteen year absence, Allen was not unhappy with this placing, as he only had time to build a simple basic model, of a configuration for which he has never given approval..



The 28th. Nats were being held at Camden NSW in Dec 1974. It saw some Q'landers back to an interstate Nats, after a prolonged absence. John Lewis, Paul and Allen drove down and competed, but results were not up to scratch. Paul's Wake was off trim. Allen had no models, (he was still recovering from his home and possessions being affected by the now-infamous Brisbane River Flood of 1974). He was to proxy fly an F1A sailplane for another club-member – but he did no good. John Lewis, who was favoured for an F1A placing, also missed out. Why did John and Allen not do well in F1A?? The answer was---Paul!! After this Nats, neither John nor Allen ever got Paul to do a tow-linelaunch, again. Why? Because Paul treated a tow-line launch,as being the launch of an over-size chuck- glider. The results were -- ring off the hook, stall, and then damage!!

In 1974, Allen had started to dabble with indoor models, and one of the things he enjoyed most at the Camden Nats was meeting up with Australia's Number One indoor flyer, Boyd Felstead. They became life-long friends, with meet-ups on Allen's business trips to Sydney; and Boyd eventually came up to Brisbane, to participate in the Q'land Indoor State Champs.

Some of Allen's most treasured (and still to be used) possessions are indoor items passed onto him by Boyd. Typical are nose fittings for F1D class microfilm models. The holes in them are so small you almost need a magnifying glass to see them.

Beaudesert club members for the next few years were non-travellers, and activities were state champs and club events. In 1975, Paul became a frequent visitor to Allen's home (probably because Allen was a good listener) - and so Allen ended up with a truly brotherly relationship with two club members – both Paul and Vic Stewart. Early in 1977, Allen's business activities were at a stage where he, as yet, could not delegate certain tasks to sub-ordinates, so for some time, he was not able to regularly attend contests--- but when he was available, he would go to the field, helping Paul, by timing his flights, and by criticising the results of trim changes.

Paul had attended our Aust. Team Trials for the 1977 World Champs, and had been successful—so the day came, when Allen, with great expectations, drove Paul and his model boxes to Brisbane Airport. At the big event at Roskilde in Denmark, Paul got none of the top placings, but he did have the honour of being the top –scoring Australian.

Allen Thomas



1950 - MAAQ still a club and the State's organising body. President Allen top left, Secretary Harry Butler top right



1960 - Rosewood Nats. Note the national registration on the wing. Later changed to "VH" and eventually to "AUS"



1951 - and no stooges. Terry Phillpson holds Allen's fully wound model in the Courier Mail Cup. DT soon to be lit by cigarette



1952 - following the abolition of the "Lsq/100 fuselage cross-section rule

Thoughts on Open Rubber?

by Jon Fletcher



My first O/R model was a Garter Knight Coupe converted to O/R when I couldn't get above head height on 10 grms. of rubber. Next was a "Predator" by Mike Thomas of Canada which had a two piece wing and rolled 1/16" balsa motor tube with rolled 1/32" tail cone.

Whilst fairly light at around 3 ozs. it didn't glide that well so Bob Bailey having watched current O/R models in the mid 1970's reckoned that his 1966 O/R model would be hard to beat, so I built one of those. Came out at 3 1/8 ozs. plus rubber. Wing weighed ½ oz. uncovered, 1 oz. covered. Would climb to an estimated 600 ft. in 1 min. 20 secs. Its big advantage was that it would then be high enough to use its superb glide in the evening flyoff thermals that abound in the UK in the summer months. Very light lift. Against heavier models of John O'Donnell and Bob Wells you could watch them all gliding together in the flyoff but it wouldn't loose any climb height whereas the other models would gradually sink through the thermal.

Hardest competitor to beat was Phil Ball who specialised in the other type of climb trim with a very long run which didn't always get high enough to take advantage if those light thermals. Dave Hipperson tried some very lightweight fly off only models and Bob Bailey built one of his 1966 models down to 2.4 ozs.(!) - but it was then too flexible to fly properly.

Same with Dave Hipperson's very lightweight model which I remember having 1/16" wing spars on a ~ 300 sq. inch model and folded its wing on DT in dead calm air. He promptly unfolded it and you almost couldn't see the witness!

At Richmond NSW on a very calm day someone turned up once with a EZB which won the flyoff with over 6 mins., the motor running throughout the flight of course. Considering EZB's will do 20 to 30 mins., maybe we have all had the wrong approach.

Plan of DRRLB.OR follows on next page





To see such a majestic Glider like the G41 in the blue sky, is unforgettable.

I'm sure you'll agree that this is one beautiful vintage glider, flying in the Swiss mountains. Sadly there is not one piece of balsa in it, but it's all wood construction would test our best builders, if you could get the wood. Peter Renggli supplied these details to James Parry who passed them on to me.

SPECIFICATIONS:

Designer: Emil Glünkin Zürich, passed away at the age of 95 years

Model: G41 first flight 1941 and winner of the Swiss alps free flight competition in the mountains of Arosa (one of the most famous Winter Sport Stations here in Switzerland)

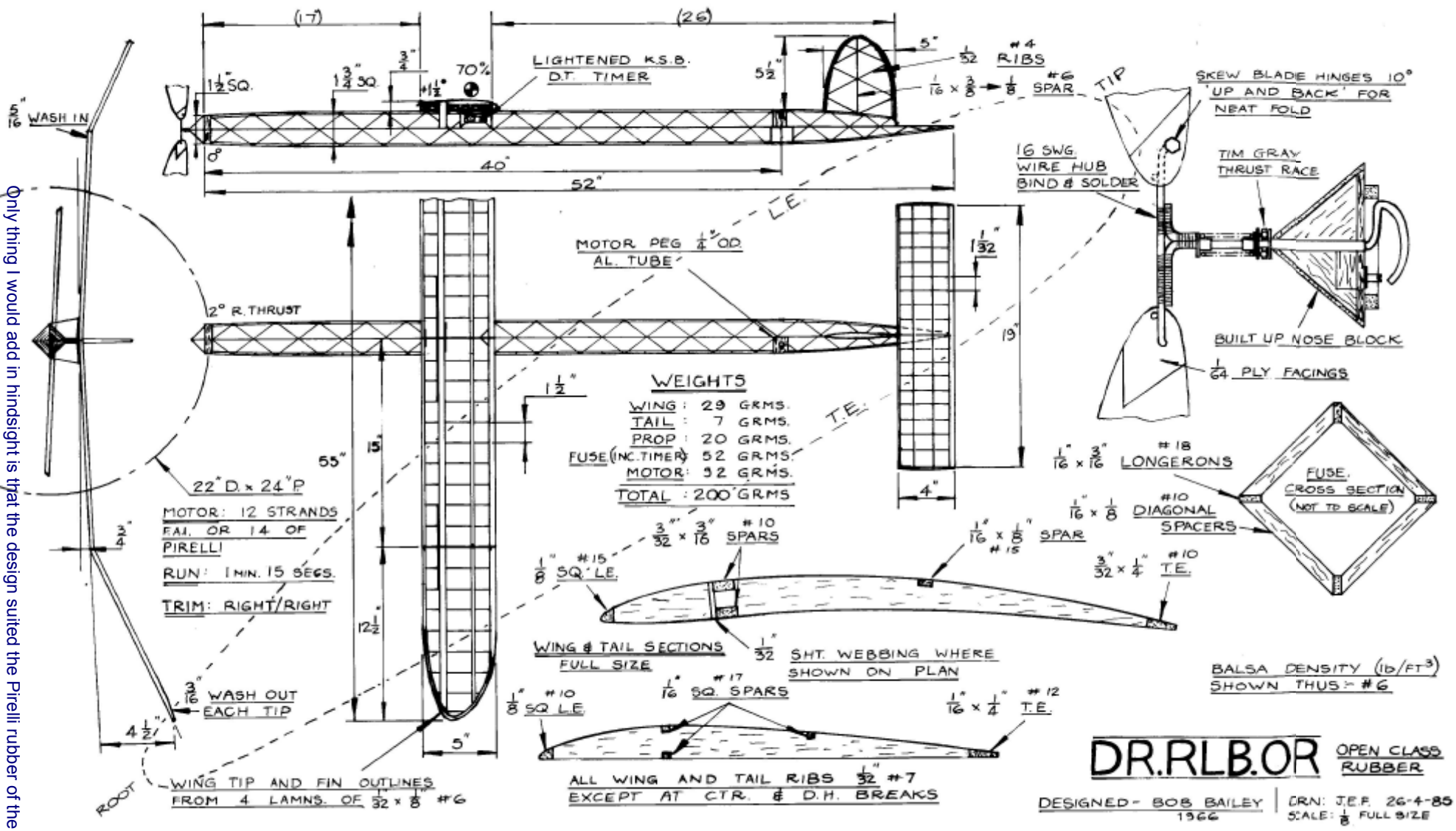
Remarks: In 1943, Mr. Haslach realised with this glider a new duration world record of 2 h 41 min during the regional championship near Zurich. Towing with 200metre rope, released at the height of approximatively 50 metres.

Pilot: The Pilot of this extraordinary model was present on our Antikflugtag. Its our most admirable Pioneer Rudolf Schenker, 82 year old an still every day at 7. 30 busy in his professionally equiped mechanical work-shop. 4 - 5 new diesel engines per year leave his work-bench. Most of them his own design.

Span: 137 inch / 3.5 Meters / No Balsa. All formers and ribs: 1 -1.5 mm Ply, Stringers: Spruce, Nose Block: lime-tree.

Warning: Rudolf Schenker says to me, "Most modellers in possession of the plan, renounce to build this Bird, because he is relatively complicated and very big."

So Des and Albert, when do you start building your G41s?



Only thing I would add in hindsight is that the design suited the Pirelli rubber of the day, no longer available. FAI rubber has different characteristics and I struggled to avoid prop. hanging with this rubber. Needs more development on the prop. pitch distribution. ***JF***

CONSTRUCTION CORNER





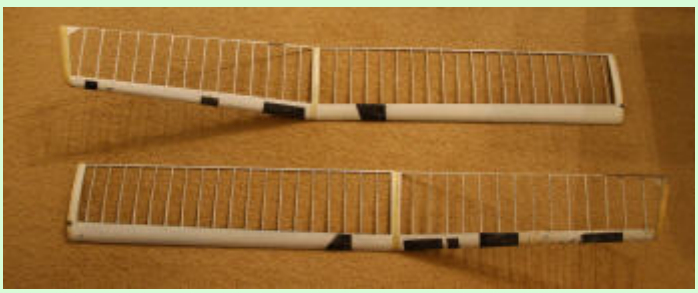


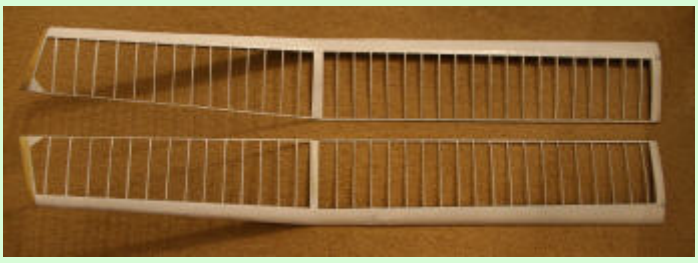


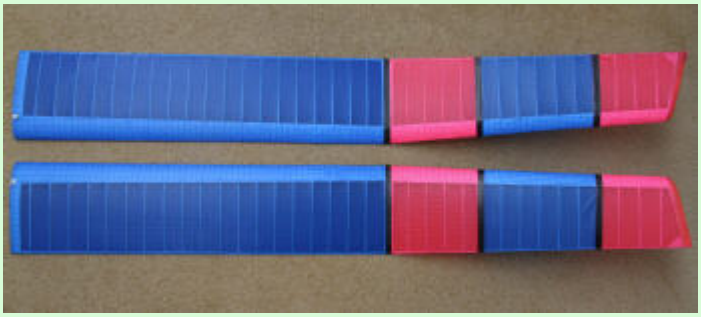
Des Slattery has been super busy over the break. He's well into the construction of his Vic Smeed designed Ethereal Lady (he's built a few in the past), and he's already flown his Jim Fullarton designed Sportsman at Muswellbrook. These two and his colourful Blue Pants (*Yellow Pants*?) will be seen at Maryborough in June.



John Lewis "goes one up". A nice TLG, with an RDT! He's also putting an RDT on his new P30, I believe.







I too had some building to do. Well, actually it was more of a repair, following brain fade in the Omarama Cup. My glider hit the ground nose first when I should have let it go. Crunch was not fast but firm and shook up a fair bit of carbon. Repairs are not pretty but testing on P30 day indicates it flies well again. This model has seen a lot of action. It's nearly ready for long service leave!

FOREIGN CORRESPONDENT

Photos taken by our good friend Frederic Nikitenko during the Coupe D'Hiver at Viabon France. I don't think the photos need explanation. Just enjoy the variety, quality and enthusiasm at the gathering.











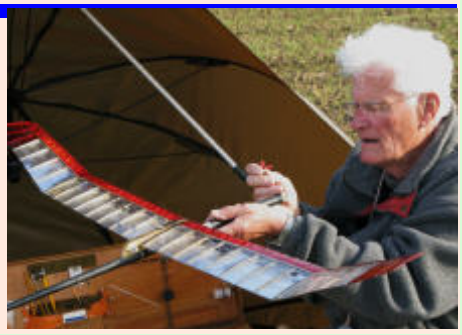






On the contest, Frederic said, *"Last week end (February 27-28) was the French Coupe d'Hiver Contest. We had French and English competitors. On Saturday, we flew Vintage classes (Coupes and Wakefields). The weather was windy, but still flyable. On Sunday, we had the biggest storm since 1999 (wind between 70 and 120 km/h !) and, of course, we cancelled the contest. Only the roofs of the houses were flying in the sky. About 45 persons killed in France. A real disaster. "*





Paying

The most convenient way to pay for an engine bought on eBay is PayPal. PayPal is a financial institution based in Sydney. It is owned by eBay. For purchases within Australia the Seller may well ask for payment by Bank direct deposit, cheque etc. as this avoids them having to pay the PayPal fees of approx 3%

Postage

There are many eBay Postal bandits. Engine is $100 and $50 to send it to you! Google and record the web sites for the applicable postal service. Estimate or find out the weight of the engine then it is easy to find actual cost. Postage into Aust. from USA and the UK is much less than going out. You can email the Seller to query postal costs or you can wait until you have won it and then query it. eBay's policies do not support postal overcharging.

Looking At The Pics

For vintage engines missing bits can be made but the original parts will usually be completely unobtainable. You will be relying on the expertise or otherwise of the person making the parts. Also be aware that the manufacturing techniques used to make the original volume parts are likely going to be quite different to that used by someone making a single replacement part. Net result is much higher cost and often lack of accuracy and regrettably, sometimes poor engineering.

Surface damage can sometimes be rectified by skimming the outer surfaces; otherwise new parts will be required. Cast crankcases cannot be easily rectified, so I suggest you avoid any engine with cast crankcase problems such as broken lugs or fins. Check the pics. for oversized lug holes, cracks, oversized cylinder screws, dings and corrosion. Stripped bolt threads can sometimes be repaired by plugging the casting with an aluminium plug threaded and pinned in place and re tapped. Rusty comp. screws, prop. nuts and shafts can usually be cleaned up if the corrosion is not too deep.

Watch out for the fitment of non-original parts. Very common to find PAW needle valves fitted to everything. Concern with fitment of non original parts is whether they will work properly. If unsure about the original "as manufactured state" of the engine do a Google search of "images" or research other sources.

Burred cheese head screws can often have the burrs tapped back or sometimes be bought or remade from bar stock. Philips head screws are a different matter and some of those used on OS engines are threads for which commercial screws or threading dies are not readily available (like M2,8). It is possible to make Philips head screws in low qtys. but it isn't easy.

Receipt and Dismantling

Firstly remove the spray bar assy. to avoid damaging it. Note the orientation of any spray holes. Single holes traditionally face directly down the venturi, through holes across it. Check the needle for tightness in the thimble and for any damage to the tapered section. 90 % of spray bars I find are bent. This can be checked by LIGHTLY holding the threaded section in a battery type electric drill chuck and rotating slowly. If bent DO NOT attempt to straighten it by allowing any force to be applied to the spray bar thread. Bent spray bars can usually be straightened by holding in a Lathe collet.

For screwed assy. engines like some Taipans, Elfins, Frog 100/150's the very first thing to do is ensure that the engine turns over freely. Failure to do this before attempting to unscrew the cylinder head will transmit a twisting torque to the conrod which then shears off. New conrods $33 to $38 plus a very long wait. To free up a seized engine apply WD 40, Lanox or similar to the openings and after fitting a prop. gently flex it to and fro. If this doesn't free it then try soaking over night. If that doesn't work try heating the engine with a heat gun or small butane torch. If that still doesn't work, budget for a new conrod.

To remove the screwed heads and back plates make suitable wrenches if a tightening/unscrewing feature has been provided. For the Elfins and Mills 1.3 backplates I have made a tool out of 3/8" square steel with piano wire pins pressed it. If there is a slotted backplate, buy a piece of steel that will fit the width precisely and then use a file or bench grinder to put a radius on to match the cutter radius if of that style. Then clamp this piece of steel in a 4" bench vice and pressing the engine down vertically gradually apply torque with both hands. For alloy cylinder heads with no tightening features heat the head with a small butane torch until the residual oil just starts to smoke then holding the crankcase in one thick rag try unscrewing the head with a second piece of thick rag. Failing that use soft wood pieces either side of the cylinder head in the 4" bench vice clamping just sufficient to stop the head turning. If in doubt stop and send the engine to those skilled in dismantling.

To remove screws invest in some good quality Stanley screw drivers. The additional cost will be offset by the consequences. Make sure that the driver tip is a very good fit in the screw heads. For Philips head screws it is mandatory to clean any dirty recesses thoroughly with a pin first. Cross head screws with 45 deg. marks between the slots are English Posidrive and require the Stanley Posidrive screw driver.

Cleaning

Best way I have found to clean old aged castor oil off old engines is paint stripper containing 87% methylene chloride and 13% methanol. I buy mine from Bunnings, comes in a yellow can. Do NOT leave engine parts in this chemical for longer that 3 hrs or corrosion of aluminium parts will result. Cold water wash then hot water rinse and pat and using an airline, blow dry. Any ferrous or steel surfaces have to then be immediately oiled to prevent rusting. If the castor is relatively fresh you can use acetone and a half inch paint brush. DO NOT use any solvent cleaner on plastic parts, use water based detergent solution or plastic polish. Can also use Meguiars car paint cleaner for plastic. For stubborn bits of castor use cocktail, kebab and lolly sticks. Use of any grade of wire wool, wet and dry paper, emery paper etc. will damage the original surfaces. I reserve the use of abrasives to clean off corrosion. Paint stripper will even remove burnt on castor oil.

Leaving eBay Feedback

If after dismantling and inspecting the engine you think that the description was fair, then leave appropriate feedback for the Seller. If you find that the conrod was welded up, the crankcase is cracked, has zero compression when claimed to be as new etc., then using eBay's "My Messages" email the Seller. Approach you use is up to you. I choose to let them know what I have found and invite their comments. Regrettably if you get a "stick it" response, that's it. If you choose to go through the eBay/PayPal complaint route just be aware that you have to send the item back to the Seller recorded and signed for delivery at your own cost. Overseas that can be more than the item cost. I have never used the eBay/PayPal claim system with success so far.

Summary

It is possible to buy very good engines on eBay as well as get caught with some thoroughly bad ones. By following the above steps hopefully you should lessen the risk of buying a bad one and when you do find a very good one, enjoy the result.

Some eBay Buys, Good and Bad



Albon Javelin 1.5 Mk II

Correctly described as seized and it was very much so as the broken conrod attests. After cleaning and fitting new conrod like one in pic. engine is in excellent original condition.



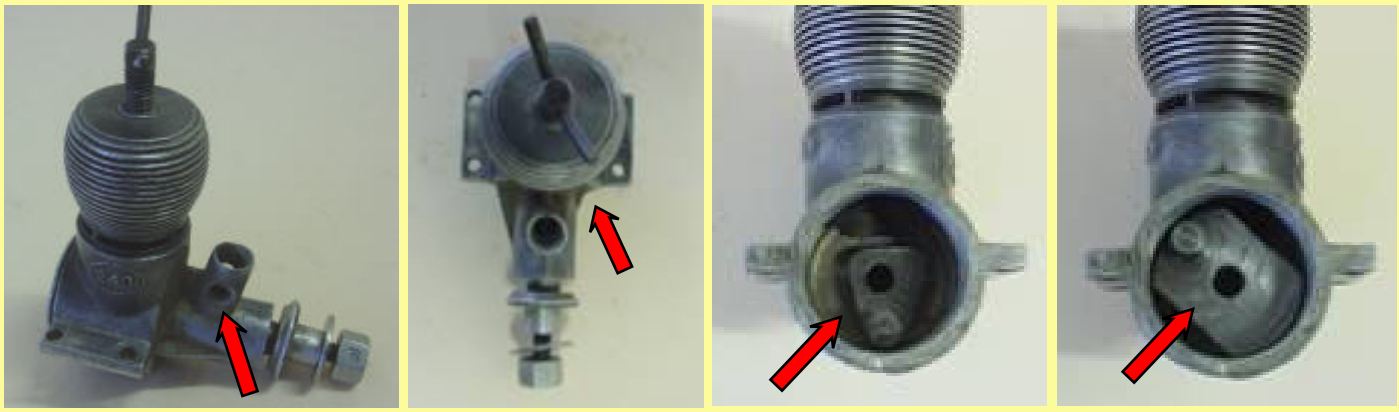
ED Baby Mk 2

Correctly described as missing parts like NVA, comp. screw and tank. Replacement parts made and fitted (prototype tank, next one will not have cracks) but also found conrod welded up! Had to make a new conrod as well.



ED Hornet

Early model with the aluminium tank. apart from non functional rust on the needle, prop. driver and comp. Screw. It runs perfectly and is original too!



Elfin 2.49 beam mount

Just needs a new NVA right? Unfortunately not, as crankshaft web ground away to be unserviceable, missing conrod, wrong comp. screw and prop. nut and worst of all filed crankcase web on far side of engine not visible in the Seller's one pic. Final pic shows what crankcase web should look like.

Thanks! To my many contributors for this edition - a record!

David Brawn
Graham Maynard
Allen Thomas
Matthew Taudevin
Jon Fletcher
John Lewis
Adrian Bryant
David Owen
Keith Fisher
Frederic Nikitenko
James Parry

Without your help, club magazines simply don't happen

Seen on P30 day



Malcolm Campbell's Rubicon P30 - a David Ackery design, still flying after over 10 years



Adrian Bryant with his new F1G, on P30 day. He also flew P30, keeping Albert pretty busy!



John Lewis's new F1A. He's also built an F1H, a P30 and is working on two F1Js!

Free Flight Advertising

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







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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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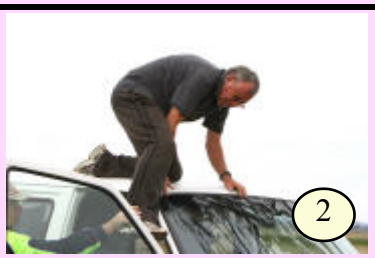




BFFS Spy

- Who kept feeding the ducks at the Van Park and ushered them into some of the cabins? No, madam treasurer, ducks don't drink Coke.
- Hire cars have amazingly strong suspension. Ask the BFFS secretary.
- Who led two BFFS members 2 klms deep into the bush reminiscent of a "*Wolf Creek*" type scenario - supposedly to find a lost model? Seeing dozens of spent cartridges where he hopped out of his vehicle with a maniacal grin made them think a Mick Taylor (*actor John Jarrat)* type chuckle would not have been out of place.
- Trees are 90% air, so golfers say. The other 10% do a fair job on snaring model aircraft. Read on .....











DRAMA AT COOMINYA

1. **William trees model**
2. **Albert tests roof**
3. **Albert's big pole. Ron, William and Des offer support.**
4. **Ron catches model**
5. **Everyone is happy**

What a wonderful club we are in and what great guys. Timing William's model and watching it land in the tree, my heart was in my mouth as that is/<u>was</u> his best model. Well off goes William chasing model not knowing it was going to land in tree. Next Des yells out "*I'll get the pole*" then off he goes along with Malcolm (the photographer), Albert and Ron. Well, the pole is not long enough so Albert goes and gets his van which he said he bought for this purpose, and drives down to tree, hops on top with pole and proceeds to get plane out, with a great catch from Ron. Plane handed to William no damage. I can now breathe again. Thanks guys you are a great lot. *Dale Jones*



Are you getting ready for

MARYBOROUGH?

Clock's ticking, Get with it!

19 and 20 June



Jokes Page

OXYMORONS

Is it good if a vacuum really sucks?
Why is the third hand on the watch called the second hand?
If a word is misspelled in the dictionary, how would we ever know?
If Webster wrote the first dictionary, where did he find the words?
Why do we say something is out of whack? What is whack?
Why does "slow down" and "slow up" mean the same thing?
Why does "fat chance" and "slim chance" mean the same thing?
Why do "tug" boats push their barges?
Why do we sing "Take me out to the ball game" when we are already there?
Why are they called " stands" when they are made for sitting?
Why is it called "after dark" when it really is "after light"?
Doesn't "expecting the unexpected" make the unexpected expected?
Why are a "wise man" and a "wise guy" opposites?
Why do "overlook" and "oversee" mean opposite things?
Why is 'phonics' not spelled the way it sounds?
If work is so terrific, why do they have to pay you to do it?
If all the world is a stage, where is the audience sitting?
If love is blind, why is lingerie so popular?
If you are cross-eyed and have dyslexia, can you read all right?
Why is bra singular and panties plural?
Why do you press harder on the buttons of a remote control when you know the batteries are dead?
Why do we put suits in garment bags and garments in a suitcase?
How come abbreviated is such a long word?
Why do we wash bath towels? Aren't we clean when we use them?
Why doesn't glue stick to the inside of the bottle?
Why do they call it a TV set when you only have one?
Christmas - What other time of the year do you sit in front of a dead tree and eat candy out of your socks?
Why do we drive on a parkway and park on a driveway?

I almost had a psychic girlfriend,..... but she left me before we met

Two blondes walk into a building. - you'd think at least one of them would have seen it.

Phone answering machine message - '...If you want to buy marijuana, press the hash key...'

A guy walks into the psychiatrist wearing only Clingfilm for shorts. The shrink says, 'Well, I can clearly see you're nuts.'

I met a gentleman yesterday who says he enjoys sex at 89. He goes on to say its quite handy since he lives at number 83.

Amazingly Simple Home Remedies:

1. Avoid cutting yourself when slicing vegetables by getting someone else to hold the vegetables while you chop.
2. Avoid arguments with the females about lifting the toilet seat by using the sink.
3. For high blood pressure sufferers ~ simply cut yourself and bleed for a few minutes, thus reducing the pressure on your veins. Remember to use a timer.
4. A mouse trap placed on top of your alarm clock will prevent you from rolling over and going back to sleep after you hit the snooze button.
5. If you have a bad cough, take a large dose of laxatives. Then you'll be afraid to cough.
6. You only need two tools in life - WD-40 and duct tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.
7. If you can't fix it with a hammer, you've got an electrical problem.

A little known fact

The first testicular guard was used in cricket in 1874 and the first helmet was used in 1974.

It took 100 years for men to realize that their brain could also be important.

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 / prizegiving** 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

Armour	Mark	3348 6040	markarmour@bigpond.com
Baynes	George	3813 5904	geob@ngvemail.com
Beale	Robert	3397 0142	rairob@tpg.com.au
Brawn	David	3901 5014	david.brawn@ntlworld.com
Brownlow	Larry	07 5440 5757	equityopt@sun.big.net.au
Burfien	Ted	0419 163 900	chuck_e_bear@hotmail.com
Bryant	Adrian	02 6679 5177	adrian12@norex.com.au
Campbell	Malcolm	3263 9339	actrain@ozemail.com.au
Carney	Bart		c/- chriscarney@optusnet.com.au
Chernich	Ron	3262 8075	ron@modelenginenews.org
De Visser	Pieter		mpaero@skymesh.com.au
Dodds	Nanette		secretary@maaa.asn.au
Fisher	Keith	07 4658 0483	kdfisher00__@hotmail.com 2 underscores before @)
Fairfield	Ray	07 4630 0257	fairfiel@icr.com.au
Fathers	Albert		fathersplace@smartchat.net.au
Frederickson	Barry	07 4933 6605	bfreddo@bigpond.com
Jones	Dale	3345 7828	weldwell@ezinternet.net.au
Jones	William	3345 7828	weldwell@ezinternet.net.au
Jones	Darren	3277 9960	
Kelly	RS	07 4123 5757	rskelly@optusnet.com.au
Lewis	Ben	3848 6923	vicben77@optusnet.com.au
Lewis	John	3848 4280	louiedafly55@aol.com
Mahoney	Col	07 5541 2364	
Maynard	Graham	07 3134 0332	maynag@optusnet.com.au
Munden	Ron	3294 6921	rjmunden@tpg.com.au
Nash	Peter	07 5499 6398	pnash@doggy.cm.au
Parker	Ivor	3875 1542	estparker@optusnet.com.au
Perkins	David		perkins@physics.uq.edu.au
Raskin	Steve	0412 688 942	simitar@digisurf.com.au
Reich	Herbert	0419 640 122	Herbert.Reich@cdu.edu.au
Richards-Smith	Dianne	3876 8265	dianne_richards_smith@hotmail.com
Richards-Smith	Van	3856 1798	van.richards-smith@bigpond.com
Scruton	Brian	3286 2629	
Slattery	Des	3356 1416	slatdn@acenet.net.au
Snabaitis	Michael		mick_snab@bettabilt.com
Smith	Geoff	07 5564 1314	aus8742@zcts.net
Taudevin	Matthew		mattnsim@yahoo.com.au
Taudevin	Maurice		mrtcbh@gmail.com
Taylor	Brian	3398 2449	vid25@bigpond.com
Taylor	John	3392 7679	johndt@primus.com.au
Thomas	Heather	3376 3990	heatherthomas41@optusnet.com.au
Thomas	Allen	07 5514 2172	aus41@nvgemail.com
Thomasson	Robin		rt@highwayautoelectrics.com.au
Tomlin	Alan	t.b.a.	
Tomlin	Terry	07 4129 6210	PO Box 3101, Pallas St, Maryborough 4650
Turton	Allan	07 4122 1148	alturton@satcom.net.au
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!

REMEMBER:

Any Digest contributions are greatly appreciated


Pushing a Pushy-Cat