The magazine for all those who love Free Flight

The BFFS DIGEST

August 2010



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* *No Frills A1 event*
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* *Indoor Report*
* *Plans*

plus much more!

2010 - 2011 Management Committee

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Vice-President	George Baynes
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Club web page
Currently we don't have one - any volunteers?

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

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

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

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

COVER PAGE:

Ben Lewis gives 100% as he launches his Dad's F1A in the Queensland State Champs at Dalby in May

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PRESIDENT'S REPORT



Things were so much simpler years ago which was brought home to me recently thinking back to the early days as I wrote my club member profile article for this Newsletter edition. Our membership is much larger than the early days when I began flying free flight at Beaudesert. In those days we all had similar ideas in terms of competitions. Fast forward to the present club membership which is far more diversified with some working, some retired; some highly competitive while others are casual competitors or sport flyers. Many are choosing to buy professionally made models while others continue to build their own often sourcing specialist components. Old age is catching up with many and our flying fields are getting harder to find as a result of urban sprawl with many owners now worried about litigation. From time to time there will be a difference of opinion on where we should fly and what we should fly. Meetings allow for discussion on these topics and other matters so it is important to attend and voice your opinion. Some decisions need to be made well in advance particularly in the case of the flying calendar which is a requirement. Unfortunately the weather can change at the last minute and usually does and the conditions at flying sites can change due to rain, planting of crops, change of ownership etc. In short it is getting harder to provide for everyone. I have attempted to do this but the only way I can see to achieve this involves compromise and flexibility by everyone. The incoming executive of the club needs your support and understanding and I am optimistic this will be forthcoming.

I would like to make mention of the outstanding job Malcolm Campbell does in his role as secretary and the job he does in producing the best FF newsletter for both BFFS and AFFS that I have ever seen.

Similarly John Taylor has spent an enormous amount time (and a fair amount of his own money) on our behalf as FF administrator representing us at MAAQ meeting, FF articles in Airflow, sourcing access for us to fly FF at Dalby and regularly attending our events at Dalby to provide CD duties. John has also taken on the task as National's chairman.

Both Malcolm and John have as a result of the generous service they provide to BFFS in particular but aeromodelling in general have had little opportunity to partake in many flying events or building of models.

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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.

I would also like to commend Pieter and Julie deVisser for running and sponsoring the Big Bird event in Qld over the last 23 years. It was often said there's nothing bigger than the Big Bird and in terms of a coupe contest in Australia there never was. Sadly Pieter and Julie have decided to not continue with this event but I'm sure we all have great memories of calm days in winter flying closely fought events with entries nearly always in double figures.

Finally to everyone who CD's an event, times a model or picks up some rubbish on the field – a sincere thank you. *John Lewis*

SECRETARY'S REPORT



Recent club events at Coominya have seen many members enjoy the P-30 day, Straight Tow A1, the F1G State Champs and Dales Fun and Friends day. As we are now flying further into the field and recently where we used to fly several years ago, before that are was temporarily sub-leased to a crops farmer, we have been surprised to feel just how big the property is, even though the lagoon is still quite full. Our generous farmer friend Cedric, who owns the land we fly on, is now in his 80s and there is concern for how long he may keep his property. We can only hope that if he sells that he puts in a good word for his aeromodelling friends.

Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Amazing the quality of the work you do with this "Club Letter" !
Thank you so much !

Frederic Nikitenko, from Paris

From Adrian's daughter Wendy, who wrote to him saying: "Dad, just noticed you're on page 4. Keep up the good work and pretty soon you'll be the BFFS page 3 pin-up! Also noticed that you are now the official 'Free Flight Fossil'...the Free Flight having been added to what has been known for some time!

Malcolm Campbell does a fantastic job on this newsletter - it's just what a club newsletter should be; the social side, which is always fun to read, and a bit on the technical side that helps with models/competitions, etc. And all those photographs are just great to look at. Brilliant.

Malcolm
You have out done your self. Fantastic. Dale & William. What do you do for the next one??????

Malcolm, You've done it again. Even the jokes are funny, but we should have offered Dale some of the barbecued duck. Albert

Malcolm, WOW all right. This has to be your calling. BFFS has with out a doubt the best club newsletter in the aeromodeling world. Thank you Malcolm. Des

Thank you Malcolm,

Congratulations for this GREAT issue of BFFS.
I am glad to see that FF is well alive down under.
I would be very happy of being able to come and fly over there.

All the best, Bernard Boutillier, Paris

Malcolm, Thank you again for a wonderful digest. I love them. Keep it up please. I love to read from our dream country. What a pity that us Germans have to beat Australia at the Soccer WC next month!
Best regards, Michael Seifert(Malta)

Hi Malcolm, Many thanks for the last BFFS news. Another enthralling read. The excellent pics made all the pain and hardship of free flight competition seem worthwhile. These will be treasured memories.
Kind regards, Neil Murray (WA)

Hi Malcolm Was going to send you a note shortly anyway to say I just finished reading the FFDU's and the BFFS Newsletters over the weekend. Haven't enjoyed an aeromodelling read so much in years. Really impressed! Kind regards, Stewart Cox (NZ)

ATTENTION ALL FREE FLIGHTERS
SPECIAL EVENT AT 64TH NATIONALS



These photos show competitors at the 1999 Oakey Nats

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**.





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

TIMETABLE:	**R1**	Saturday 1st Jan	5.30am ROG
	R2	Tuesday 4th Jan	5.30am ROG
	R3	Wednesday 5th Jan	5.30am ROG
	and	Thursday 6th Jan	5.30am Mass Launch

FREE FLIGHT

"Free Flight Areomodelling requires for its psyche, that the model be flown free, with no direct control (radio, control lines, etc). Upon leaving the hand, the model flies free, relying on its design and adjustment to work with the principles and natural laws of physics, mechanics and aerodynamics to soar on the atmospheric ocean of air we live in. The Free Flighter doesn't consider the release of the model to these natural forces a defect or disadvantage, rather he considers this a requisite. In doing so, he finds a challenge and a beauty of spirit unknown to more mundane sportsmen or hobbyists."

A quote from the "Introduction to Free Flight Review" 1975 – 76 – 77, believed to be written by Bill Hartmill

At the risk of making myself unpopular (once more), I am saying "*I told you so!*". Some time ago, I voiced my opinion against radio control being allowed on our flying site. My reason was it would become the thin edge of the wedge and once started would be difficult to stop. I did not anticipate that the wedge would be from our own members. It seems I was right as we had as many as five people flying radio models on our Free Flight field on the Fun Fly Sunday in July.

Ron Munden

QUEENSLAND STATE CHAMPS F1A Dalby

29 May 2010

by Malcolm Campbell

All week, we watched "WeatherZone" on TV and saw the green bars (winds over 20 kph) steer crazily towards "our weekend". And by the time the weekend had arrived, so had the winds. Free Flight luck? The locals said the previous 3 weekends were glorious! In defence of Dalby, the weather across the whole of SE Queensland was pretty bad that weekend.

So we arrived to flyable weather on Friday afternoon, and slept to the sound of rain on the motel roof. It was cool at the field on Saturday morning, and quite calm. With eight entries and some good flyers amongst them, it looked like an open contest with many possible winners. I doubt if anyone would have predicted the first 3 places.



Sonya launches for Ted in Round 1

Des Slattery was first up with his Pink Elephant, recording 100 seconds in the damp air. Van did somewhat better (161 secs) with his Sija, with Albert's W-Hobby long model bunting high off the launch to be only 7 seconds behind. John Lewis decided to fly an older (proven model) in the conditions and suffered an inconvenient unlatch while circling so down in 83 seconds. Ben Lewis, flying glider for the first time in quite a while, headed the pack with an impressive 161, off a well executed circle and bunt. Unfortunately, his fin was knocked off on landing. While I managed to circle, I was surprised by the wind strength over 40 metres and recorded a 144 from an off centre launch . Where was Ted? The round was nearly over when he arrived and launched in the last ten minutes to max. Bill was not so lucky, flying his first glider comp, he misjudged the strength of the upper air. His model pulled to the right landing fast and hard in the crops, removing both wingtips.



And Dianne Richards-Smith launches for the eventual winner, Van

Upper winds caught us all out, making for long retrieves. And these retrieves tested us, being through mature sorghum crops and wet black soil. It wasn't long before we all had wet trousers, shoes and socks. Trackers were essential.

Round 2 and the winds for launching were still reasonable, although I copped a real blast during circling and zoomed off low to save the model, for a dreadful score. Albert maxed and Des and John improved from R1. Ted and Van went backwards and Ben had an awful flight, flying an out of trim bunter after his good model lost its fin.

Round 3 was the upset. Those away early were very lucky and these included Des, Van, and Albert, with Des topping the scores. John never made it back in time,



Binoculars were essential on F1A day - models were hard to see down. John and Ben Lewis watch theirs

and Ted also had a shocker in more ways than one. He spent the next round looking for it! I went out later in the round and that's when the real wind came in - 9 m/sec. Ben and I elected to retire. Many came in looking the worst for wear after long and difficult retrieves, but the scores were starting to look intriguing.

Albert was leading by 7 secs from Van, with Ted in 3rd one second ahead of Des as the survivors went into Round 4. Van then jumped ahead of Albert with a 132 sec flight. But Ted and Des hadn't flown R4 – Des had retired and Ted was looking for a lost model! It was around then that John sniffed a chance of a podium finish, so he put up a score significantly better than the rest to be just 2 seconds off 3rd place.



No matter what the weather, Albert always had a smile for the camera

Only 4 flyers attempted Round 5 and they finished looking like drowned rats. Ted's model did something on launch that none of us could fathom, seeming to bunt while still on the line, causing a 33 second flight that played right into John's plan for a podium finish! After such a difficult round, it was decided to break for lunch to see if the winds would moderate. The warm fire near the club house, the hot soup and the BBQ foods revived many but the winds still blew. At 1.30pm the CD asked the remaining 4 flyers (John, Van, Ted and Albert) whether they wanted to continue. The decision was unanimous as the wind was accompanied by more rain.



It's not what you think! Adrian holds the line for Albert while he retrieves his model.

The final results were unpredictable. A very happy Van Richards-Smith took home his first 1st place in a BFFS competition, ahead of Albert and John. An hour later, blue skies broke through and another 2 hours later perfect flying weather returned. Isn't that so often the case?

Only one round of F1B was flown on Sunday and it was then wisely postponed. Enjoy a few photos of the competitors.



Grunt time, as William Jones seeks his first max



A classic launch for John Lewis

F1A TRIVIA – the Lewis "stranglehold"

2003 winner John Lewis
2004 winner Ben Lewis
2005 winner John Lewis
2006 winner Ben Lewis
2007 winner John Lewis
2008 winner Ben Lewis
2009 winner John Lewis

Who was going to break the Lewis stranglehold in 2010? Well Big Bad Van was the man!

F1A Q'LD STATE CHAMPS HISTORY, from 1985 – 2010

Ben Lewis has won 7 times (inc Aust record in 1993)
Peter Nash has won 6 times
John Lewis has won 5 times
Pieter deVisser has won twice
Des Slattery has won once
Terry Bond has won once
Ron Chernich has won once
Van Richards-Smith has won once

So who will win in 2011?

QUEENSLAND STATE CHAMPIONSHIPS F1A and F1B - 2010

F1A		R1	R2	R3	R4	R5	R6	R7	Total
1	Van Richards-Smith	161	104	148	132	116	Event shortened		661
2	A Fathers	154	180	86	108	69	due to weather		597
3	J Lewis	83	136	0	171	136			526
4	T Burfein	180	133	79	DNF	33			425
5	D Slattery	100	135	156	DNF	DNF			391
6	B Lewis	163	90	DNF	DNF	DNF			253
7	M Campbell	144	38	DNF	DNF	DNF			182
8	W Jones	Crash	DNF	DNF	DNF	DNF			0

F1B		R1	
1	William Jones	180	*Event postponed due to weather.*
2	Adrian Bryant	180	*A new date to be set.*
3	John Lewis	180	
4	Ted Burfein	180	
5	Van Richard-Smith	113	
6	Albert Fathers	65	



It was not an easy weekend

Rocky C/L Rally Sept 2010

Mark the third weekend in September. Two days of C/L fun fly.

Flyers from Townsville, Mackay, Ipswich and Brisbane are coming.

All details from Barry Frederickson (email: bfreddo@bigpond.com)

CONSTRUCTION CORNER

While John builds another box for his gliders (and starts an F1J box), Dessy builds things that fly. Well that should fly. This is his third Ethereal Lady and this ain't no lady. It's sort of twisted and is in need of some chiropractic manipulation if it's ever to fly in gentle circles like designer Vic Smeed intended.





The Annual MARYBOROUGH GATHERING
19 and 20 June 2010

by Terry Tomlin

SATURDAY - CONTROL LINE - Five circles, no waiting

Saturday dawned cold and wet. Light showers persisted until 10 am, so there was time to catch up in the M.A.C.s new shed. Steve Raskin had set up shop in one end which proved popular with those looking for extra goodies. The roll of Vic Smeed plans (for which we thank Alwyn Smith for providing the 23 originals, and Steve Raskin for loading them on disc to be printed on request) proved popular, with a large number selling on the day.

Barry Frederickson got the flying started when the showers stopped. Barry has been a driving force behind control line for many years and was C.D. on the Saturday. His Bob Palmer Skyscraper was impressive in flight and beautifully finished. Eight attended from Rockhampton.

The six Townsville modellers flew an entertaining variety of models from the Blue Pants to single and twin rotor auto gyros and everything in between. They reckon they've found a use for the Blue Pants – Combat. Noela has offered to put up a trophy or prize for combat next year.

Trevor Larsen's new Yak 3 flew any manoeuvres asked of it, with the smooth and confident control Trevor is noted for. A beautiful model, check Malcolm's photos.

Pieter de Visser and Jon Fletcher put their Blue Pants through their paces. Jon had an early model E.D. 246 Racer in his, as shown on the original plan. It sounded good and flew well for such a snappy model, as did all 12 in the line up. The overall finish gets better each year, although Jon's looked more like a pair of Y fronts, in its brilliant unpainted livery.



Vintage flyer - Jon Fletcher, vintage model - Blue Pants and vintage motor - ED 2.46 Racer Mk 1



The pointy end of the C/L queue



Fredo's Skyscraper - a masterpiece



Yes, it's a control line model, and it flew well!

The Control Line Day is growing at a surprising rate. I counted 45 models, Barry Frederickson counted 51. There were 5 circles in operation continuously at the peak of flying. There were colourful models flashing through the air wherever you looked and the combined sound was really something; surely next year can't get better than this.









A pair of Phantom team racers







Dessy's Wombat - GB1 diesel



A bunch of POMS - Jon, Julie and Albert - now Aussies



"The Girls" - Margaret, Helen and Elly









Control line styles - Gary De Chastel, Jon Fletcher, Van Richards-Smith and Des Slattery
Who looks most in control?



Barry Frederickson - Skyscraper



Trevor Larsen - Yak



Paint schemes this year were first class



Trevor Larsen's YAK - extraordinary finish and detail

"BLUE PANTS" - the set model for the 2010 Gathering
Eleven excellent examples competed for the spoils.
Pieter De Visser , top row, second from right, won.



At 3 pm the prizes were presented by Model News Editor and Poet Laureate, Adrian Bryant. Our thanks to Albert for bringing Adrian, their attendance is appreciated by all.

Judges for C/L were Malcolm Campbell, Peter Cutler and Neil Oswald. The results were as follows:-

OVERALL CONCOURS	MODEL	PRIZE
1. Trevor Larsen	Yak 3	PAW 19 Donated by Caddy Phillips
2. Barry Frederickson	Skyscraper	Balsa & Speed Calc.
3. Pieter de Visser		Speed Calculator

BEST TARGET MODEL

1. Pieter de Visser	Blue Pants	MARS 2.5 Diesel
2. Colin Maybury	Blue Pants	$50 Simitar Voucher
3. Neil Oswald	Blue Pants	Speed Calculator

BEST FLYER

Trevor Larsen	Yak 3	R/C Helicopter

SPORTSMANS AWARD

Ian Hague		Hand Crafted C/L Handle Trophy by Laurie Chetter

Saturday nights venue for dinner was the Cricket Club. After a delicious meal Neil Brockley welcomed guests and introduced Peter de Visser as MC.

First speaker was Adrian who recited another epic poem, 'The Cremation of Sam Maghee' to well deserved applause. John Taylor was next with a run-down on the Dalby Nationals. The facilities, events and venues were explained and he encouraged participation in this National Competition.

Our final speaker was Jon Fletcher, noted engineer and engine restorer, who spoke of buying vintage engines and eBay, the pitfalls, and restoration techniques etc. Many questions were answered from around the room – thank you Jon.

There were not enough flyers to justify turning on the ovals floodlights, so night flying was cancelled.

SUNDAY - R.O.G. SPORTS PRECISION



Gary De Chastel's Bugaboo



MARYBOROUGH FREE FLIGHT
GATHERING
2010
CONTROL LINE SPORTS PRECISION

A bright clear morning with light winds saw Concours judging underway until 9 am, while the usual happy bunch and a number of smiling first-timers trimmed their models.

Flight Judge was John Taylor, Time Keeper was Ian Hague and C.D. Terry Tomlin.

Of the 25 contestants, 16 made R.O.G. flights and the thrills and spills entertained all. Successful R.O.G.s gained flyers 30 points per round and were a deciding factor in the winning scores. 14 entered Vic's Smeed models.

Best R.O.G. was Des Slattery's Linnet, best powered flight was shared between the Linnet and Trev Fenning's Ballerina and best glide was Des' Linnet again and Van's Madcap.

Barry Frederickson added interest to the day with his ducted fan free flight Lavochkin and Sabre models, which flew with majestic realism.



Des Slattery's Linnet



Fredo's immaculate Concours winning KK Ladybird



Some of the take offs were hairy!



Trevor Fenning's Ballerina on it's maiden outing





Fredo's Lavochkin and Sabre thrilled the crowd with every flight





Terry Tomlin's pretty little Mills 1.3 powered Vic Smmed model didn't fly until all the official work was completed



Howard Gostelow's grandson really enjoyed flying his Madcap

Jon Fletcher's Cox-powered Dixielander had a rocket climb - was he trimming it for the Springhurst event?





Phil Whitely's electric R/C creation during his early morning demo



Terry's bipe - so pretty in

MARYBOROUGH FREE FLIGHT CONTROL LINE SPORTS PRECISION GATHERING 2010

R.O.G. SPORTS PRECISIONS RESULTS

OVERALL CONCOURS	**MODEL**	**PRIZE**
Barry Frederickson	KK Ladybird	R/C Helicopter
BEST TARGET MODEL (any Vic Smeed)		
Colin Maybury	Madcap	Balsa & Plan Pack
PERFECT FLIGHT TIME		
Bill Byrne	Red Zephyr	1 litre Ether
OVERALL WINNERS		
1. Bill Byrne	Red Zephyr	Mars 2.5 Diesel
2. Colin Maybury	Madcap	Balsa & Aeromodeller Annual
3. Van Richards Smith	Madcap	Balsa & Aeromodeller Annual



Adrian with his Senator

VINTAGE



Albert and his still intact Aiglet



Trevor Fenning launches Albert's crowd pleaser - the 1948 Kane



Des tunes a tight Elfin - with pliers

The Elfin had the last laugh - by placing the Stomper in the top of a tall tree!

Two rounds were flown then Des and Albert flew All-In Vintage with Albert and his Kane declared the winner, from Des who claimed second placing from the top of a tall tree! His model was successfully recovered, without damage. Lets have more entries for All-In-Vintage next year.

Jim Greenwood from Townsville presented the Sunday prizes, wrapping up a most enjoyable event. A special prize should go to Malcolm who, though not feeling well, took all these marvellous photographs.

A big thank you to our judges, and to our caterers Lyn and Neil Brockley, Tim Hamilton and Noela who kept the canteen running on Saturday, and special thanks to Noela for catering on Sunday.

The weekends most generous sponsor was again Steve Raskin. Two ready to fly helicopters complete with 2.4 ghz radios, numerous balsa packs, vouchers and ether, not to mention other goodies. Plus constant help on the computer and phone throughout the year. To Steve and Bierta and the other generous prize donors (I'm not allowed to mention Yeppoon), thanks a lot.

Terry Tomlin



Elly Fathers hones her F/F launching skills



Bill Maybury's lovelyMadcap



Gary De Chastel gets his model away



Bill Byrne's all conquering Red Zephyr

TARGET MODELS FOR MARYBOROUGH NEXT YEAR 18TH & 19TH JUNE 2011

The control line event will be an Arthur Gorrie tribute with the chosen model Arthur's **Acrobat**. This model was put forward by John Jamieson. He sent an Acrobat and plans with Alwyn Smith for us to check over. As Arthur was a friend and mentor to many on the field, the choice was an easy one. Steve Raskin can supply plans.

The Free Flight target will be any **Frog Model**. Frog kitted a number of powered sports models, the Centurion, Frog 45, Janus, Firefly etc. Trev Fenning has scaled up a senior series rubber powered model and converted it to diesel power; double the Senior Series, Triple the Juniors or scale the plans to suit your preference. For those with Internet access, have a look at this site, it's excellent.

http://www.houseoffrog.co.uk/

We could have a very photogenic line up. The name Frog is an acronym formed from the words 'Flying Rise Off Ground', and as this is an R.O.G. contest, enough said.

Terry Tomlin

"NO FRILLS A1 CLUB COMPETITION Coominya
27 June 2010

by Malcolm Campbell

This was the club's first try at a basic A1 competition and the numbers attending on an overcast day were encouraging.

With marginal breeze until 9am, we delayed the contest and then wisely moved it to the lower paddock in front of the lagoon. This was a great move because we once again realised what a great paddock we have to fly on, although we had to watch our step on the grassy field, pock marked with cattle hoof prints. Cloud cover kept the temp down and occasional light misty rain did not inconvenience us. The breeze for most of the day was light to moderate and we flew 5 flights, planning to finish by noon.

Albert and Malcolm both fielded Aiglets. Both were lightweights with Albert's more of a featherweight, and both had very slow glides. Albert's towed well in practice but was plagued with a stall that was gradually, but not fully, removed. Malcolm's tow up needed some trimming after repairs from a wing fold at his last outing. It took him about six test tows before he folded them again! Swapping to his Andy Crisp designed Havanana greatly improved his chances and he finished with three maxes. Albert's model started to misbehave and what we all thought was the winning model dropped out of contention.

Des had two models and quickly decided his old and faithful Lil Hinney would be the one to fly. He put ion some reliably consistent scores and picked up a max on his second flight. Ron's Syncopator showed real promise on the glide although one test flight had him in the dam from which he used his towline to retrieve it. He started the comp well with a max on the second flight before folding the wings. Pieter trotted out his tried and true Hotmax, and that looked promising although he only put up one flight. And John Lewis rocked up late with a 1978 Jedelski design claiming all his other "A1s" were too high tech. He too maxed on his second flight.

Malcolm pulled ahead in his last three flights after a close 3-way tussle for the lead between Ron, Albert and John in their first 2 flights. So it really was quite a tight competition and should prove to be a popular club event the next time it is run.

NAME	F1	F2	F3	F4	F5	TOTAL
Malcolm Campbell	93	104	120	120	120	557
Des Slattery	91	102	120	107	97	517
John Lewis	94	105	102	95	120	516
Albert Fathers	107	105	92	70	102	476
Ron Munden	101	120	-	-	-	221
Pieter De Visser	80	-	-	-	-	80



**I was too busy for photos -
Des and Albert at Maryborough.
Well, it IS a No Frills A1!**

MASSIVE WEEKEND PLANNED FOR DALBY - 30th and 31st OCTOBER

SATURDAY:	**F1J State Champs**	**5 rounds from 7.00 am**
	F1C State Champs	**7 rounds from 7.00 am**
	F1H State Champs	**5 rounds from 1.00 pm**
SUNDAY:	**F1B State Champs**	**7 rounds from 7.00 am**
	Open Power	**5 rounds from 7.00 am**

F1G STATE CHAMPS Coominya
11 July 2010

by John Lewis

With all the confusion leading up to this event I would rate both the decision to hold the event on Sunday at Coominya and the event itself a major success. Originally the State Champs were set down for Saturday at Dalby followed by the Big Bird on the Sunday. After some confusion with changes to the Big Bird date and finally the decision to discontinue this event Sunday became available and as the week progressed it became apparent the better location in terms of wind was Coominya on Sunday. Twelve competitors as well as Brian Taylor who also tested his coupe on the day took advantage of almost perfect conditions. Had Van, Dianne, Ted, Sonya and Pieter attended we could have had numbers similar to our best years. Flying continued after the event till late in the day as flyers took advantage of the great conditions.

Round 1 began in cool overcast conditions with neutral air and little drift. George, Mark, Dale, John, Ben and Malcolm all maxed this round. William Jones was a surprise omission to the max club while Adrian suffered from a premature DT on a certain max. Round 2 seemed to produce more down air than up with only 3 maxes recorded. George was the only one left on a perfect score while Adrian and Graham joined the max club. After a low first round score Albert retired to help Adrian. Mark with his highly developed homemade design was unlucky to fall 1 second short of his max. Similarly John dropped by 2 seconds with Malcolm close behind only missing out by 3 seconds. Round 3 produced 8 maxes ensuring a close result. With 5 maxes in round 4 George was still leading with a pack including Mark, Graham, Dale and Adrian hot on his heels after only dropping one flight each. Malcolm dropped out of contention with a 2nd attempt of 7 seconds following an ill chosen trim change.



Not Benny's day



Graham's "Thermal" detector seemed to help



Dale kept William busy



Adrian had lots of helpers



Brian elected to help and test on the day

With round five open the pressure was on the first five not to falter and drop out of podium contention and none of them did with the final results revealing the first 5 places separated by 19 seconds. George Baynes maxed out to win, Mark was second just 1 second in arrears, and Graham following up from his superb P30 win was third after dropping 7 seconds. Adrian Bryant's 5th place result was amazing, considering his premature R1 DT. He almost certainly would have been in a fly off with George!

Interesting to note perhaps was the first 4 places were achieved without the use of VIT, AR etc. Often flyers are phased by the use of bought sophisticated models but as is nearly always the case careful air selection is the most important factor.

Regardless of the results I feel it is fair to say everyone had an enjoyable day. Common opinion on the day was we should have more coupe events and this has been provided for in the 2011 draft calendar. All we need is good weather to go with these events.

F1G Results

NAME	R1	R2	R3	R4	R5	TOTAL	
George Baynes	120	120	120	120	120	600	**1**
Mark Armour	120	119	120	120	120	599	**2**
Graham Maynard	113	120	120	120	120	593	**3**
Dale Jones	120	104	120	120	120	584	**4**
Adrian Bryant	101	120	120	120	120	581	**5**
John Lewis	120	118	120	75	120	553	**6**
Ben Lewis	120	72	120	76	120	508	**7**
Malcolm Campbell	120	117	107	7	120	471	**8**
William Jones	88	80	120	76	96	460	**9**
Des Slattery	51	64	79	93	82	369	**10**
Ron Munden	72	65	58	87	71	353	**11**
Albert Fathers	20	0	0	0	0	20	**12**



George Baynes 2010 F1G Champ. His final launch for a "full house".



A good crowd at Coominya for F1G



John Lewis - maybe next year



Des pushes poor rubber



2010 winners - Mark, George and Graham





Coupes are cool!



DALE'S FUN and FRIENDS DAY Coominya
25 July 2010

by John Lewis and Dale Jones

Fifteen people attended the July Fun Fly day. Some were more serious, like John and William, who tested F1Bs, F1Gs and Discus HLG. An encouraging entry list of six contested the low key KK event and new Indoor flyer, Aaron Downie fielded a smart little CO_2 – powered Polly plus a few other small models and they all flew very well. Keith Fisher made the trip down from the north and Michael Snabaitis drove in from the Downs. Elly Fathers came to look after Albert while Albert looked after Adrian.



Adrian and Albert ready their models as Elly ensures Adrian sets his timer correctly!

It was another perfect weather day with little drift – even better than the Coupe day. A few crossed to the dark side - Mark and his two boys Mark and Alex flew R/C as did as Des, Van, Dianne and George. Dale satisfied the hunger pangs by supplying drinks, dips, savouries, cheese, kabanas and prizes for every-one. This is a very good reason for attending the Fun Fly days. You never go home hungry and you never go home empty handed! Everyone got a prize. Minties and Smarties moments punctuated any unusual flights or landings.



Dianne and Van get their KKK Senator ready

Overall, everyone had a fun time and the day was a great success.

KKK Fun Comp
90 sec max 3 flights

1	Albert	90	90	90	270
2	Adrian	90	73	81	244
3	Keith	72	55	75	202
4	Van	57	74	50	181
5	Dianne	18	42	45	105
6	William	3			3



Keith Fisher launches his Ajax



Van crosses over with his electric sailplane



Van launches his Senator

Don't miss the next Fun Fly They're FUN!

The Indoor Page



by Malcolm Campbell

3rd July saw the best roll up in years at indoor with 12 flyers, amongst them two old timers who came back, Larry Brownlow and Malcolm Campbell. Visitor Aaron Downie from the NSWFFS, now living in the same suburb as the indoor hall, looks like being a regular attendee with his very well behaved $C0_2$ model.

Everyone had so much fun that there was no competition, we all flew non-stop for the 3 hours. Des Slattery only had an hour so he put up the best two flights of the afternoon, skimming the ceiling on the first one and bumping into it on the second. He then complained that the rubber broke – it was the same motor he used last year!


Brian's dainty release of his Davis DA-2A

Brian Taylor worked diligently trimming his latest peanut, a Davis DA-2A and supporting the Frog series with his immaculate Dart Kitten. Matthew Taudevin flew several models, his Frog Heron, Savoia S65 peanut and his Farman Carte Postale. John Durward fielded his foamies, a Mustang, two Zeros and possibly a Bearcat and obtained some good flights. Larry Brownlow's Frog Heron tested him with a new flight pattern each launch but I'm sure he'll have it sorted for next month. His Messerschmitt ME 109 flew quite well. John Lewis's Linnet was not as high as Des's but still put in some good flights. I was fairly happy with the trim of my new Heron, so much so that I let rubber virtuoso William Jones have a few flights (*so I could take photos!*) and Dale showed us up with a few ceiling bumps with her Delta Dart. Ron Munden flew his Redwing till the wheels fell off and then reverted to a quaint little Helldiver sport scale model and a Polly Spitfire. Brad Turner and William Jones also played with their HLGs.


Larry's Linnet


William launches Malcolm's little Frog Redwing

As the afternoon wore on, two dark-side figures emerged. John Lewis flew his lovely little helicopter and ultra-light Vapour model and William displayed his 8" span half-size EZB with miniature electronics. He didn't fly that but flew a replica of it with traditional rubber power.

Try INDOOR - you'll like it. Some of our regular flyers


Brian's Dart Kitten


Matthew's Linnet


Dale throws a Dart


Ron Munden seems to be enjoying himself

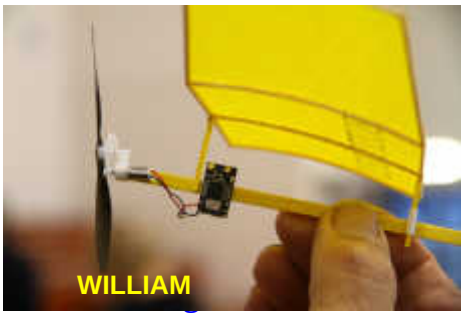

William's half size EZB


Matthew's Savoia S65

AND FOR THOSE INCLINED TO THE DARK SIDE

Miniaturisation and affordability has caused a few to stray to the dark side, but we all enjoyed the little display


JOHN


WILLIAM


JOHN

INDOOR 3rd July (*continued*)

It was great to see so many enjoying themselves. There was only one hang-up, and easily retrieved, but there were no fences, strong winds or rough terrain, and the real toilet had a door, hot water, a mirror and soft soap. Next time I'm bringing tea and crumpets!


Larry's ME 109

ATTENDEES:

John Lewis	Brian Taylor	Des Slattery
Larry Brownlow	Matthew Taudevin	Aaron Downie
Malcolm Campbell	William Jones	Dale Jones


Allen's wonderful Gold Coast hall


Graffiti on the walls of the Gold Coast hall?

Indoor is now flown at the Gold Coast. The "lad" on the left and the model above should give an indication as to who has established this venue. Maybe a GC vs Brisbane Indoor event one day?

OVERSEAS NEWS

Well the Goose is finished and has flown, as evidenced by the attached pictures. Thanks to a huge amount of help from friends, the flight trimming required only 3 flights, all done in roughly an hour. All it needed was some offset in a few of the propellers and a little bit of right rudder. The climb pattern is pretty impressive, and it glides surprisingly well. Here are a few quick statistics:

Wingspan: 52"
Length: 33.5"
Wing area: 292 sq in
Weight (empty): 120 g
Weight (flying): 150 g

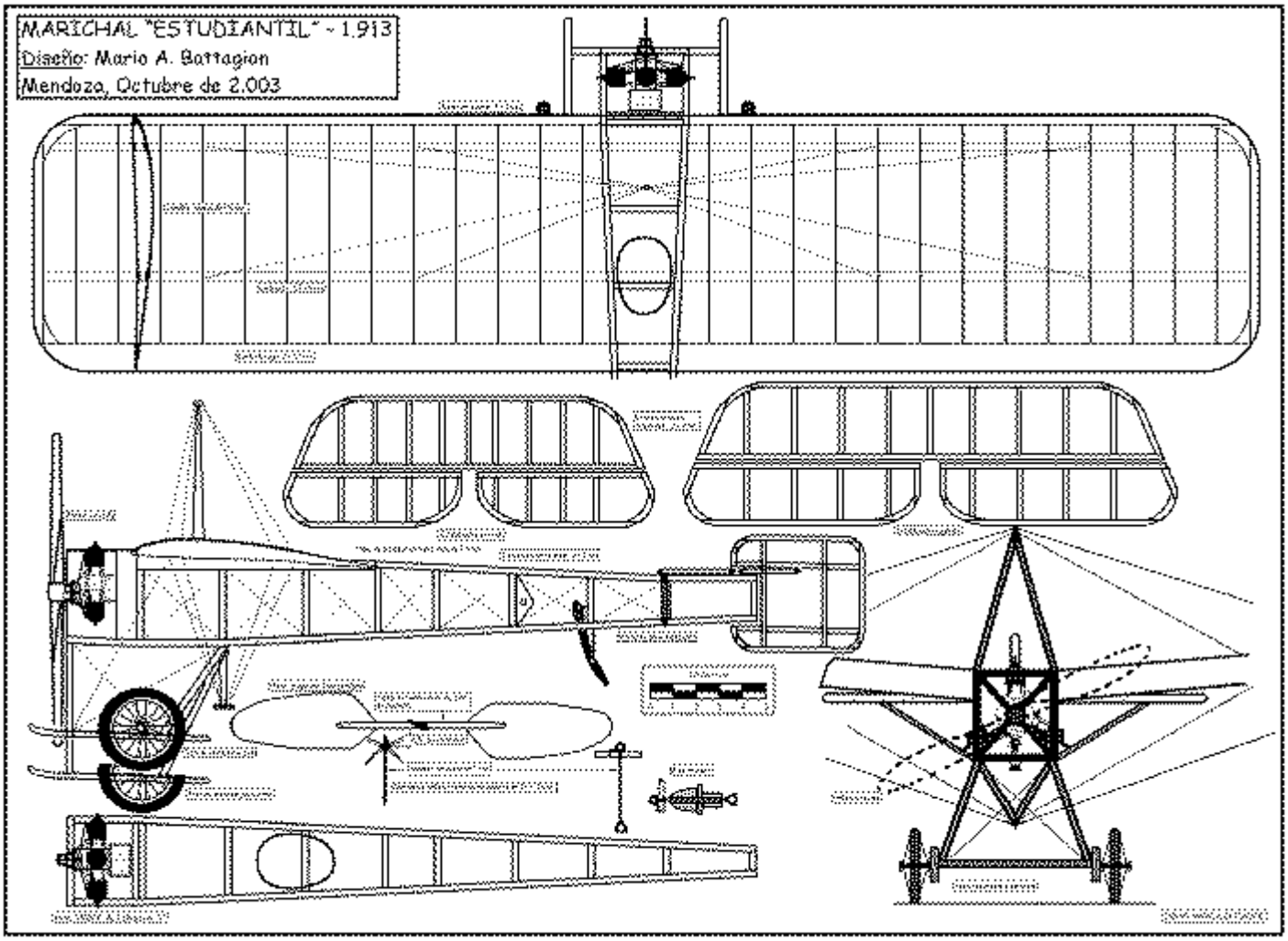
All eight propellers are equally powered and run for around 30 seconds at 80% power, and it climbs right up until the motors are unwound.

Joshua Finn AMA 875391

Now that's what I call a GLORIOUS scale model!




Truly magnificent!



BONANZA RUBBER WEEKEND AT DALBY

18TH AND 19TH SEPTEMBER 2010

SATURDAY

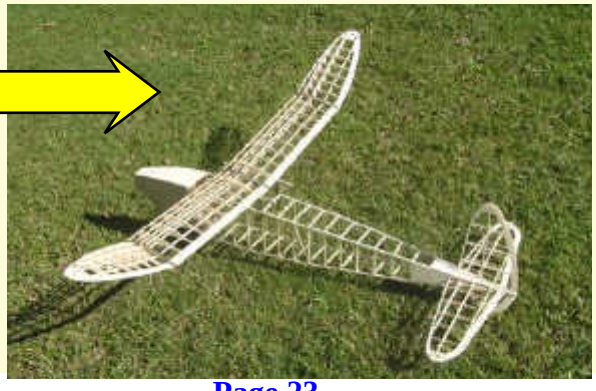
7 am **Lsq/100** 3 rounds (5 min max)
Sponsored by Allen Thomas

10 am **Open Rubber** State Champs 3 flights (180 max)

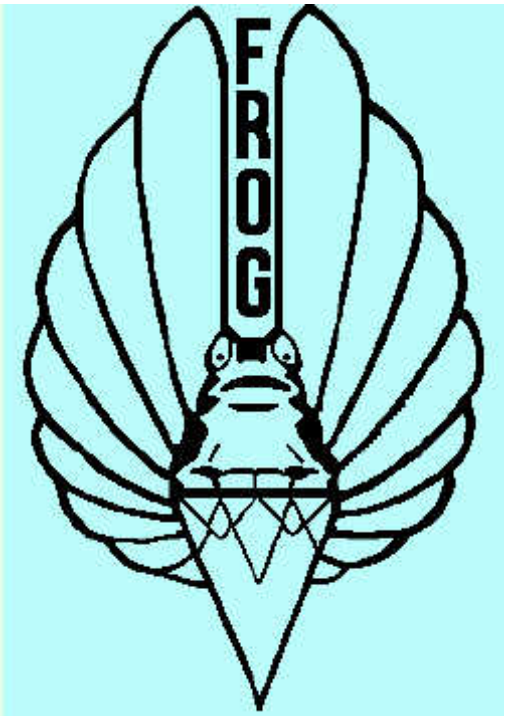
SUNDAY

7 am No Frills Wake 5 rounds (180 max)
Sponsored by Allen Thomas

Des has his new Lsq/100 under construction.



How about you? Will you be ready to claim the spoils?









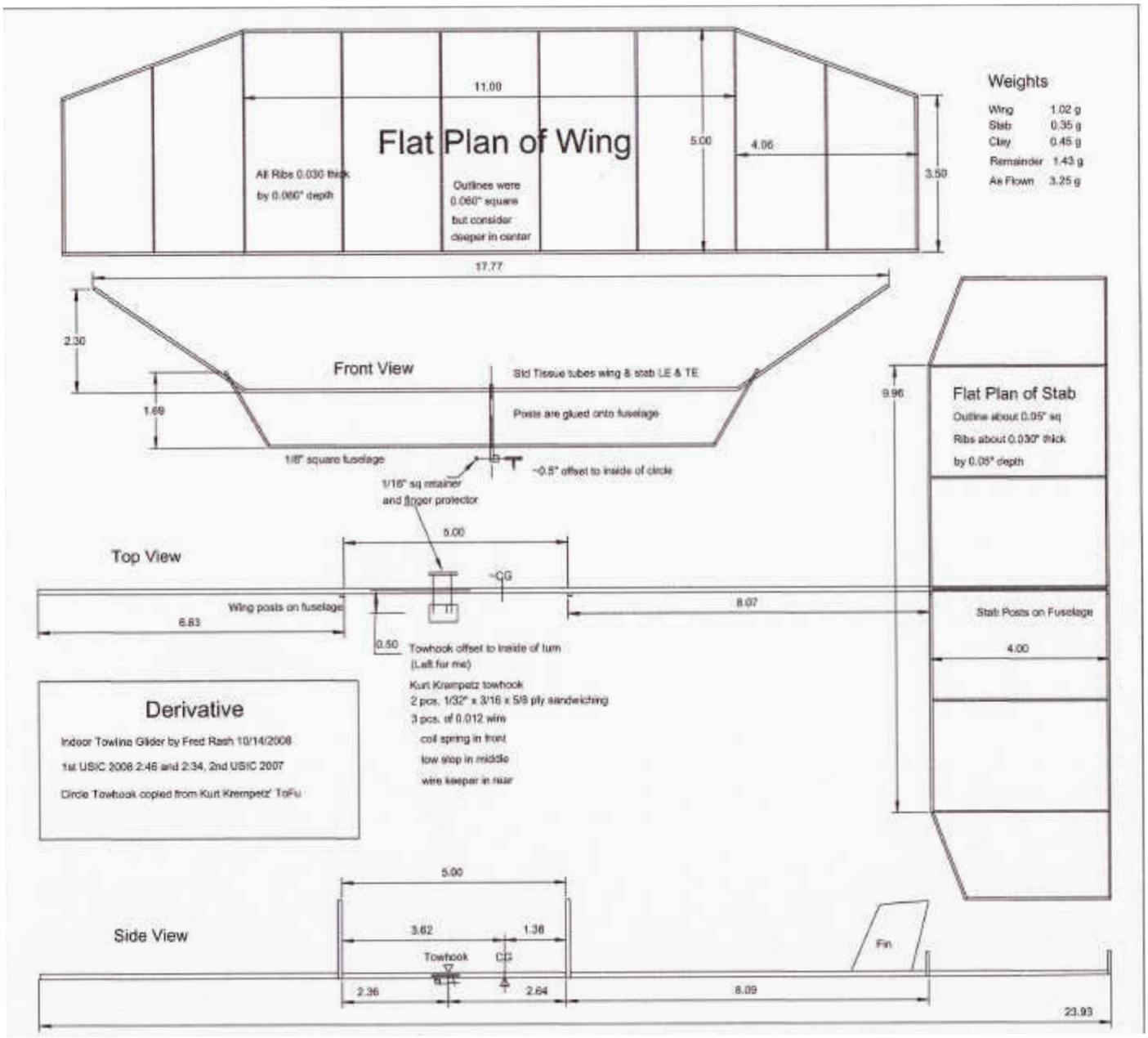


Of course, these are also available on the wonderful Frog website



Matthew's magnificent Avia

Anyone for Indoor Towline Glider?





Top Queensland F1A flyer
Pieter de Visser



Always big on big power models
our very own Ron Munden at Wivenhoe



And “Mr Power” himself,
Roy Summersby at the
1986 Bundaberg Nats.

BFFS
NOSTALGIA PAGE



Vintage Trans Tasman Team - of the 80s?
Back Row: Jeremy Woolley, Ben Lewis and Phil Mitchell
Front Row: Ted Woolley, Brett Mitchell, Graham Maynard (Mgr) and John Lewis

Club Member Profile JOHN LEWIS

Malcolm has been asking me to write this for a while telling me it may be of interest to our readers and it could also be useful as part of my obituary. I must admit writing about me is a bit like those self absorbed young people who write about every trivial thing they do on Facebook – like anyone cares.

THE EARLY DAYS

As far back as I can remember (probably about 5 or 6 years old) I received a model kit as a present. In those days I don't think plastic kits had been invented so on opening the box I found some instructions, plan and some balsa wood. Luckily a teenage neighbour a few doors down offered to make it for me which he did and so I learnt what a ME 109 and German camouflage looked like. To this day I remember this model as being very well made. It was of course a static model; still I treasured it and displayed it on my dressing table. My father was a keen Lawn Bowler and used to take us to Toowoomba for a bowls competition. It was here I used to watch control line models being flown in Queen's park. In particular I remember a yellow model which in my mind seemed the appropriate colour for model aircraft.

Around this time I remember once going to this great hobby shop called Scientific Hobbies which from memory was in Queen Street in Brisbane. I remember the sales assistant demonstrating the durability of these new model train carriages made from plastic by throwing them up to the ceiling and letting them hit the floor with no apparent damage. Unfortunately when I got more into aeromodelling this store had long since gone. A couple of years later I received a Mercury Thunderbird (B class team racer) as a present. After discovering it needed a motor my father purchased an AM 3.5cc diesel for me. After flicking this for a couple of hours with no success I managed to get the guy at the shop to come home and try starting it – can you imagine anyone doing that these days? The shop guy concluded it had a cracked crankcase and replaced the motor with another one also having a cracked crankcase!

Subsequently I didn't have a lot of confidence in the brand or diesels and replaced it with a Frog 500 glow motor. After 20 minutes flicking with a 2 volt accumulator attached (I think that's what they called those Exide batteries that we would take to the Exide battery shop



to be recharged) it started and ran. After a while I got the knack and could start it quite easily. I loved this motor and still have it. It was big and noisy and annoyed the hell out our adjacent neighbours who we didn't like. Having little success with the Thunderbird team racer I decided I needed something bigger and slower to learn to fly. When Xmas came around I went down to Whitmore's Sports Store in Adelaide St. to get an Aeroflyte Thunderstreak I had been eyeing off months earlier. The shop assistant assured I must have been confused as they didn't have and never had a Thunderstreak so it must have been a Firestreak (combat flying wing) I wanted which they had in stock. I was pretty sure I had seen a Thunderstreak on the top shelf but it was Xmas and I wanted a model plane and so purchased the Firestreak.

I have come to learn over the year's shop assistants will often try to sell you what they have in stock rather than what you actually want. On completion one of my mates figured he could fly my newly finished model and so I let him take it off as I had no knowledge of flying control line models. This was also bad advice as the

model completed a wingover from takeoff hitting terra firma on the opposite side of the circle. I think from that day I learned to test fly my models myself.

With the disappointment of crashing model aircraft I tried model boats. We had a swamp in walking distance at Victoria Park. I made a few electric powered boats and set the rudder for a circle so they would come back to shore. The swamp water contained a green slime which would foul the prop shaft often causing the prop to stop turning. The wind would then push the boat into deeper water or out to the island in the middle. There were rumours of eels in the swamp so going in to get your model was one scary adventure. Apart from this the whole model boat thing was a bit boring and sure they didn't crash but they didn't do much either.

And so it went on for a while – build a model plane and crash it and then make another boat. Eventually I had some success with flying models and stuck with aircraft. I asked my mother to get me a Jetex 50 motor from one of the hobby shops in town. She was told they were out of stock but there was a shop on the Southside called Gorrie's where they would probably be available. Being a devoted mother she boarded a tram and went to 604 Stanley St South Brisbane and got what I had asked for. Once home she told me how I would really like this shop. She was right and for so many years I would catch the tram every Saturday morning to Gorrie's and read the same magazines (*Model News* edited by Adrian Bryant – a current club member) and open up the same plans occasionally buying something but mainly being influenced by Arthur and his weird sense of humour.

Arthur and many of the people I read about have now passed away but I still have many of those magazines which record the golden years of aeromodelling and the characters I hero worshipped. By the time I went to high school I could build and fly control line models. One of the older kids decided to form a school aeromodelling club. His name was Van Richard- Smith (this year's winner of our F1A state champs). There were also identical twins that joined up by the name of John and Malcolm Campbell. I could always tell them apart but most couldn't. Malcolm of course is our BFFS club secretary and newsletter editor. At that time there was another boy in my class, Ron Chernich, who was also a keen aeromodeller and now an expect model engine maker and past winner of our F1A state champs.

Many lunch hours and on special occasions we would entertain the other students with our flying skills on the



John's first free flight model
Jetex 150 power

school oval but I often suspected they only came along hoping to see a crash or two. I did eventually get hold of an Aeroflyte Thunderstreak kit and, powered by an OS 35, would fly it on the school oval. Ron Chernich would fly his Thunder Bug or as he referred to it, his Thunder-bugger. Van would fly his Stiletto and the Campbells would sometimes fly a little free flight sports model called a Chatterbox powered by a Mills .75.

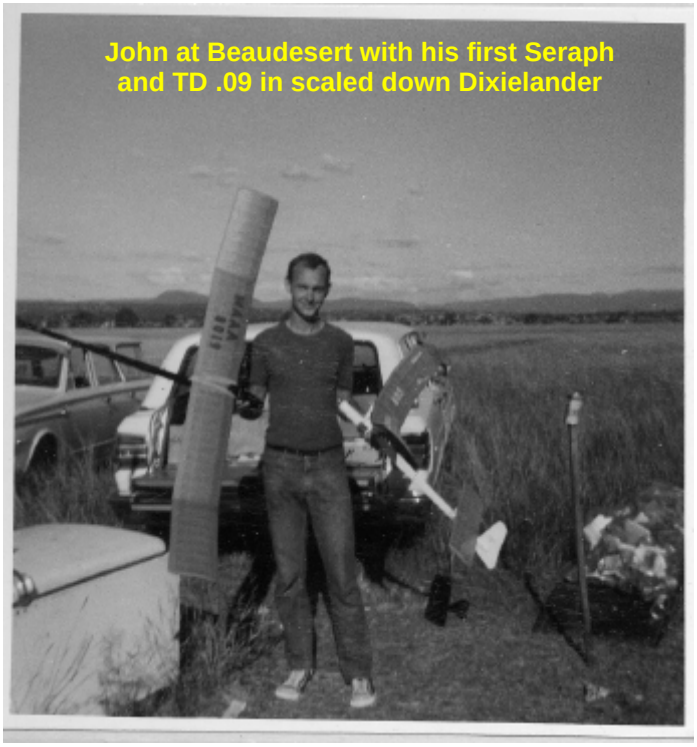

Bob Plamer Thunderbird and semi scale Spitfire

I occasionally boarded a tram with a control line model and gear and travelled to the Campbell's home for a fly at one of their local parks. After a flight or two,

irate neighbours would threaten to call the police so we would go to another park. Occasionally we would fly a free flight model in their back yard preventing the model flying away by throwing a rag at the propeller before the model could clear the fence. Occasionally we missed and the model was able to get a bird's eye view of the neighbour's properties. Three boys running down the local streets and occasional back yard looking into the sky waiting for the Mills .75 to run out of fuel was some of the best fun we had as kids.

When the Campbells visited my place with their models there were a number of fun things to report about their journey on the bus like taking the top off the fuel can allowing the smell of ether to be shared with the bus patrons and the responses they got. So much harmless fun that modern day kids miss out on being driven everywhere by their parents usually to organized sporting groups. I am so grateful we had the opportunity to make our own fun and create our own toys from whatever materials we could get our hands on.

I started designing my own models and every Saturday morning I would walk into town on my way to Gorrie's and visit Whatmore's or Viv Hansen's photographic store in Edward Street. Viv Hansen's sold cameras on ground level but downstairs it had the good stuff – balsa, wire, tissue, glue and motors to look at. In those



John at Beaudesert with his first Seraph and TD .09 in scaled down Dixielander

days I thought free flight was a crazy concept and a good way to lose your model engine. One of the shop assistants at Whatmore's tried to interest me in free flight. At the time I didn't get it at all but a few years later I embraced it and continued with it to the present day.

To be continued in the next edition

COOMINYA'S SEVEN MILE LAGOON MAY BE FULL AGAIN, BUT.....

You Think You Had It Bad - by Karl Larsson, Sweden





Reprinted from SAM 1066 Clarion magazine

Papanui Cat, Paul Lagan

Papanui Cat, Paul Lagan

May 2010



Over the past couple of years I have built more than 20 Catapult gliders ranging from the ubiquitous little 12" span Vartanian vintage model right up to a 24" span Zingara variant. My most successful model prior to the Papanui Cat was a design of Stan Buddenbohm's (a Copper Cat) which, at around 18" span, seemed to be about the right size for the catapults I was using. Models much small than this size are really hard to launch consistently and those much bigger simply don't reach the altitude of the 18" models.

Most NZ FFers will recognise the genesis of Papanui Cat – it is essentially a slightly scaled up Papanui Tavern – a model that has had a lot of success as a Chuckie. The wing is from 3/16" q-grain stock and tips are well tapered. The model weights about 25grams. The fuselage on this Cat is based on that used by Ralph Prey and Stan recently incorporating the front hook. The hook in this position requires that the boom be kept "high" and the tail mounted on top of the boom to prevent damage to the rear end at launch. The DT system is a hinging boom and, with the launch grip just under the wing, there is no load placed on the boom at launch so it can be from very light tapered carbon tube stock. Tips of carbon fishing pole blanks are good – go to a shop that repairs rods and see if you can fossick through their scrap bins! One real advantage of the front hook is that the force of the rubber acts along the line of the model CG, not below the line of the CG as on "normal" models. This results in the model being propelled straight out from the catapult instead of a nose-up pitch which is very draggy. A secondary benefit is that the rubber can be stretched a little further when using a forward grip.

A bit about catapults and rubber might be in order here… Our rules allow for a 9" (22.5cm) loop of ¼" flat rubber. I'm a fairly long person and on the Papanui Cat hook placement I can potentially stretch this rubber to about 1.6 metres at launch. This is a stretch of about seven times the unstretched loop. If I used the very best available FAI Tan rubber then I can potentially release 4200 ft-lb/lb of this stock at full stretch. The rubber in a catapult weighs about 0.11oz or .007lb so a Tan catapult can release 28 ft-lb of energy. However, Tan will only release such energy at full stretch which is usually over 10 times it's unstretched length. If it is only stretched to 7 times then it will release only about half its potential energy (about 14 ft-lb). One solution to this is to use a shorter loop of rubber – about 6 ½ inches for example and then if that is stretched fully it will release roughly 19 ft-lb. A similar solution is to use some "vintage" rubber that has a maximum stretch of 7 times and some of the old FAI "black" or the 1970's "Filati" (Pirelli) will do that. In these cases if one has a stock of old rubber that could release 3000 ft-lb/lb then a 9" loop of this will release 21 ft-lb. The moral of this story is that whatever rubber you use, make sure it is fully stretched at the instant of release. Most people I have watched launching in Oz and NZ don't stretch fully.

Back to Papanui Cat… Trim is a balance of very slight left rudder and a smidgen of left down "aileron" to get the right yaw/roll in the climb. Too much rudder can turn into a spiral on glide so balance it carefully. Pitch on climb is s balance of decelage and CG so it is very handy to have a small screw adjuster at the front of the boom to make fine adjustments. With good rubber and proper stretch this model will do over 60secs in "dead" air. To date it has won the AFFS Champs with a perfect score (six 60 sec maxes) in my hands and Grandson Julian used the model at the recent Kotuku Cup contest to score just under 300 secs (and a NZ Junior record). Unfortunately for Julian, Grandpa beat him by a few seconds !

Who is the lady in this photo, and what's the location? It's in the 70s, in Queensland.



Seen in SAM 1066:

What to do with an old diesel when it stops performing. Convert it to electric. What a brilliant idea to get the C of G for-ward!



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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PHIL SMITH 1916–2010

The Sydney Morning Herald WEDNESDAY, JUNE 9, 2010

Master modeller inspired career choices

Phil Smith was a highly influential figure in the world of aeromodelling, designing a wide range of model aircraft that inspired many boys of the postwar generations to become engineers.

In 1946 Smith took a designer's job with Model Aircraft Stores in Bournemouth, England, which sold model kit planes under the Veron trademark. There he began a prolific period of design work, producing the drawings, tracings and instruction manuals for all the company's kits, as well as the artwork and photographs for the packaging.

In 34 years he produced 300 designs, including the Cardinal, which sold 170,000 kits, and the Impala, which sold 140,000.

His early designs were free-flight models, but he later made radio-controlled systems.

Always an innovator, Smith was the first to produce a commercial ducted fan system for the jet propulsion of model aircraft.

Such was his skill that he was sometimes referred to as "Sir Veron", at which he would modestly concede "I made an honest buck from my hobby".

Philip Leslie Smith was born on October 5, 1916, at Stockport, Cheshire, the son of a travelling salesman for Johnson & Johnson. From Hume Grammar School he went to Buxton College where, aged 18, he built his first model aircraft from bamboo, balsa wood, tissue and dope (a kind of hardening glue). He gained a bachelor of arts in design and graphics.

He had begun his modelling career with cork boats which had rubber motors fitted under the hull, driving a propeller at the

He began designing his own models in the 1930s and was reputed to have flown the first petrol-engined model off Southport.

stern. When he took up aeromodelling, he joined the Lancashire Model Aircraft Society, flying at Woodford aerodrome and all over the north of England, which he toured in his father's Clegg Darracq, a French car with English bodywork, wooden wheels and acetylene lamps.

He began designing his own models in the early 1930s and was reputed to have flown the first petrol-engined model off Southport beach. At the age of 20 his enthusiasm and natural talent for modelling led him to a serious career change. On leaving school he had become a clerk for Lord Derby at Manchester Chamber of Commerce but then the opportunity arose to purchase, with a partner, NORMAC (the Northern Model Aircraft Company).

Smith spent the war at Lytham St Annes coastal command as an RAF technical instructor, training flight engineers on Lancasters and Halifaxes. When hostilities ceased, NORMAC was sold and Smith moved to *Aeromodeller* magazine.

In 1948 he won the Queen's Cup for aeromodelling, which was presented to him by Queen Elizabeth, accompanied by a young Princess Margaret.

In 1964 Smith was invited to demonstrate model aircraft to the Shah of Iran. He displayed five models, all his own designs, spending a day flying them on the Shah's personal section of the airfield at Isfahan, which was closed for the occasion.

Running down the tarmac to demonstrate his Veron model Concord, he snapped an Achilles tendon. While recovering in hospital, he built a rubber-powered model which he then flew in front of the Shah, who presented him with a Turkman red prayer mat.

Phil Smith married four times, and is survived by his fourth wife, Joyce, and by three children from his earlier marriages.

Telegraph, London



Phil Smith ... with an Aeronca Sedan model. Photo: Radio Control Model World



One of the world's most popular free flight models, the Veron Cardinal

NOSTALGIA QUIZ

The weather on the 19th of August 1936 was exceptionally good. There was a very slow gentle breeze, making it an excellent flying day. Being Queensland, the next day would be perfect. Just perfect for testing Queensland's first gas model. So the decision was made give the model a ground test in readiness for a test flight tomorrow.

The Perfect Day.

With a 1/4 ounce of gas in the tank and the engine running away she went for a ground test. After a ground run of 53 yards, she suddenly took matters into her hands and gave herself a flight test. She took off in a steep left banking climb to about 800 feet before she settled down circling nicely. It was estimated she was cruising at about 35 mph. She circled around for 3 minutes 41.2 seconds coming to rest on top of a very high tree.

The tree top landing was caused by the tailskid hooking onto a small twig as it was passing over. This was the first gas model built and flown in Queensland. The flight was reordered as the Queensland record for a gas powered model.

I now wish to claim, 66 years later a further record established by that memorable flight.
"The first Queensland gas model to land in a tree."

Adrian Bryant

SO, WHO WAS IT? Who made this flight? It's not so hard, it only happened 74 years ago!



Half A thoughts from Power Guru, Dr Diesel, Jon Fletcher

I have been test running an AD 06 that I acquired recently and after viewing the GlideTEK web site where complete F1J models complete with folding carbon prop and Cyclon 06 engine can be bought for $815 USD – plus post, it got me to thinking about the death of ½ A power.

As the onset of "mini" F1C models have killed ½ A or Class 1 Power, I think it is now time to have a set of separate rules. For modellers what makes the manufacture of their own F1J all but impossible, is the complete non availability of the materials and components to construct their own. Maybe I am wrong but I have absolutely no idea where you would buy the "taco" shells, foil/carbon/foil boom, moulded carbon front end, fuselage joiners, radial engine mount and tank assy., tank, timer and thumb start, bunt mechanism, tailplane "T" mount, auto rudder mechanism and bunt posts from. GlideTEK sell folding carbon props, if they are still available.



John Lewis's very successful "*Purple Haze*", TD powered

Conversely I CAN tell you where you can buy TD 049's, spare glow heads, KSB and Tatone engine and DT timers from. That is eBay and they are available in abundance. $60 or so for a TD 049 and $30 or so for an engine timer, $50 or so for a DT timer. True the TD demands 30% plus nitro fuel but the model car fraternity is using this a lot so high nitro fuels and all the fuel components appear to be available from the bigger model shops. The TD runs best on a Tornado 5½ x 3 and you can buy that either on eBay or direct from Grish Bros. in the USA. There are many excellent plans also available from numerous sources – "Mini Weaver", "½ A Train" etc, so unlike constructing a modern F1J, a ½ A is easy.

Many years ago Ian Kaynes asked me to help formulate the first F1J rules. Fearing that the FAI fraternity would then turn this into a "mini" F1C event I argued strongly for no minimum weight limit and no fuel restrictions. I won the fuel argument and lost the weight one. Despite this the Government funded Eastern Bloc interests prevailed and for the general competition modeller turning up with their TD 049 powered Mini Weaver and ½ A Trains to be confronted with a full carbon "mini" F1C was enough to give up and give up they did.

The only change I would suggest to your rules is to allow VIT and A/R and for the following good reasons. Back in the UK in the 1970's a number of people were struggling to get consistent flights with non VIT and A/R models. It takes great skill and understanding to get a relatively high powered model to climb consistently without these aids. So when modellers starting using them the flight reliability factor increased many fold. The reason of course was that you could now have the two distinct flight phases of climb and glide adjusted separately and independently. The dreaded trimming phase then became easy. Also at that time 5 min. epoxy and Zap became widely available so if a break occurred it could be fixed on the field quickly and reliably. Unlike modern F1J systems most ½ A VIT and AR systems were simply constructed with conventional modelling materials. Mike Bull's "Zeus" which he converted to VIT and AR had the VIT arm cut from 1/16" ply and mounted on a wire pivot attached to the fuselage side. All adjustments were done with packing, not a screw adjustment in sight. The auto rudder spring was a piece of 1/8" rubber band zapped to the rudder, pulled to tension, zapped to the fin and the excess cut off. Nothing is going to be simpler and lighter than that. The timer was a KSB with a little ply disc cut and sanded to fit under the existing operating arm. The engine ran suction and had conventional squeeze off. Mike won the UK Nats ½ A contest in splendid style in 1981. I think it was with a fly off flight of over 17 mins.

Should there be a resurgence of interest in ½ A, I offer my support in the following ways. I can write up a comprehensive piece for modellers to understand and overcome the common problems that can beset the unwary with the TD 049. For example the cracks in the plastic carb body that lets in air and makes starting and tuning difficult and eventually impossible. I can make the simple little alloy disc that is used to fit under the KSB timer arm to release the VIT and AR. I can get together a list of plans and where copies can be obtained from.

Best regards, Jon

SO ARE YOU ENTHUSED NOW?

The rules are SO simple:

- ✓ Any engine up to 1cc PB
- ✓ 7 second engine run
- ✓ VIT and AutoRudder allowed
- ✓ Pressure and any fuel allowed



G'Day Adrian,

Slowly I am assembling my fleet to take on the Aussies at Dalby and wondered if you might be able to help me out - I'll keep this quiet just in case the locals are in 'Ashes' mood, also in my kit will be some St George England flags which after the disasterous performance of our bunch of overpaid tossers at the world cup are being knocked out at 10 pence a pair of car flags, there's also St George face painting kits at the same price so I'll have some of those as well.

Plans didn't go so well at the Brit Nats where I planted a thousand dollars of Vasily F1H straight into the runway! However I am making a reappearance in the chuck glider box and not just as Mr Zing as my Disco Stu tip-launch is going very well, got a third at the FAI gala. Unfortunately the DLG tends to throw off its wing, first seen at Murrarie Rec and then Coominya plus last Sunday as the fuselage and tail arrowed away while the wing fluttered down - I finished my flights with a Zing but its not the same.

I'm aiming to cure the wing problem with glassfibre circuit board for the DTing wing mount which I will now key into the wing rather than have a straight araldite joint. As well as the current six panel wing I will put together a V-wing version. If it goes as well as we've already seen the plans will be in Biggles News and for Brisbane Digest.

With all this arm activity I've been looking at Vintage HLG and CLG - for which I'm looking to build a couple of Vartarians (1942 US record holder) with forward hook. In Vint HLG I came across, recommended by Steve Brewer and Pete Tolhurst, Art Lonergan's hurl glider that won the NSW State Champs in 1950. This period saw Aussie design thinking way ahead of the old country and Art's model looks very modern with reasonable aspect ratio, differential dihedral for right throw left glide and even a DT! I hope to have one or two ready for Sams Euro Champs at the end of August. I'm drawing up the 'Dingbat' plan full size for distribution as a pdf file.

What I wondered was if in your archive you have the magazine article that goes with the Hobbies Illustrated Plan 41 'DINGBAT' published in October 1950 - guess you were probably at Henry J's at about that time.

With my interest in hurl, spin and catapult launched solid models I am getting into training by lifting a gold bar or two of the Biggles reserve that live in my garage and practicing distance throwing using a pocketful of Krugerands for the local poor to chase after.

In true Brit spirit I'm expecting all this to pay off with a bodyline approach to all glider classes at the Nats.

Cheers from a rather good weather UK midlands.

David 'Broone' Brawn



BFFS Spy

Haven't been out and about enough these last few months. Sorry.



"I was sure there was an axe in here somewhere"

RE BIGGLES GOES SHOPPING - *a comment in SCAT by Adrian*

The shop at Uki does not go in for all that fancy stuff the Biggles blokes buy. However, If you want a good CROW BAR, AXE or SHOVEL, Uki is the place.

Adrian in Oz

Uki *(pronounced /ju:kai/ EW-kye) is a village situated near Mount Warning in the Tweed Valley of far northern New South Wales, Australia in the Tweed Shire Council. At the 2006 census, Uki had a population of 203 people.*

I thought Uki might be the shopping place for Narrandera - may be so, but it is a 15 hour drive.



Keep your eye on that tree and don't move!



Yeah, it was that one over there, I'm sure it was!



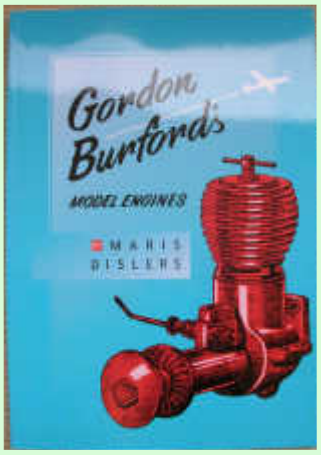
Do you think we should call the search off, William?

Some Christmas Suggestions?









Jokes Page

TWENTY FIVE LINES TO MAKE YOU SMILE:

1.. My husband and I divorced over religious differences. He thought he was God and I didn't.
2.. I don't suffer from insanity; I enjoy every minute of it
3.. Some people are alive only because it's illegal to kill them
4.. I used to have a handle on life, but it broke
5.. Don't take life too seriously; No one gets out alive
6.. You're just jealous because the voices only talk to me
7.. Beauty is in the eye of the beer holder
8.. Earth is the insane asylum for the universe
9.. I'm not a complete idiot -- Some parts are missing
10..Out of my mind. Back in five minutes.
11.. NyQuil, the stuffy, sneezy, why-the-heck-is-the-room-spinning medicine
12.. God must love stupid people; He made so many
13.. The gene pool could use a little chlorine
14.. Consciousness: That annoying time between naps
15.. Ever stop to think, and forget to start again?
16.. Being 'over the hill' is much better than being under it!
17.. Wrinkled was not one of the things i wanted to be when I grew up
18.. I have a degree in liberal arts; do you want fries with that?
19.. Stupidity is not a handicap. Park elsewhere!
20..They call it PMS because Mad Cow Disease was already taken
21.. He who dies with the most toys is nonetheless DEAD
22.. Ham and eggs...A day's work for a chicken, a lifetime commitment for a pig
23.. The trouble with life is there's no background music
24.. The original point and click interface was a Smith & Wesson
25.. I smile because I don't know what the heck is going on

Police arrested two kids yesterday, one was drinking battery acid, and the other was eating fireworks. They charged one and let the other one off.

Life is uncertain - eat dessert first

An old man goes to the Wizard to ask him if he can remove a curse he has been living with for the last 40 years.

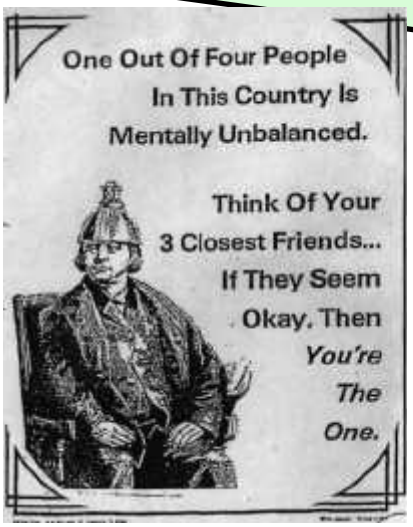
The Wizard says, 'Maybe, but you will have to tell me the exact words that were used to put the curse on you.'

The old man says without hesitation, 'I now pronounce you man and wife.'

Always be yourself.
Because the people that
matter don't mind,
and the ones that mind,
don't matter.

Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.

A man takes his Rottweiler to the vet. 'My dog's cross-eyed, is there anything you can do for him?' 'Well,' says the vet, 'let's have a look at him' So he picks the dog up and examines his eyes, then checks his teeth. Finally, he says, 'I'm going to have to put him down.' 'What? Because he's cross-eyed? ' 'No, because he's really heavy'



Make sure you have finished speaking before your audience has finished listening

Women and cats will do as they please, and men and dogs should relax and get used to the idea.

Blessed are the cracked, for they let in the light

2010 BFFS FLYING CALENDAR

Detailed Calendar available upon request.

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

CLUB CONTACTS

Are your details up to date?

If not, email them to me at actrain@ozemail.com.au
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USEFUL CLUB LINKS ON THE INTERNET:

Club Web Page:
In search of a new webmaster!



REMEMBER:

Any Digest contributions are greatly appreciated

