The magazine for all those who love Free Flight

The BFFS DIGEST

December 2010



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* *Queensland's oldest competitive flyer*
* *Heaps of State Champs reports*
* *Lsq/100 and "No Frills" Wake*
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* *David Brawn's GPS Experience*
* *The Arthur Gorrie C/L ACROBAT*
* *Jon Fletcher's Amco story*
* *Indoor Report*
* *2010 BFFS Christmas Party*

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

PRESIDENT'S REPORT



2010 has been a challenging year with excessive rain and not too many calm days at our disposal. The HLG, P30 and F1G days at Coominya and the Lsq and F1B days at Dalby were very good. However we had a number of postponed events at both flying sites and currently we are unable to access Coominya due to water and cows with calves (*better than cows with guns I suppose for those who have heard that song*).

Indoor continues to grow in popularity, perhaps due to the unpredictable outdoor weather, and having an indefinite rental arrangement after I retire from BSHS we are in a good position to be able to offer a great all weather flying venue into the foreseeable future.

Hopefully we are entitled to some good weather next year especially for the Nationals. John Taylor and Dale Jones have spent considerable amounts of their time and money to provide a major event only a couple of hours from home so hopefully all BFFS members will support their efforts by helping out where they can by CD'ing or time keeping or just helping to pack up at the end of the day.

There are less of us each year so the burden of support increases as our numbers diminish. Recently we have seen the passing of Ron de Chastel and Ron Moulten both high profile aeromodellers who have always been there in my aeromodelling memory. Time marches on for all of us and in many cases it's a reminder we are here for a short time so why not get out there and make the most of it while we can.

Since I am writing this before the Xmas party and presentation of trophies I hope everyone enjoys the end of year occasion and look forward to seeing as many as possible at the Dalby Nats.

Merry Xmas and a heap of maxes in 2011,

John

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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,

Here's another one from the 70's.
Top marks for anyone who gets
all three names right. Car is a Berkeley.



SECRETARY'S REPORT



Recent months have been difficult for flyers with rainy periods drenching the flying field, raising the lagoon level and generally producing unappealing flying days. Why are the week days always better?

And now our farmer has to contend with a cattle rustler. This means we are dealing with a locked gate for the first time at Coominya and I urge all members to remain vigilant and report any suspicious circumstances to me, so I can pass it on to Cedric.

And now we are just so close to the 64th Nationals at Dalby. I hope you're ready and that you all can assist in some way to make this a very enjoyable event. MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL.

Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Hi Malcolm

Hey, one heck of a bang up job on the latest NL... Am really enjoying reading it, specially the indoor RC Stuff....

Got fantastic weather here right now, in the mid 30'C... Ya, hotten ell!!

Back to more readin, just wanted to thank you for this issue...

Art Lane
London, Ontario, Canada...

Hi Malcolm

Thank you for this new and admirable issue !
Splendid pictures. What do you prepare for the next one, "3D pictures"?

Good work. Congratulations !

Frederic, from France

Malcolm,

I thoroughly enjoyed that. It made me think if there were 36 hours in the day I'd get back into model aircraft. Particularly liked John Lewis's trip down memory lane.

John

Hi Malcolm,

Glad you didn't smash your monitor. Thank you very much once again for a great newsletter. I just read most of it and enjoyed all the pics.

Thanks also for putting your hand up again for secretary and for helping to hold the club together. I really appreciate it and wish that I could help but I could get involved in admin but I can't at this stage.

Keith



Thanks to John Taylor and his band of helpers, the BFFS Bridge gained a new lease of life in August. Just in time for all the unseasonal rain!



Seen at Coominya early this year - Brad Turner's Pinkey Launcher. Don't pull the wings off it, Brad!

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

Big Bird F1G

Big Bird Sponsors for 22 years



Thank you! Pieter and Julie

Providing 22 years of spirited competition

QUEENSLAND DIESEL POWER – Coominya 22 August 2010 *report by Malcolm Campbell*

Sunday was a superb day for testing or competing, with virtually no drift, a clear blue sky and a max of 22 degrees. Perhaps it was the federal election last night but only 4 competitors turned up with George arriving later for some recreational flying. We flew from the centre of the top paddock and never had to move.

Ron Munden was the only one to have some excitement. His first model got reasonable height (from a 25 sec overrun) and then flew straight, towards the lagoon. Unable to locate it, Ron planned to cross into the next paddock, only to be charged by a mad cow with head down intend on doing some damage. Fortunately that was to itself, as it crashed into the fence post that Ron had conveniently placed between himself and the cranky bovine. Des and he then carefully skirted round the unfriendly local to find the model, well out and upside down about 30 metres from the water. Ron retired to his car to address the timer and glide problems.

Graham's power climb was nothing flash but the glide was slow and quite open. Most flights centred over the flight line, equating to very short retrieves. Ron won "closest to the pin" (Graham's mylar pole) and Des nearly landed on his flight box!

Ron continued to experiment with prop sizes and engine tune and would have maxed on his fourth flight, if he'd set the DT correctly. Malcolm maxed his second flight and got good height in all but one (bad) launch, but encountered sink on three flights, taking him down the results. Lift was actually quite patchy, as can be seen by the regular scattering of low scores. Des too had a couple of low scores and just failed to max on two occasions.

Graham was the most consistent with his lightweight model and two maxes put him to the top of the list, making 2010 a very successful competition year for him. We all agreed that it was one of those perfect free flight days that makes one realise how lucky we are to have such a wonderful hobby.

1.	Graham Maynard	Own design	PAW	103	97	86	120	120	526
2.	Des Slattery	Own design	Taipan	118	98	67	118	70	471
3.	Malcolm Campbell	Dixielander	PAW	73	120	74	63	97	427
4.	Ron Munden	Stomper	PAW	90	35	53	90	75	343





LSQ/100 WAKEFIELD at Dalby 18 September 2010

by John Lewis

2010 has been a year of climate change or change for the worse in terms of having good weather at our scheduled events in Dalby, and this looked no different with rain predicted for both Saturday and Sunday. Saturday dawned with a thick covering of cloud but at least no wind. The L/Sq event got under way at 7am with competitors electing to fly the event without the traditional take off table, choosing instead to hand launch. This event was originally flown as a ROG event and with the superbly mown takeoff strips we have at our disposal thanks to the generosity of the Dalby MAC this could be an option if competitors wanted to ROG their models in the future.



Grahama Maynard launches, only seconds away from disaster

Graham was away early but in spite of test flying his model the day before, his model suffered from excessive torque resulting in a rapid wingover and a broken model. Hence Graham was out of the event at the outset. Adrian despite an awkward launch led the field at the end of round 1 with an



Adrian still winds his own models, and unfortunately sets hisown DTs!



Des had high hopes, with a "fleet" of models

impressive 187 in the lift less conditions. At this stage of the event, Albert (Adrian's minder) managed second place behind Adrian after DTing early. Des was around 20 seconds behind Albert with Malcolm around another 20seconds behind Des. By the end of Round 2 Albert was leading in spite of hitting the wind sock on his first attempt and sustaining considerable damage. 30 seconds behind, Adrian had blotted his copy book with a score of 66 seconds with Des around 10 seconds behind and Malcolm around 10 seconds behind Des, flying his under-elevated and under-powered



Does anyone own this? Graham checks wind direction

Lim Joon.

Hence everyone was in contention depending on their 3rd round score. Anyone who could pull out a max would no doubt win the event. Albert stepped up to the challenge with a model that looked like it had been hit by shrapnel bursts and, with words of advice to stay well away from the club's shade structures, managed a mighty 15 minute plus flight. When it's your day you can do

anything and much to everyone's disbelief Albert found his model at the end of the day in spite of not having a tracker or a working DT. Adrian managed a creditable 3rd round score of 166 to take second place leaving Des to snare 3rd place.

Although the entries were down it was a thoroughly enjoyable contest flown in very light winds and cool conditions. Everyone present rated it as the best conditions we have had for this event since we have been flying at Dalby. Unfortunately the sponsor of this event for so many years (Allen Thomas) was unable to attend this year to experience it.

Names	R1	R2	R3	Total
Albert Fathers	135	148	300	583
Adrian Bryant	187	66	166	419
Des Slattery	106	142	154	408
Malcolm Campbell	82	160	114	356
Graham Maynard	DNF			



Albert starts his epic final flight

OPEN RUBBER State Champs at Dalby 18 September 2010

by John Lewis



John Lewis was keen to get away early, ably assisted by his wife Julie, on the magnificent Dalby field

Competitors where keen to get in their 3 flights as soon as possible with the threat of rain ever present and the calm conditions continuing after the Lsq/100 event. With little signs of lift John and Albert managed to find what lift was available to record easy maxes although John had some anxious moments when his model didn't DT until close to 5 minutes. The day had warmed a little in time for the second flight where everyone except Adrian recorded an easy max but in Malcolm's case a bit too good with a flight of nearly 10 minutes and a long retrieve. Fortunately the ground was dry and the crops had been harvested providing a hard flat walking surface.

The third flight produced maxes for 50% of the field with Graham being a bit unlucky dropping 4 seconds short. Both Albert and John went up in the same air to score easy maxes but it was obvious from the serious open rubber model Albert was flying he would be short odds favorite for the fly off that was scheduled for 6.30am the following morning. With both John and Albert on a full house and Graham in third spot everyone settled down to a magnificent lunch – many commented it was the best lunch we have had at Dalby – congratulations to Ken and his helpers from Dalby MAC.



Graham did well in O/R

Albert, with little "Waif". His big one attracted a lot of attention



The following morning both Albert and John were ready to start winding at 6.30am when a few drops of rain started falling. Albert was away first gaining great height with his slow climbing model. John launched nearly a minute later after checking the air with some soggy flufflies.

Although gaining similar height John's model had a much shorter motor run and as both models crossed paths in the beautifully smooth air as they headed in the direction of the Cecil plains' highway eventually landing only a few meters apart. We quickly packed up and drove down to the highway only to discover the models were nowhere in sight and no tracker signal. After discovering only John's model in fact had a tracker installed it was a somewhat of a relief when John obtained a weak signal as we walked the line back towards the launch area. Unfortunately this took us about half a kilometer across a low wet crop and of course the sticky wet black soil. I guess the grey skies and rain falling at the time had reduced visibility making us think the models had gone further than they had. All ended well after Malcolm spotted both models and retrieved them for their grateful owners.

So ended a great weekend, with Malcolm's willingness to suffer wet and cold feet for most of the trip home typical of the friendly happy flying supportive nature that everyone displayed on the weekend. For a weekend that promised so little it turned out to be one of the best flying weekends we have had at Dalby.



Albert's awesome weapon, a 120% "Waif". A bigger one is planned!

Name	Flt 1	Flt 2	Flt 3	Total	Fly off
Albert Fathers	180	180	180	540	351
John Lewis	180	180	180	540	305
Graham Maynard	148	180	176	504	
Malcolm Campbell	102	180	180	462	

"NO FRILLS" WAKEFIELD at Dalby 18 September 2010

by John Lewis

After an excellent Dalby lunch it was decided to start the No Frills event rather than wait till the following day and the probability of rain. In contrast to the relatively calm morning there was now a constant cool breeze around 3 m/sec but the wind direction was good ensuring easy retrievals.



Big stretch for Louie at O/R fly off

John was away early but was rather disappointed with his score of 116 after a good climb. The rules of this event prohibit the use of thermal detecting devices so picking the right air in the cool overcast conditions became difficult resulting in no maxes recorded in the first two rounds with most scores around two minutes. On his third flight John found some helpful air and recorded the first max of the event.

Graham recorded his first max on his fourth flight (only the second in the contest) after employing more down thrust on his model and improving the climb. Scores generally improved later in the day with both John and Graham recording a max each on their last



Sharing the air

flight. As testament to the lack of lift, there were only 4 maxes scored during the contest (2 each by John and Graham). On the bright side however the rain held off and we were able to complete the event with everyone making their 5 flights.

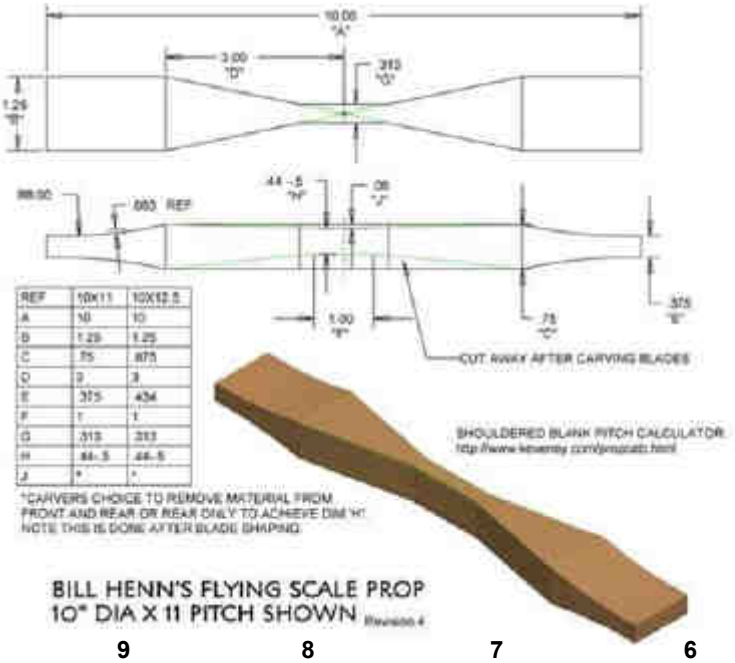


Albert waits for better air

Retrieval was easy (last time we flew in this area we were flying over a metre high crop with wet black soil under foot) with only the odd piece of stubble and flat hard soil. John and Graham were close in scores with John ending up 10 seconds ahead. Adrian was third only four seconds in front of his coach Albert leaving Malcolm to pick up the wooden spoon flying one of Vic Stewart's old Wakefield models that really has seen better days.

Although scores were down a good day's flying was held by all. As it turned out we made the right decision running the contest on Saturday afternoon as it began to rain at 6.30am the next morning (Sunday) and is still raining as I write this on the following Wednesday afternoon.

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Total
John Lewis	116	122	180	125	180	723
Graham Maynard	128	111	114	180	180	713
Adrian Bryant	89	130	133	164	131	647
Albert Fathers	135	95	101	164	148	643
Malcolm Campbell	32	59	64	120	71	346



A	10	9	8	7	6	5
B	31.0mm	29.0mm	25.0mm	22.5mm	20.0mm	16.0mm
C	19.0mm	17.0mm	15.0mm	13.0mm	12.0mm	9.5mm
D	76.0mm	69.0mm	61.0mm	53.0mm	46.0mm	38.0mm
E	9.5mm	8.5mm	7.6mm	6.5mm	6.0mm	5.0mm
F	25.4mm	23.0mm	20.0mm	18.0mm	16.0mm	13.0mm
G	8.0mm	7.0mm	6.3mm	5.5mm	5.0mm	4.0mm
H	11.0mm	10.0mm	9.0mm	8.0mm	7.0mm	5.5mm

F1J State Champs at Dalby 30 October 2010

by John Lewis



It was good to see Peter Nash back on the field after a long absence from competition

Due to the wind direction the decision was made to move further into the field away from the Cecil Plains highway. The event was held in 3 meters per second winds making for comfortable retrieves across the flat flying surface. John was away first with his Rex powered model but almost came to grief with a left rolling climb and a low pull out. John's model was obviously down on power possibly due to old fuel. Peter Nash's model also seemed to be off trim recording an even lower score. This disappointed Peter because the model behaved faultlessly in his Friday trimming sessions. Des was also having a few trimming issues with test flying although the test was better than his first flight – as he ended up recording a zero in round 1, breaking his Cyclon powered model. Lucky he had a couple of reserve models. Ted arrived a little after the start of the round with his serious looking ex-Roy Summersby Cyclon powered F1J and recorded an easy max.

Round 2 saw Des record a low score after almost hitting the ground at the end of the power run. John tried a different batch of fuel; however the under powered model reacted similarly after launch to the first flight but this time crashed breaking the wing. Resorting to flying his old trusty Cox TD model resulted in a comfortable max on his second attempt. Peter Nash also maxed the second round however Ted was less lucky finding some sink for a sub max result. In round 3 and 4 Both Ted and John maxed with good launches while both Peter and Des found unhelpful air.



Nice launch from Des Slattery, but he was soon to be reaching for his reserve models

By the fifth round the air was significantly both up and down with Des and John both back on the ground with low scoring flights after gaining good height on the climb. By contrast both Peter and Ted had spectacular climbs and easy maxes. Ted was the clear winner, John managed second and Peter third. Peter's results don't really represent his performance with most of his flights gaining good height on the power run only to fall out of the sky in sink.



Ted was in form all weekend and no one came near him in F1J

The unavailability of the Coominya site due to flooding etc prevented any last minute trimming which may explain the out of trim models in the first couple of rounds. Certainly in John's case having 2 new untried models which he had hoped to trim the weekend before but was unable to get on to the Coominya field may have limited his opportunities. When most of the F1J models did perform properly the high performance of this class was very evident.

F1J results Name	Rd 1	Rd2	Rd3	Rd4	Rd5	Total
Ted Burfein	120	93	120	120	120	573
John Lewis	55	120	120	120	49	464
Peter Nash	44	120	105	52	120	441
Des Slattery	0	23	72	51	36	182



It was an "all Cyclon" affair





John Lewis had the models, and the box to go with them, but nothing went right until he pulled out his oldest F1J

F1H State Champs at Dalby 30 October 2010

by John Lewis



Perfect weather for F1H. Des gets Malcolm Campbell gets away for one of his 4 maxes.

With a Nats meeting scheduled for early in the evening it was decided to run the first round of F1H before lunch to allow us time to finish the event and have a shower before the Dalby Model Aero Club provided dinner. F1H therefore began at 11am. The wind speed had increased a little from the morning's F1J event but was quite flyable with an upper limit of 5 meters per second and the occasional calmer periods.

Both John and Malcolm were away early to score maxes. Ben over bunted finding poor air to be down in a little over a minute with Des Slattery a few seconds better off. Both Ted and Albert launched at the same time with both models crashing. It's not clear what happened with Ted's model going out of control and a possible line cross resulting in Albert being knocked out of the sky. Ted noticed after that his tailplane had moved up onto the stop, a possible cause. Both models sustained damage and were not flyable. Ted tried with a reserve model but crashed that model also on tow. As a result the field was reduced to 5 at the end of round 1.

After another great lunch provided by the Dalby club members and a chance to get out of the sun, sit down and relax in the middle of the day we resumed flying at 1pm. Ben, John and Malcolm all produced easy maxes while Des and Brian failed to break the one minute mark due to the strong lift or sink conditions. Round 3 John had a major brain fade failing to let the line go after unlatching the model and only released the model after a lot of height was lost. The timer main spring in John's M&K model had broken during round 1 so it may have resulted in some confusion flying an older zoom model in terms of launching technique. Ben managed to circle tow and launch into a massive thermal which resulted in a six and a half minute flight which covered 2 -3 kilometers almost down to Duncan's road. Malcolm and Des also maxed round 3 while Brian recorded his best score of the day twenty, or so seconds short of a max.



John Lewis readies his M&K model. A low round from each of the top 3 made the final result close

Round 4 John recorded the only Max, Ben did his best launch of the day but failed to max missing the lift to be down 15 seconds short. Malcolm, who had recorded 3 maxes up till this point launched from the top of the line only to fall out of the sky in just over half a minute. By the last round the air was cold with the sun hidden behind the clouds. John, Malcolm and Ben all waited for conditions to improve and were rewarded with a max a piece. Both Des and Brian found the dreaded sink recording scores of under a minute. The first 3 places were reasonably close with Ben first, John second and Malcolm 3rd.

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Total
Ben Lewis	74	120	120	105	120	539
John Lewis	120	120	42	120	120	522
Malcolm Campbell	120	120	120	33	120	513
Des Slattery	77	54	120	22	57	330

F1B State Champs at Dalby 31 October 2010

by John Lewis



Another flight, another max. William Jones makes it all look easy

Arriving at the field at 6.30am we were faced with the problem of where to fly from with totally still conditions. Albert kindly put up a trimming flight with his Open Rubber model which identified slight drift in the same direction as the previous day. We therefore set up a kilometer away from the club house. During the day very light winds were evident from every direction with nearly all retrieves less than 100 meters (Ed. *Only if you didn't count Adrian's 6.5 min flight when it was 400 metres*). Usually it's a case of you should have been here last weekend but this time we got it right. Probably only the F1G day last year was stiller with this day being similar to the first F1C event held at Dalby a couple of years ago.

Unfortunately we had to continue the event from the first round flown a few months previously when the wind, rain and wet black soil forced us to postpone the remaining 6 rounds. The forecast prior to the F1B contest in May had resulted in people from inter-



Ted Burfein had a great weekend, and was unlucky not to win F1B

state being advised the event would probably be cancelled. Mark, George and Ben failed to fly round one on that occasion as it was obvious the event would be called off. Our decision to try and fly the event in May therefore reduced potential entries by at least 5 people when we were forced to continue the event rather than rerun the event. A curious rule forced on us which resulted in a reduction of entries on the day. Needless to say we won't start flying a team selection event in future when it's obvious it will be blown out after one round. After all we only have one team selection opportunity in Queensland and are faced with considerable travel to gain points in other State Championships.



Albert gives it the big "Heave Ho", while Adrian eats what's left in the Esky

Ben elected to fly even though he was restricted to the 6 remaining rounds and was leading the scores on the day until the last round. Five flyers were left to battle out the event having 7 rounds at their disposal. Conditions for the first 2 rounds on the day were perfect with nearly everyone scoring an easy max. Round 3 there were 5 maxes recorded the exception being Ben who contacted sink after a good climb. As the day wore on the conditions became similar to the previous day when it was a case of good lift or strong sink. This was very obvious when William, John and Adrian found the sink during round 4 to sub max. By contrast Round 6 produced a max for everyone.

Round 7 however changed potential placings when John reached spectacular height with a sure max in sight only to stall down in less than two and a half minutes. Both Adrian and Ben found super sink to only make around two minutes while every-



Adrian Bryant completes a perfect launch, aided by stick and timed by Des Slattery. 160 years between them!



Nice launch from John Lewis, while son Ben (Where's Wally?) times

one else scored the good air to easily max. With 6 maxes (a couple of squeakers) William finished on top, Ted also with 6 maxes was second and John suffering from stalling glides as the day wore on came in third. With the lightly overcast and calm conditions it was a great day to fly Wakefield making it interesting with the tricky conditions.

F1B Results

Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Total
William Jones	180	180	180	150	180	180	180	1230
Ted Burfein	180	180	180	180	131	180	180	1211
John Lewis	180	180	180	177	147	180	144	1188
Adrian Bryant	180	180	180	144	146	180	117	1127
Albert Fathers	65	131	180	180	136	180	180	1052
Ben Lewis -	180	159	180	180	180	123	1002	
Van Richard Smith	113	-	-	-	-	-	-	113



Nice climb John!

OPEN POWER at Dalby 31 October 2010

by John Lewis



Just like an old boot. Nashy fired off three convincing maxes and put it all away. Never underestimate the power of an old well-trimmed model.

Open Power was run at the same time as F1B and only attracted 4 entries in next to perfect conditions. With only 2 entries in F1C and 2 in Open Power it was decided to combine both contests and run Open Power at 3 flights. John elected to finish his F1B flights before starting the Open power event. Peter Nash was in good form flying his F1C model to easily score 3 maxes, gaining great height and transitioning into a magnificent glide. He needed his DT! Both Des and Malcolm flew ½ A style models scoring one max each with Dessy's other scores placing him ahead of Malcolm. John also flew his 1/2A model which he used for most of his F1J flights the previous day but found poor air on each flight to finish last with no maxes to his credit.

With Open Power finishing just before mid day we managed to get out of the sun, have a nicely prepared meal thanks to our hosts at Dalby and get back home by mid afternoon. Fortunately the weather was superb, particularly on the Sunday, allowing us to fly all the postponed events except F1C.



Des took the first shift with "Evil Bits" before handing it over to Malcolm

2010 has been a challenging year with above average rainfall and very few calm weekends. Except for the vintage weekend

and the club 1/2A event scheduled at Coominya, we made it through the program. Hopefully we can get a few dry weekends before Xmas for trimming for the Nationals just after Xmas.

OPEN POWER RESULTS

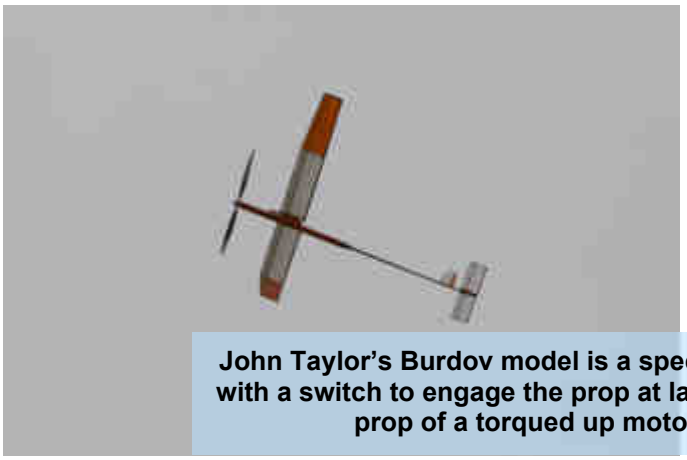
Name	Flight 1	Flight 2	Flight 3	Total
Peter Nash	180	180	180	540
Des Slattery	180	76	116	372
Malcolm Campbell	91	180	78	349
John Lewis	79	79	107	265

NEW STUDENT ATTENDS CLASS F1B - TEACHER HAPPY WITH PROGRESS





John Taylor launches his new Burdov F1B, under the watchful eye of William Jones. This is John's first F1B.





John Taylor's Burdov model is a special order, for a beginner. It has been fitted with a switch to engage the prop at launch time, so there's no grappling with the prop of a torqued up motor or the uncertainty of a full DPR

EXPERIENCE - by Tom Wilk

Experience is what you get when
you're looking for something else.

Experience is the hardest kind of teacher.
It gives you the test first,
and the lesson afterwards.

Past experience should be a guide post,
not a hitching post.

Experience is knowledge acquired too late.



Darn! Was that 300, or 350?
Adrian piles on the turns in F1B

Delta Dart Day 7 August 2010

report by John Lewis

INDOOR PAGE



A good roll up

I must admit to forgetting about this event until an hour before getting ready to leave for the Indoor meet. With good intentions I had intended to build a new model but of course didn't get around to it. When I found my old model, it was warped and broken and so it seemed quicker to build a new one. 30 minutes later I had a new model finished thanks to cyno and some kit bits. Never a good idea to go to a competition with an untried model but on this occasion it flew off the board as they say. After a little experimentation with rubber sizes my new model looked very competitive. Dale had her previously trimmed model and was also looking in good form after a considerable layoff from indoor flying. Des Slattery had to make a few hurried flights in order to leave for another engagement but managed a creditable 83 seconds over 2 flights. Ronnie Munden's model was not behaving on the day and may need replacing for next year. It soon became apparent that first place would be fought out between John and Dale. John's 60sec + flight made the difference resulting in John first, Dale second and Des third.

This is a really simple class with maximum fun with minimum effort so don't leave it till 30 minutes before leaving time to start your's for next year's event. Anyone wanting bits to build one of these models – see John.



Scores – best of 2.

Name	Score in seconds
John Lewis	117
Dale Jones	107
Des Slattery	83
Ron Munden	47



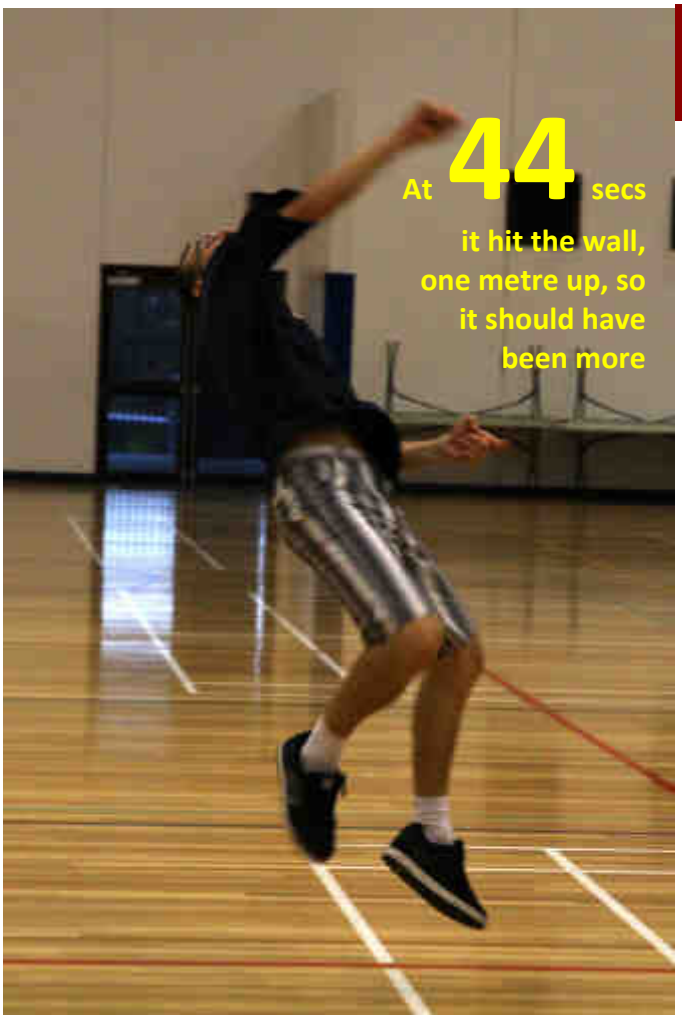
Dale



Des



Ron



Ben Lewis's amazing time from a superb launch

INDOOR PAGE

Queensland Indoor HLG State Championships

4 September 2010 CD Dale Jones *by John Lewis*

Scheduled to start at 3pm this event was postponed till 4.30pm as the hall was being used for a school basketball game. Entries were down this year but the standard of flying was higher largely due to the presence of Ben Lewis. Ben set the pace with his first flight of 37seconds after a couple of impressive practice throws. Dad, John also started well with a first flight score of 29 seconds but then followed up with a couple of poor scores probably cracking under the pressure. Brian Taylor started with a conservative 22 seconds and struggled to reach his normal high standard. Malcolm and Ron Munden had their own tight tussle with Ron leaving thinking he had 4th place with his two best flights. Brian later read the rules that night discovering it should have been the best 3 flights which allowed Malcolm to slip into 4th place by one second leaving Ron with the wooden spoon.

While John and Brian fought it out for second place Ben was in a league of his own with all of his flights 30 seconds or better with his best at 44 seconds. John managed one flight over 30 seconds while Brian had to be content with a top score of 26. I have heard on the grapevine there has been some impressive indoor flying happening on the Gold Coast so hopefully next year we will have a bigger rollup. Unfortunately Des who usually competes was excluded by the late start as he has another engagement on Saturday afternoons to attend. A few others are showing interest like Larry Brownlow, Matthew Taudevin and William Jones so hopefully 2011 will produce a larger field.

Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Best 3
Ben Lewis	37	33	32	44	30	34	39	41	34	124
John Lewis	29	8	3	26	24	29	24	31	8	89
Brian Taylor	22	18	26	13	21	3	10	18	25	73
Malcolm Campbell	9	12	9	9	9	14	16	14	14	44
Ron Munden	11	5	12	12	10	12	18	13	10	43





3. Brian 1. Ben 2. John

INDOOR PAGE



Peanut Scale State Championships 2 October 2010

CD Dale Jones
report by John Lewis

Probably the best attended Indoor meet we have had since moving to the new hall with a large number of Peanut models on display and being flown along with a few small RC helicopters. Perhaps interest has been stirred up due to the Dalby Nationals to be held after Xmas or perhaps it was a case of having somewhere to fly after a horror year with wind and rain.

Whatever the reason it was good to see so many people in attendance and with the hall now being available to us after I retire from State High next year. All is looking positive for the indoor scene.

Matthew had a small squadron of Peanut models and flew most of them during the afternoon. His entry in the event is beyond compare in terms of workmanship but as usual Brian Taylor was the guy to beat with his Scout Ultralight which just flies forever. Only a few points separated 2nd, 3rd and 4th place with Matthew taking second place ahead of Craig then John.

Good to see Larry Brownlow in attendance again as he has a long distance to travel but is obviously enjoying the Indoor. Although John Durward was down the bottom of the field in terms of scores he produces very nice models mainly of a military nature which are always going to be difficult in terms of long flight times. Most importantly however is the friendly atmosphere which is evident at each indoor meeting where everyone seems to be willing the models to fly regardless of who is winning. Good to see more family members attending each time to watch and lend a hand.









PEANUT SCALE RESULTS

	Name	Model	Static	F.1	F.2	F.3	F.4	F.5	F.6	1/3 of Best Flt	Total Score
1	B Taylor	Scout Ultralight	25.0	79.37 ROG	105.06 ROG	113.50 ROG	-	-	-	37.83	62.83
2	M Taudevin	Savoia S.65	37.5	17.75	17.22	37.19 ROG	37.37 ROG	18.64	22.00	12.45	49.95
3	C Byrne	Potez 60	35.0	29.31 ROG	34.16 ROG	31.32 ROG	34.91 ROG	26.49 ROG	29.22 ROG	11.63	46.63
4	J Lewis	Fike	16.0	75.25 ROG	74.22 ROG	60.47 ROG	77.28 ROG	84.97 ROG	85.75 ROG	28.58	44.58
5	L Brownlow	Waco SRE	31.0	11.00	-	-	-	-	-	3.66	34.66
6	J Duward	Grumman Bearcat	18.00	10.47	12.19	16.31	16.68	20.81	22.47	7.49	25.49



John Lewis's little Fike happily circled many times in each flight



William Jones has been happy to help Dale at Indoor. But watch out when he decides to compete!



Matthew Taudevin's push/pull Savoia Marchetti S.65 looked beautiful in flight

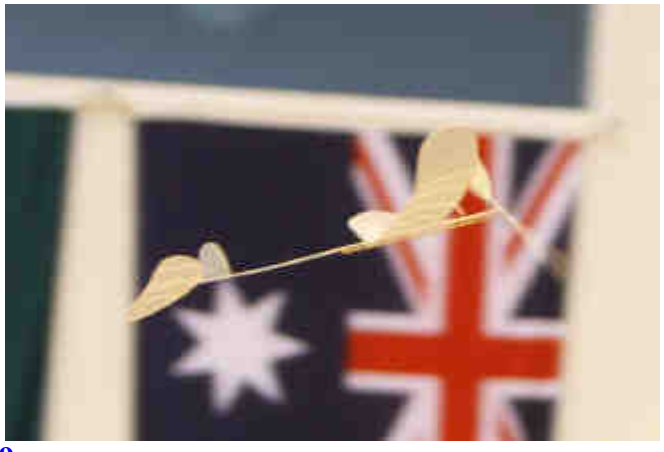


Craig Byrne's Potez 60 was a handful all day, but managed one descent flight

F1L/EZB State Champs - Aug 2010

The low scores were due to the air being quite turbulent inside the hall.

1st	**Brian Taylor**	**377sec**
2nd	**Ron Munden**	**226sec**





Malcolm Campbell's little P-18 responded well to some chiropractic adjustments made by Brian Taylor

P-18 Club Event 5 November 2010

CD Dale Jones
Merged report by Malcolm Campbell & John Lewis

The last indoor event for the year was for the P18 class. Not much to report here as we ended up with only three competitors, but it was a good light hearted event. Ron Munden intended to fly, but his model disintegrated during his trimming session. Such a light model - it was fun to watch. Powering up, its left hand outer panel collapsed, and it actually flew better, for a while. Then the other wing collapsed and it descended vertically. Ron had only that day purchased a 16 pack of super glue, but that wasn't enough to repair his model.

John Lewis flew first, improving most of his flights, ably assisted by master trimmer Brian Taylor. Brian only put up a couple of flights before turning his attention to my model. Apparently, I'd built it too straight, so he proceeded to put in all the appropriate evil twists, and it flew very well. Next time, I'll build a lighter one. I don't get much time these days due to administrative F/F affairs so it was good to get in some flying. John looked to have the event sown up until Brian scored a 164 result on his 5th flight to snatch the lead.

There was a reasonable turn up with a variety of free flight models and a few R/C helicopters adding to the almost Xmas break up feel of the day with something in the air at all times. Matthew Taudevin amused the crowd (9 flyers and several on lookers) with his extra light Hangar Rat flown by his young son and then he really displayed his skills putting in regular 4 and 5 minute flights from an odd looking little 3 gram parlor mite, until it found a high resting place on a roof beam, 14 metres up. It barely survived needing a deft rescue by John's 10 metre pole attached to a steel tube. Matthew's out stretched reach retrieved the model unscathed.

As is the norm at Indoor, the darkening skies brought out the dark side and several club members amused themselves with R/C helicopters and half size electric P-18s. The numbers at Indoor have been very encouraging and some of the models flown have been of a very high standard. A full program is planned for next year so, if global warming kicks in or the GFC has a second bite, Indoor modeling is cheap and weather -proof. All indications point to increased participation next year so if you haven't participated with Indoor flying before or for a while, come along and enjoy the flying at an excellent venue.

P-18 RESULTS:

Place	Name	Flights						Total Best Two
1st	Brian Taylor	117	141	52	121	164	-	**305**
2nd	John Lewis	116	118	131	121	148	150	**298**
3rd	Malcolm Campbell	92	100	113	110	80	110	**223**

Mick & Paddy are reading head stones at a nearby cemetery. Mick say 'Crikey! There's a bloke here who was 152!'

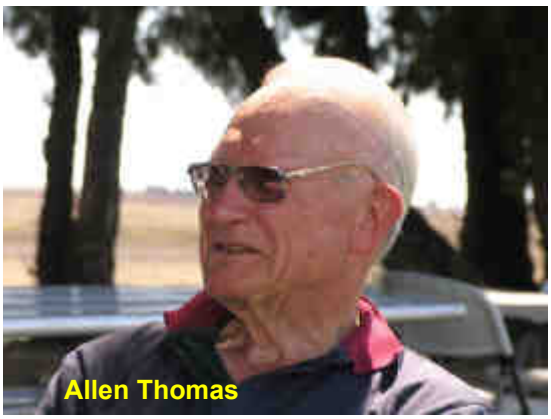
Paddy says 'What's his name?'

Mick replies 'Miles from London !'

AUSTRALIA'S OLDEST COMPETITIVE F/F MODELLER? *by Malcolm Campbell*


Bart Carney

If one thing is increasing in our club, it's (the age) of our older members. The Brisbane Free Flight Society has three members in their eighties. **Bart Carney** is now 89 and has this year stopped attending fun fly days at Coominya. He always presents beautifully built and light models and his big Korda rubber model is a joy to watch. His high aspect balsa A2 would not handle a day's competition but on still air days it just floats around the sky like an indoor model. **Allen Thomas** turned 80 recently so he too joins the illustrious ranks. Who's next? Ron Munden and Des Slattery are just youngsters.


Allen Thomas

But Bart doesn't compete any more, and we have seen little of Allen since he moved to the Gold Coast, but he has been busy building up a little band of indoor flyers . Our other enthusiastic octogenarian is **Adrian Bryant** who actually lives just over the border, in NSW. Another club member, Albert Fathers, makes the trip south to pick up Adrian and then they both drive to Coominya. Adrian is a rubber man, flying P-30, F1G , F1B and vintage rubber. He does most of the preparation himself, sets up his models, walks to the line and usually picks good air for the launch.


Adrian Bryant

If things go wrong, Albert is always there to help. Albert does all of the retrieving. And this is not just at Coominya. Albert takes Adrian to Narrandera each year for the Australian Free Flight Championships, and he's also taken him to Springhurst in Victoria for the Nationals. Even in recent years, Adrian has attended overseas events including World Championships – and he's flown in supporting events!

Life has not been too kind to Adrian of recent years, with a doctor's over zealous prescribing of Gentomycin antibiotic, destroying his middle ear and most of his balance. That stopped him driving and he now walks with the aid of a stick, even though the doctor said he should use a walking frame. Sometimes he walks without the stick, such is his Aussie determination. But now he faces a bigger challenge – his sight is failing.

What does Adrian do? Well he attends the F1G State Championships last month and puts up 4 out of 5 maxes. Well, it would have been five if he'd set the DT correctly for his first flight! He would have been in the fly-off for first. Adrian has the objective to fly in an event until he gets a max. We've changed that for him. He now flies in an event until he *stops* getting maxes, and that means he is now getting more maxes.


Adrian, balanced by his stick, and with his ever present "minder", Albert Fathers, launches his F1G

So this is just a short story about Adrian Bryant. Those who know him would know that his full story would fill a book. What can you gain out of this? Well, life may be short but live like Adrian and you'll live life to the fullest. He has no axe to grind; he's always cheerful and always interested in others activities. He is true blue and dinky die and we all love him for it.

The world would be a happier place with a few more like him. So get out there and enjoy your flying!

The Free Flight years (with some Control Line and R/C as a distraction)



Bob Plamer Thunderbird and semi scale Spitfire

As far as I can remember I had virtually no involvement in free flight other than building a few Frog and Keil Kraft model kits while at primary school (forgot to mention that in part 1 didn't I?) and mainly as a spectator of the Campbell's efforts with sports free flight models while at high school. Once I left high school (at grade 10 – we called it 4th form in those days) I began a trade as an electrical fitter manufacturing switch boards. It was here I learnt to use a variety of tools and manufacturing processes.

I did try a HLG model I had read about in Model Airplane News Dec 1963 – Larry Conover's Flanger. I didn't have any spruce so used good old 3 ply for the fuselage. One good throw and the resulting stall resulted in a fuselage broken into 3 pieces on hitting the ground. Arthur Gorrie didn't have any spruce either but he did have King Willie Pine which I purchased and used for many years. I spent some time reading Larry's article and carefully constructed a new HLG. This was probably the best HLG I have ever owned and after work on calm afternoons I would go down to Victoria Park and throw this glider working out the rate of decent so I could walk to the correct spot and catch the model.

I decided to enter the State Champs, in 1964 from memory, joined Arthur's club NMAA and got my MAAA number 7019 which was later changed to 8019. I managed third place in HLG and was pretty excited by this. Around 1966 I also tried an own designed A2 which was next to useless but a Carl Goldberg Viking I had built powered by a Cox .051 was a winner. After launching the model into the wind on my first attempt it looped



John's first free flight model
Jetex 150 power

hitting the ground breaking the fuselage in half. I repaired the break and wrapped up the joint with a bandage of silk or tissue and tried again. This time I launched the model vertical but downwind. The force of the wind on the top of the wing held the model in a vertical climb till the motor cut and I successfully made my 5 flights.

I had won my first State Champs but my work mates didn't seem all that impressed and asked strange questions with a funny smirk on their face. Being a young teenager and wanting to seem normal I then increasingly kept my aeromodelling activities in the closet. I still built a few models but would keep the balsa sheets close to my leg when walking home in case any of my work mates suspected I was still playing with toy planes. I flew some control line Stunt and Combat as well as Arthur Gorrie's and John Jamieson's team/rat racers. I then started surfing, as a cover and also because I was interested.

Aeromodelling virtually ceased as I spent more time with my wife to be and driving to Byron Bay or Noosa each weekend. We spent or honeymoon at Byron Bay so I could do plenty of surfing! Soon after I began making on



average 2 surfboards a week, most of which I sold to the other apprentices I worked with, or their mates.

After a few years of marriage and manufacturing a couple of babies as well I rediscovered a control line model and decided to have a fly again. My old fuel was useless so I went to Ron de Chastel's shop at Chermside. Did you know my wife Julie used to live next door to Ron de Chastel before I met her? I bought some new fuel and picked up the last MAAQ newsletter from Fred Dotti where the scores of the Free Flight contest flyers were recorded. The scores looked low to me but I did notice that a guy called Bill Jones was leading the pack. I talked to Arthur Gorrie and he confirmed Bill was the guy to beat. Soon after I found my way to Beaudesert and met Bill, his wife Dale and their two boys.

As I also had a wife and two boys, we formed a great friendship with the Jones' as well as the other free flight people at Beaudesert. As a result of my increasing interest I joined the Beaudesert model aero club. Beaudesert club was virtually the only free flight club in Queensland at that time. When I joined there were only four other members – two of which I never saw but Tom Spence and Col Mahoney were nearly always on the field. Most other people like Vic Stewart, Bill Jones, etc were members of NMAA. From time to time a new face would appear like Paul van Leuven who eventually gained second place at the world champs in 1979. Graham Maynard who left Queensland for a while, but is now back and a regular BFFS club competitor, would turn up. Allen Thomas, who has been the BFFS club president and very generous sponsor of free flight events for the last 10 years sponsoring Lsq/100 and No Frills Wakefield, returned to free flight in the early 70's at Beaudesert. Peter Nash who won many a Nationals in F1A and F1C and represented Australia also flew there.

Most people who turned up however were older with a lot of previous experience. One day a new fresh face turned up by the name of Pieter de Visser. Pieter had an infectious enthusiasm and was keen to promote free flight in Queensland. Pieter was keen to embrace change and was instrumental in reforming the Brisbane Free Flight society (which pre dates the MAAQ) after our flying site at Beaudesert was lost. More than anyone else Pieter was responsible for building the numbers up to where they are today.

In 1972 the first Airborne magazine appeared largely reporting on the 24th Australian Nats. Allen Edwards reported on the free flight events and I thought this was a great way to promote Queensland free flight. In the second edition Allen Edwards reported on the New South Wales State free flight champs complete with photos and I did the same from Queensland. Pictures of Vic Stewart, Allen Thomas, John Lewis, Mal North, Tom Spence and a very young Bruce de Chastel were featured.

Unfortunately Arthur Gorrie felt, as MAAQ public relations officer, that all Queensland news had to come from him and so Airborne not wishing to enter into the politics decided not to publish any more of my articles and so we lost exposure. I began our Beaudesert MAC news letter in late 1973 when I gained copying facilities as a newly employed teacher. This I continued for a number of



years until the loss of the Beaudesert Model Aero Club flying field.

We were fairly well insulated in Queensland from developments in free flight and knew very little of what the southern modellers were doing. Allen Edwards attended our State Champs one year and we got to see how modern Wakefields climbed.

The first Nationals I attended was the 27th Nats held at Amberley. 38 entries in A2 Sailplane, 31 entries in HLG, 11 entries in junior HLG – I guess there were a lot of people flying models in those days. I placed fifth in Wakefield in a field of 15. I think I achieved the same result at the Goulburn Nats a year later. It was here the



Australia's top F1B flyers - 1977
Paul van Lewen and John Lewis

reigning Wakefield champion Dave Tongway provided me with drawings of his propeller which greatly improved my success in Wakefield.

At that Nats Paul van Leuven confided in me that he was getting 120 in/oz from his fully wound Wakefield motors. I relayed this information to Dave Tongway who assured me this was not possible. I informed Paul of this opinion and in the first round of Wakefield at that Nats Paul achieved 165sec. Paul insisted he should have wound up to 120 instead of 110 and if he had he would have maxed. While preparing my model for the second round Paul in a conspiratorial hushed voice said "John – look 120" as he displayed the pointer on this torque meter. No sooner did he relay this smug remark the motor exploded and the rear of his model with twin fin tail plane fell on to the ground. His repairs were less than successful and his scores throughout the day were down.

Consequently I never wound over 110 in/oz.. 10 years later I had won 3 National Wakefield Championships and flew in Goulburn at the 1983 World Champs. It was the only world champs I have flown in and although a great



John wins F1B and Open Rubber at the 1977 Camperdown Nats. Helped by Peter Nash and Peter's son David

experience I doubt I have the motivation to do so again. I flew as part of the Australian team in F1A and F1B in 1978 in New Zealand and although chosen for the 1979 World Champs lack of finances allowed Paul Van Leuven to take my place. Paul had far more self belief than me and I think his confidence and good preparation led him to a well deserved second place. My son Ben as part of the Australian Trans Tasman F1A team won at Dubbo a few years back and this was probably the most rewarding experience I have had in aeromodelling.

Over the years I have flown nearly every class of free flight including indoor and dabbled with control line and radio controlled thermal/slope soarers and the occasional ¼ midget pylon racer and pattern model. Free flight remains my major interest and although I like the new modern bought FA1 models on the market I still prefer to build my own, often using purchased parts. With retirement next year I hope to gain more time in which to enjoy my life-time interest in aeromodelling.



John with one of his early F1Cs

For those who know John, you may find it hard to believe he is actually quite modest when asked of his aero-modelling accomplishments. I prodded around in his albums and extracted a number of photos that underline his achievements, and these appear on the rest of this page. Ed.





Free Flight Overall Champion in the early 1970s



Circa 1976 - place getters in A2
Peter Nash, Dave Simons and John Lewis



Queensland F1C team - John, Peter Nash, and the late Vic Stewart



Always the mentor, here's John's eldest boy Jason, with a coupe. All 3 boys have flown model aircraft and Ben Lewis is one of Australia's best free flight flyers

ALL AUSTRALIAN BOYS NEED A SHED

by Adrian Bryant



Stretching F1B motors on the farm was easy. Connect one end to the back of the land drover and the other to the cattle crush. Place a log, the length you want stretched, in front of the land rover. Drive to the log. Sit on a roundup drum for 10 minutes, thinking of all the work you could be doing. Then back off – motor stretched.



Now I'm a townie, things are different. The door handle method didn't work. So why not stretch vertical instead of horizontal? My shed has a 12 foot roller door – it goes up and down. Fix one end of the rubber to the bottom edge of the door and one to the floor. Pull the door up to the stretch you want. This only tells you the motor is stretched.



I now fix one end of the rubber to the bottom of the door and the other to a 10kg weight. Pull the door up till the weight is well clear of the floor. This gives about a



7 to 1 stretch on a 26 strand F1B motor. If you want a longer stretch, add more weight. Measure from the bottom of the door to the bottom of the motor. Measure again after 10 minutes relaxing in a squatter's chair. Do this test for each motor. Even from the same batch of rubber there is often a big difference in the increase in length.

Small gain – more torque
Big gain – more turns

2011 AFFS CHAMPS and SOUTHERN CROSS CUP

The events will not be at Easter in 2011. The events will be run after the World Champs in Argentina.

So mark your calendar - 30 May until 5 June 2011.

And pack some winter woollies.
Full program in the next Digest.

Rules for the 64th Nationals at Dalby - HANGAR RAT SCRAMBLE



- ✈Published Hangar Rat design (built from plan or kit).
- ✈1/2 hour duration.
- ✈Maximum individual flight time 90 seconds.
- ✈Minimum individual flight time 10 seconds.
- ✈1 model only allowed.
- ✈Rubber motors unrestricted.
- ✈Rubber motors to be wound by competitor only.
- ✈Models must ROG (Rise Off Ground) for an official flight.
- ✈The timing of each flight shall commence when the model leaves the floor after release.
- ✈Model flight time is terminated when the model touches the floor (UNASSISTED) or the model becomes lodged in some part of the building structure

Are you prepared for the Nationals?

Check ALL your models for Name and Address labels. Do you now include your mobile number and email address? I do and can vouch for the benefit. In 2008, and after having a model on tracker for 3.5 hours, I received a mobile call just 20 minutes after the signal stopped, and had the model in my hand not long after. And, I had an email message when I got home from the same gentleman!

On the field on the same day, another flyer lost his model. He still had the previous owner's label; so the wrong owner was notified by phone, 1,000 klms away!

So what are you waiting for? Upgrade your Name and Address labels. And of course, carry your mobile, switched on, when you go flying. Goes well with a water bottle and sunscreen.

Champion of Champions points tally to Nov 2010

Name	HLG	CLG	P30	F1A	F1G	OR	F1J	F1H	F1B	OP	Total
John Lewis	4	1		3		4	4	4	3	2	25
Albert Fathers	3		2	4		5			1		15
Des Slattery	2	2	1	1		1	2	2		4	15
William Jones		5	4						5		14
Ted Burfein				2			5		4		11
Graham Maynard			5		3	3					11
Malcolm Campbell						2		3		3	8
Dale Jones		3	3		2						8
Peter Nash							3			5	8
George Baynes					5						5
Keith Fisher	5										5
Ben Lewis								5			5
Van Richard-Smith				5							5
Mark Armour					4						4
David Brawn		4									4
Adrian Bryant					1				2		3
Brian Burke	1										1
Brian Taylor								1			1

A v o i d A m c o s A t A l l C o s t s

A short horror story by Jon Fletcher

I have been working feverishly on the "*AMCO Affair*", which I wouldn't recommend to anyone. Started with me wanting to buy an AMCO 3.5 PB as a potential lightweight bigger vintage FF engine. First one I bought was advertised as "*having a tinplate cover araldited onto the backplate, but can be removed OK*" Turned out to have a whacking great hole drilled through the crankcase and backplate and a 1/8" piece of piano wire epoxied in. Engine sent back to Seller. Second AMCO dalliance the engine LOOKED alright but upon receipt and dismantling had a broken crankshaft that had been brazed back together - with the crank pin angled off ~ 10 degrees and a free hand drilled and filed STEEL conrod. Did a deal with the Seller to get most/all of my money back and cast the thing into my "*one day I'll make a new shaft and conrod for it*" box.











Then some time back I got sent one from a Customer in the USA to fix so I planned to do the two together. This Customer must like them and has several and whilst trying to rat a fibre washer from another he twisted the conrod in half. I am now up to three to fix. My Customer's first engine was said to just need a rebore and new prop. driver but Engineer's distrust of old engines went searching for and sure enough found a crack in said engines shaft. So started a very long episode of making extensive tooling to rebuild three AMCO 3.5 PB's, and then actually make the parts and complete the rebuilds. As the AMCO has the gudgeon pin very high in the piston combustion gases readily leak down the side of the piston causing bore wear and loss of performance, so I decided to "re – engineer" the design a little and drop the gudgeon pin down about 1mm and make a shorter conrod to suit. This is the early "green head" engine in the pics. attached. Now has prop. driver, crankshaft, conrod, piston, gudgeon pin and contra piston made by me. Starts first flick and holds its compression forever, hot. The black/brown head one was close to new so just needed the replacement conrod and a new gudgeon pin. Doesn't start quite as readily and will be wearing out fairly fast.



Did mine last and after overcoming a setback when I found AMCO's changed the design from the early model to mine and I had to make a another new conrod, finally ran it yesterday Piston is significantly lighter than the original so it hardly vibrates at all. Starts first flick hot when I get the settings right and holds its compression forever, hot. So here's my story for the BFFS Digest, along the lines of "*caveat emptor*" or "*avoid AMCO's at all costs*"







Jon Fletcher had a number of beautifully restored motors to show me.
A quartet of Darts (he now has 5), a trio of racers - the Rivers, Oliver and ETA and a pair of Amco 3.5s.

BIG Rubber Scale? Bet you like these two?





Roy Summersby and Tahn Stowe prepare for the "Battle of Britain" with a big ME 109 and a big Hurricane

GPS Assisted Off-Field Recovery – Developments 2010

by David Brawn

Following on from my original article on gps retrieving the technical world is moving along at breakneck pace, but first a few tips on what is now the 'classic' retrieval method:-

Reduce Errors

Compasses, including marine sighting binoculars, are not 100% accurate so remember you are subject to +/- 3 degrees to the reading you see on your compass. This error increases if you forget a few simple precautions such as:-

- ➔ Don't stand on the metal reinforced runway, try to be five metres off the runway when taking a sighting.
- ➔ Metal objects about your person and especially those near your binoculars will alter your compass reading so leave your watch in the car and even steel framed glasses can affect your compass by another +/- 3 degrees.

Improve Reception

Both your tracker and gps receivers will benefit from using external aerials to increase their received signal strength. For your gps get a magnetic aerial that will clip on the roof of your car so you can use your gps in-car without having to hold it against the windscreen - £10/$16A on eBay but make sure you get one with the correct connector for your gps.

Trackers work on line of sight transmissions so the higher the tip of your aerial the further your receiver can 'see'. Roof mounted magnetic aerial is the one to go for. Brian Lavis' metre high roof aerial gives us excellent reception, especially when we used to use it atop my Discovery, but you do need to remember that this is a high aerial on a magnetic mount – at Moncontour/Poitou we had the aerial swept off the roof by overhanging trees, plus losing it off the roof when braking, John Cooper's new car bearing the scars of our French learning curve. Once we have maximum signal on the roof aerial then it is out of the car and on with the Yagi. (use pic of me with aerial – caption 'fixing Brian's roof aerial on my Honda at North Luffenham 24 Oct – note the clothing!)

New Technology in 2010.

So far our off-field recovery uses well tried old technology; a simple eTrex, aerials, Ruyter/ Morgan trackers, but we are about to benefit from technology advances that could make retrieval both easier and more certain.

Calling Your Model. (CYM)

Picture this scenario – you model flies away into the great blue yonder and before you set off in pursuit you simply ask your model 'Where are you?'. When it tells you where it is then you simply go there and pick it up. Science fiction it might seem but in 2010 this is a reality.

The latest gps tracker units do not require expensive subscriptions, they consist of a phone chip linked to a gps chip (typically SirFIII) along with a patch aerial and a lipo battery plus a clip-in SIM phone card. These new 'personal trackers' are already available but with their packaging weigh in at around 30 grams, though when stripped down to basics it seems we will see 10 gram units before too long.

Once you have clipped in a pre-paid PAYG SIM card your tracker has a phone number. So when your model disappears downwind you keep watching it as long as possible and when you think it has landed, this could be an hour or more later, you simply phone the number of your gps tracker and it texts you back the grid coordinates of where it is – yes it really does this!

Then you simply input those coordinates into your gps as a waypoint, use the GoTo function and head off directly to the model.

A major advantage of these gps tracker units is that they will work anywhere that has mobile phone coverage, your model could be tens or hundreds of kilometres away but as long as there is a phone signal it will tell you where it is.

These 'Super-Spy' units are now becoming widely available at a range of prices from £20/$35A upwards. Check out these websites, just a few of many, for more info:-

http://www.spy-craft.co.uk/gps_tracking_equipment.htm a bit pricey
http://www.chinavasion.com/product_info.php/pName/global-gps-tracker-with-two-alerts/
http://www.chinavasion.com/index.php/cName/electronic-gadgets-gps-gadgets/

where you will find some very reasonably priced units intended for domestic rather than M15 use.



Mapping GPS Units

I am currently trialing a new Lowrance Sierra mapping gps unit supplied by Mapyx Quo see http://www.mapyx.com/ for details of these units which come with OS mapping so you can see where you are on a map rather than the usual gps blank map screen. These gps units mean that when you CYM then input the coordinates into your Sierra you can see on the OS map exactly where your model is.

Memory Map have the Adventurer 2800 and Adventurer 3500 mapping gps units also loaded with OS mapping having similar features. See http://www.memory-map.co.uk/ for more info.



In Australia you have already had these mapping benefits with the Hema Navigator combined car Sat-Nav and handheld gps unit where it runs memory Map software.

These units are not cheap, weighing in at between £300-500 but compared to the cost of one bought FAI model would be a small price to pay if they assisted your recoveries. Compared to the non-mapping gps units most of us use they represent a quantum jump, 'Vorsprung Technik', in the usability of a gps unit – and are expected to be a big seller as Christmas presents for 'outdoor adventurers' in which category I include free flight aeromodellers even though they might not look too adventuresome.

Smart Phones (SP)

iPhone has led a rush of new Smart Phones onto the market in 2010. One of the advances is that most of these include gps chips (SirFIII again) and Apps running mapping software. Another advance is that

these phones are more like PDAs in their computing power so that you can run the apps without having the phone connected.

This means that you can CYM and gps retrieve on the same unit. In the long run this latest generation of SPs might decimate the traditional gps unit market as we switch to multi- application PDA style phones.

What mapping you have in your SP can depend on what phone you have – Memory Map already have an App to use their OS mapping in the iPhone – but for everyone using an Andriod App you should have a look at my mate John Thorn's website where he is making available his powerful Mapc2Mapc software for just £10/$16A and amongst the many things Mapc2Mapc will do is convert a digital map into the digital map tiles required by your Android App in a single click operation – see:-
http://www.the-thorns.org.uk/mapping/index.html

2011 – Wherefore Art Thou Flashback/Makarov?



Do we need all this new technology?

In 2011 most of us will still be watching the model down and then trudging along the flight line with our Morgan/Ruyter receiver in hand; remember how quickly we adopted the 'tracker' technology. For most of us this combined with compass binoculars and a gps will probably be enough for the current decade.

But if you are regularly flying off-paddock/field for distant retrievals then the CYM chips could
be a good investment for reliable long distance retrieval. Smart phones are the way ahead combining telephony with gps functions and digital mapping but might be thought costly if you are replacing your present system.

Certainly for fliers looking at their first retrieval technology you now have a wide choice of options. If this technology looks expensive then set it against the cost of your models, either in purchase cost or in your time to build, then you should see that investing a few hundred £s/$s in the new technology could save its cost in just one off-paddock retrieve.

Happy teching.

David Brawn
Biggles FFT and Brisbane Free Flight Society

AUSTRALIAN TEAM TRIALS RESULTS

F1A

Phil Mitchell	3780
Vin Morgan	3685
Neil Murray	3623
Tahn Stowe	3519

F1B

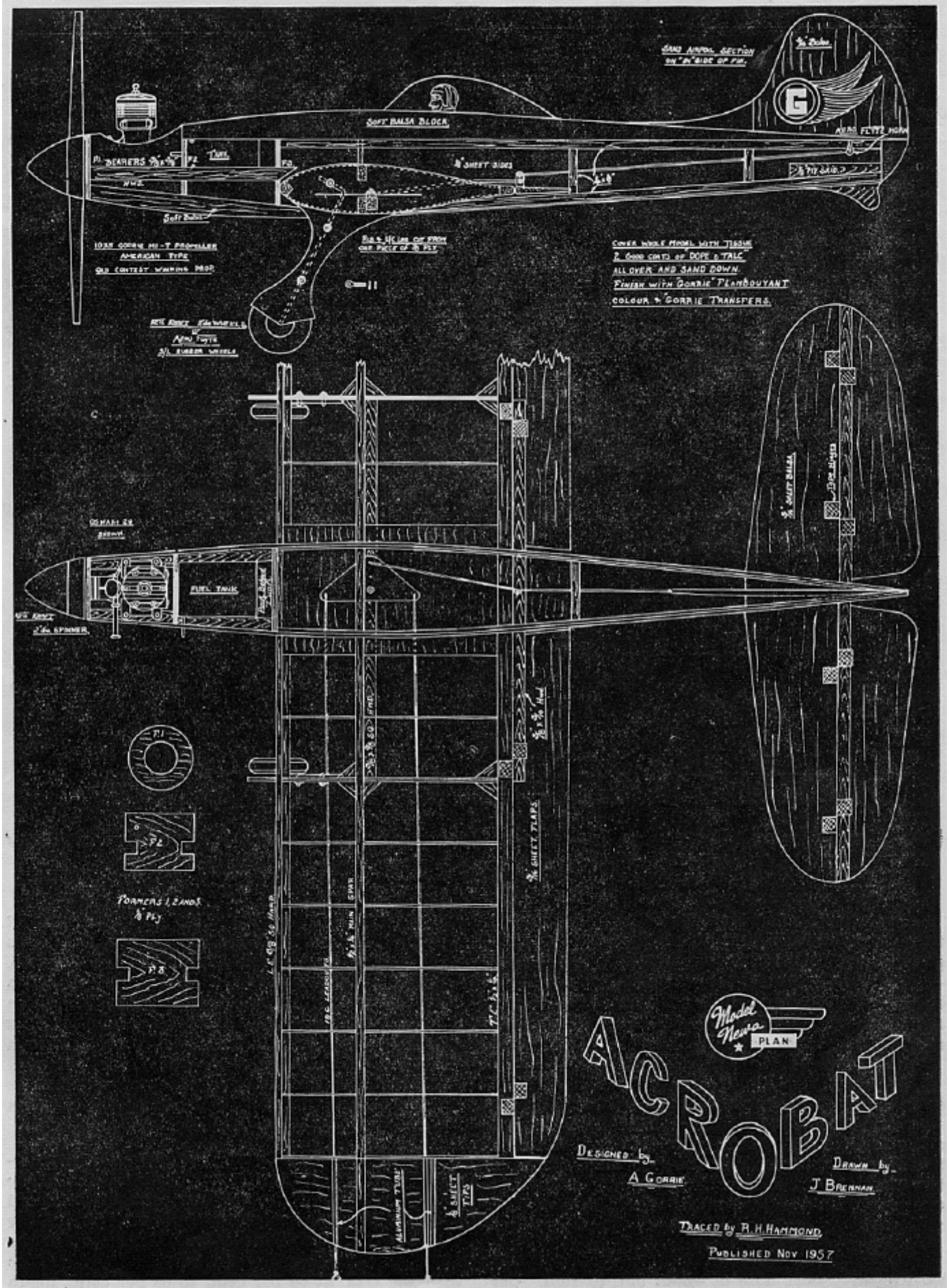
Terry Bond	3780
Gary Pope	3776
Paul Rossiter	3767
Richard Blackam	3750

F1C

Roy Summersby	3777
Terry Bond	3760
Bill East	2758
Colin Crowley	2023



So is this new 6-panel F1A built by John Lewis part of his plan for a happy 2011 retirement and flying on the world stage?



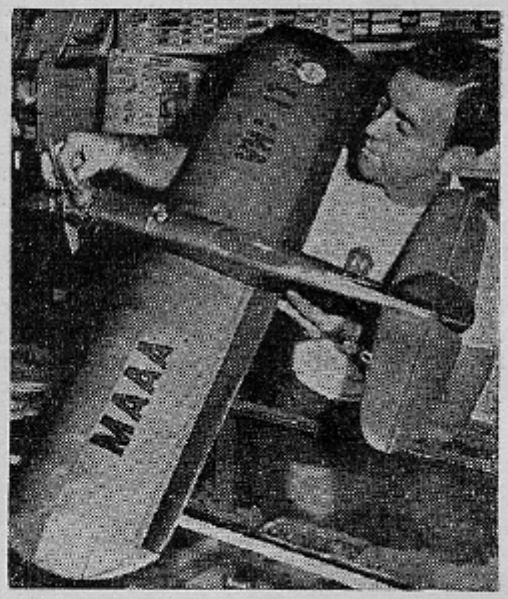
This is a 1/5 scale reproduction of the full size plan

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This is the Control Line model for the 2011 Maryborough Gathering

ACROBAT

A 5cc. 6cc. Stunter by Qld. Model Dealer, Arthur Gorrie



Here it is—the nicest stunter since Mike Ware's "Carioca". Arthur Gorrie's Acrobat. Wide track undercarriage gives you landings like you dream about and never achieve.

This model is the outcome of Arthur's eight years' stunting. It contains a number of novel features, such as the airfoil section sanded into the fin to help maintain line tention, and the wide spread scale like undercarriage. This wide track undercarriage helps towards very realistic takeoffs and landings.

WINGS

Study plane carefully before starting work, as the wide spread undercarriage is a little unusual. Cut 17 ribs from 1/16in. hard sheet, notch for spars. The L.E. is ⅜in. SQ. the ⅛in. by ⅛in. T.E. cut and sand to shape. Cut from ⅛in. aircraft ply the rib, undercarriage leg, and spat shown as one piece on the side elevation of the fuselage. Bend wire undercarriage leg to shape, cut to length and fit as shown on plan. Position each rib to L.E. slide onto spars, check for square, afix trailing edge. Study plan for method of fitting control platform and plate. Add centre section sheeting, tips, lead-outs, gussets, etc. Sand smooth.

FLAPS

Do not fit till after wing has been mounted in the fuselage. Cut hardwood insert to length, fit control horn. Cut flaps from 3/16in. medium sheet and sand to taper. Fit hardwood insert in fuselage, fix flaps to it and attach flaps to wing T/E with tape hinges as for elevators.

TAILPLANE

Cut the stabiliser in one piece and the elevators in two pieces and sand to a streamline section. Join the two elevators together with the 3/16in. by ⅜in. hardwood dowel. Fit an Aero Flyte control horn. Attach the elevators to stabiliser with tape hinges and several coats of cement. Put a couple of drops of castor oil on each hinge to ensure free movement.

FUSELAGE

Cut all plywood formers to shape and slot carefully for ⅜in. by ⅜in. hardwood engine bearers. Make these pieces up as a single unit and set aside to dry. Cut fuselage sides from ⅛in. hard balsa. Glue ⅛in. by ⅛in. stiffeners in position Be sure that you end up with a left and right hand side. Glue sides in position on engine mounting unit. Draw fuselarge together at rear and cement, add all cross braces. Fit ⅛in. ply tail skid. Cut out fuselage sides for wing. Mount stabiliser wings and flaps. Fix all control rods. Cover bottom of fuselage with 1/16in. sheet running cross grain. Fit all soft balsa blocks and cowling blocks (after fitting tank). Carve and sand to shape. Cut fin to shape, sand and fit. Sand down completed framework and cover with tissue. Finish in accordance with instructions on plan.



WIP for Matthew Taudevin. A 4-engined rubber powered Avro Lancaster. Now that should be interesting!

The 2010 BFFS Christmas Party



We might have had difficulties with weather throughout the year but Nov 13th was magnificent. There was a cool breeze blowing across the verandah of the Bremer Waters community hall with a magnificent variety of food on offer The facilities are top class with everything imaginable available. A big thanks to George and his friend Lyn for all the preparation and effort they provided to make our end of year get together and so enjoyable. I really can't remember a more relaxed club Xmas party. George suffered a cut hand (compliments of bumping the engine control stick on his transmitter which led to the start up of his new electric RC model) just prior to the day. As a result, William, Dale, John, Julie and Lyn arrived early to help George with the setting up.

Dale must be complimented on the range and quality of salad provided – I have never seen a better spread of fresh food and I have stayed in many 5 star hotels in Europe. The deserts were to die for – thank you to everyone who provided and assisted. The presentation went off well I thought with Dale organizing lucky door prizes of a few food hampers and a special smaller hamper for the ladies. Winner of the club good guy award was Albert Fathers. So many, I think, nearly everyone in the club, has mentioned to me recently that Albert should win this award for 2010. Those that have witnessed Albert looking after Adrian would know instantly why he is such a worthy winner. It therefore seemed appropriate that Albert won the food hamper with his lucky door ticket as well. In typical Albert style he gave away a fair portion of the contents before leaving. I commented to Albert half way through the year that I was very impressed with him bringing Adrian to the field each day and the way he looks after him. Albert's response was something along the lines "well isn't that what any club member would do." Albert is a top flyer but more importantly he is an extremely caring generous person.

Like Albert, Dale does so much to assist the club and its members. When her ticket was pulled out she refused the prize and redrew the ticket of Ben's daughter Annika which is so typical of Dale's generosity. There was so much good













will on display that I felt very pleased to be associated with the club and all of its members – a nicer group of people it would be hard to imagine. A Merry Christmas to all, looking forward to seeing as many of you as possible at the Dalby Nationals.

John



The Lewis Clan



Ellly Fathers holds court



William Jones is the head of this table



Lucky Door prize winner!



F1H Champ - Ben Lewis



Champ of Champs John Lewis



F1J Champ - Ted Burfein



F1B Champ - William Jones



Champ of Champs Indoor - Brian



"Good Guy" Award - Albert Fathers



F1A Champ
Van Richards–Smith



Goodies Galore!





Nationals FF Champ of Champs trophy, donated by Adrian Bryant.
It will run for 5 years. At the end of the 5 years, the one who wins it the most times or the final winner gets to keep it.



BFFS Spy



Dale was sun-safe at Dalby



Someone had a bad day!



He's one of our best competitors, but when a model club is named after him, well, that's a bit too much!

Albert did exceptionally well in LSq/100 and Open Rubber at Dalby in September, attempting to lose models on more than one occasion. And he still managed to wind and retrieve for Adrian. A real free flight "Iron Man".

For those who don't know, Albert's wife Elly calls him "Alby". Hence my photo!

Saw this GEM on my trip south, on the Pacific Highway, near Coffs Harbour. It seems Fredo's Factory has sprouted a new interest as he branches out in a direction dear to his tummy. Well done, Barry. If the inches creep on, I guess you'll be flying C/L Speed or F1C next?





Flights you'd rather forget

Jokes Page

Sweet Tea

A woman goes to the doctor, beaten black and blue.

The Doctor asks: "*What happened?*"

The woman says: "*Doctor, I don't know what to do. Every time my husband comes home drunk he beats me to a pulp.*"

The Doctor says: "*I have a real good cure for that. When your husband comes home drunk, just take a glass of sweet tea and start swishing it in your mouth. Just swish and swish but don't swallow until he goes to bed and is a sleep.*"

Two weeks later the woman comes back to the doctor looking fresh and reborn. The woman says: "*Doctor, that was a brilliant idea! Every time my husband came home drunk, I swished with sweet tea. I swished and swished, and he didn't touch me! How does the tea do that?*"

The Doctor says: "*The tea does bugger all; it's keeping your bloody mouth shut that does the trick!*"

I'm not a complete idiot – several parts are missing

Inside every older person is a young person wondering what happened

My wife sat down on the couch next to me as I was flipping the channels.

She asked, 'What's on TV?'

I said, 'Dust'

And then the fight started..

Chaos, panic, pandemonium – my work here is done

My wife was hinting about what she wanted for our upcoming anniversary.

She said, 'I want something shiny that goes from 0 to 200 in about 3 seconds.'

I bought her a set of bathroom scales.

And then the fight started...

Man comes home, finds his wife with his friend, in bed. He shoots his friend and kills him. Wife says "If you behave like this, you will lose ALL your friends!"

A young boy asks his Dad, "What is the difference between confident and confidential?" Dad says, "You are my son, I'm confident about that. Your friend over there is also my son; that's confidential."

I dialled a number and got the following recording:

"*I am not available right now, but Thank you for caring enough to call. I am making some changes in my life. Please leave a message after the beep. If I do not return your call, You are one of the changes.*"

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
JANUARY			Nationals	**DALBY**
FEBRUARY	Saturday 12th	12 noon	Club general meeting plus "show and tell"	**John's place**
	Sunday 20th	8am	Dale's Fun and Friend's Club day (No contests , limited RC)	**COOMINYA**
MARCH	Saturday 5th	3pm	Indoor (practice and trimming)	**BSHS**
	Saturday 12th	7am/2pm	**F1C State Champs and Open Power**	**DALBY**
	Sunday 13th	7am	**F1J State Champs**	**DALBY**
	Sunday 20th	8am	**F1H State Champs**	**COOMINYA**
APRIL	Saturday 2nd	3pm	Indoor **(Hanger Rat (S/C)**, Hanger Rat Scramble)	**BSHS**
	Saturday 9th	7am	**F1A State Champs**	**DALBY**
	Sunday 10th	7am	**F1B State Champs**	**DALBY**
	Sunday 17th	8am	Coupe d' Hiver (F1G rules) club event	**COOMINYA**
MAY	Sunday 8th	8am	**P30 State Champs**	**COOMINYA**
	Sunday 22nd	8/10am	**Scale, HLG and CLG State Champs**	**COOMINYA**
	Monday 30th ->		Southern Cross and AFFS Champs	**NARRANDERA**
JUNE	-> Sunday 5th		Southern Cross and AFFS Champs	**NARRANDERA**
	Sunday 12th	8am	**F1G State Champs**	**COOMINYA**
	Saturday 18th	12 noon	Control line (Acrobat)	**MARYBOROUGH**
	Sunday 19th	8am	Frog design - precision and Vintage	**MARYBOROUGH**
JULY	Saturday 2nd	3pm	Indoor (**HLG (S/C)** and 6" HLG)	**BSHS**
	Sunday 10th	8am	1/2A Power (Queensland rules)	**COOMINYA**
	Saturday 16th	12 noon	AGM plus "show and tell"	**John's place**
	Sunday 24th	8am	Dale's Fun and Friends day (no contests, ltd RC)	**COOMINYA**
AUGUST	Saturday 6th	3pm	Indoor (Frog Event)	**BSHS**
	Sunday 21st	8am	QDP and F1G (Club Events)	**COOMINYA**
SEPTEMBER	Saturday 3rd	3pm	Indoor **(Peanut (S/C)** and No Doc Scale)	**BSHS**
	Sunday 4th	8am	A1 Sailplane (Straight tow)	**COOMINYA**
	Saturday 17th	7/10am	Lsq/100 and **Open Rubber State Champs**	**DALBY**
	Sunday 18th	7am	No Frills Wakefield	**DALBY**
OCTOBER	Saturday 1st	3pm	Indoor (F1L/ Mini Stick, P18)	**BSHS**
	Sunday 9th	8am	Col Somers Vintage rally, Power Ratio , Sport event	**COOMINYA**
	Sunday 23rd	8am	Vic Smeed Day & KKK (Reserve day)	**COOMINYA**
NOVEMBER	Saturday 5th	3pm	Indoor (Delta Dart)	**BSHS**
	Sunday 13th	8am	Frog Precision, Combined % (Reserve day)	**COOMINYA**
	Saturday 26th	12 noon	Xmas party	**TBA**
DECEMBER				

2011 Flying Calendar

CLUB CONTACTS

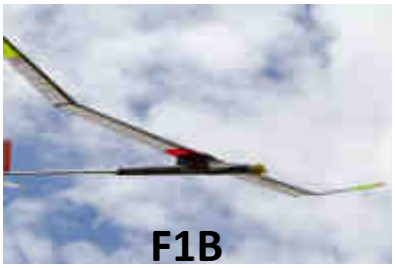
Are your details up to date?

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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

