The magazine for all those who love Free Flight

The BFFS DIGEST

January 2011



Special Edition:

* *Full report 64th Nationals*

2010 - 2011 Management Committee

President	John Lewis
Vice-President	George Baynes
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Administrator	John Taylor

Enquiries regarding the BFFS Inc should be directed to :-

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

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

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

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

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

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

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

COVER PAGE:

Beware the old and patched models, for they are the stuff of winners. Brian Taylor cheerily retrieves his trusty Lim Joon. He won both LSq/100 events at the 64th Nats.

PRESIDENT'S REPORT

A couple of years ago we lost the major part of our current Free Flight field to - would you believe it - flooding or if you like the return of the seven mile lagoon on our flying field. John Taylor sent out an SOS via Airborne to clubs in the hope they may have somewhere for us to fly our Free flight events. It was the Dalby MAC that put up their hand and since that time we have been using their facilities for our major FF events. Therefore, having prior experience with their generosity and friendship it was of no surprise Dalby MAC would put on a magnificent event in hosting the 64th Nationals.

The Dalby club members and their families provided the most enjoyable Nationals I have attended (my 15th).

When we had models lost in a swamp they were there with a boat, when a model was up a tree they arrived with an extension ladder and when a model landed on the roof of the cotton gin they produced a fork lift and retrieved it.

The RSL had suffered some flood damage and at very short notice they organized the local League's club to put on a great meal in true country spirit. This was by far the best meal I have had at a gathering like this. I was a little worried they would run out of food with many heaping their plates on the tables before us but there was plenty for everyone as I noticed quite a few going back for seconds.

All the venues were close together with the free flight venue only 5 kilometers out of town. The Control line hard stand area was also at the free flight site along with Indoor. I met more people from different disciplines at these Nationals than ever before including contestants and their families from Canada and Britain.

Everyone in Dalby seems to be infected with friendliness from the Motel owners to fast food outlets and the checkout chicks in Big W and Woolworths' supermarket. Where ever I went people were both friendly and helpful. No wonder they were evacuating people into Dalby from flood affected outer areas to be looked after.

The weather was great until the last day which had light rain till late morning. In spite of this we were able to fly the mass launch of LSq/100 on the all weather surface provided.

In short the friendliness of the Dalby people, the superb suburban venues, all in very close in proximity to accommodation, and the great weather (light winds and moderate temperature) made this the best Nats for me I have attended.

John Lewis



Part of the "Green Team" shelter in the CD's tent

SECRETARY'S REPORT "Happy New Year!"



Well the 64th Nats have been and gone, and all that's left is the paperwork. The Dalby MAC, Ross Milne, the mayor Ray Brown and the town-folk in general should be proud about their achievements in the face of adversity.

Entrants from across Australia and from overseas were made to feel at home, and we were so lucky to be there for the sunshine. Certainly it was an effort to get to Dalby - all roads seemed closed- but those who made it had a wonderful time and were fortunate enough to leave before the weather came back with a vengeance, culminating in the horrific events in Toowoomba, Murphy's Creek and Grantham.

Queensland will get back on its feet; it did so before in 1974, but this time there are just so many people living in the SE corner, it may take considerably longer. Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Malcolm, Another outstanding effort. Well done! Paul Lagan, NZ

Hi Malcolm,

Thank you so very much for the latest issue of the BFFS Digest.

They are all so outstanding but I have been following the progress of the GPS tracking by David Brown very intently. This is one of my secondary interests following electronic timers.

Please keep up the excellent work. I am relieved to see that you still have some time left for competition.

I have not competed for several years due to timer work but did get an old Lucky Lindy going at the last contest of our season.

There is a new timer in the works sized for smaller models but it will be several months before there is anything to hold in the hand.

Hope you have a good flying season and a Merry Christmas and a Happy New year.

regards, Rod Mogle
Mogle Model Products

Wow, looks like I better renew my ink in my printer, your NL is a great one... many thanks.. I especially enjoy the Indoor section... This is my biggest thing for our winter months... Course, mostly RC but sometimes I get the urge to build another MAC Cub, similar to the Dart that is shown..
Again, many thanks. *Art Lane*

Malcolm,
Yet another great issue although I would take exception to Jon's comments on Amco 3.5s. I have three- all of which are strong runners including two from eBay.
Rang Adrian this morning to let him know that Ben Lewis is rapidly aging and to check how old John must be. Adrian's daughter told me he has gone out flying so watch for Adrian with a well trimmed model. Would love to compete in the LSq/100 but Queensland Summer heat would be too much for me---are proxy's allowed??
Congratulations on the mag again.
Keith Murray

Hi Malcolm, I just got the latest Digest - another Malcolm Masterpiece!! I'm envious of the number of active fliers you have over there.
Paul Rossiter (WA)

Hi Malcolm,
Another great issue of BFFS mag, you are a champion. RS

Thanks Malcolm-another great read-you keep raising the bar!! Regards Mike Moore

"nother good read..... Thanks
Col Collyer

Malcolm, Thank you for the latest BFFS Newsletter. I always enjoy reading about what is happening "down Under".

Happy holidays to you and all of the BFFS members.

Jim Bradley, Florida, USA

Thanks very much, Malcolm. You have excelled once again. Great to see Adrian still enjoying himself immensely.

Regards David Owen

Hi Malcolm,
Great newsletter!
Mike Glaister ("Flypaper")

64th Nationals DALBY

31 December – 7 January 2011

by Malcolm Campbell

Des Slattery and I arrived back from Dalby, tired, safe and well after a successful and very well run Nats in extreme circumstances. We started a day late, using the alternate field that was high and dry, allowing very easy motorised retrieves for those who chose to. Downwind paddocks weren't hard to negotiate but there were wet patches best avoided without gumboots or old shoes. It was sunny every day and we experienced a few light showers on F1G day, and heavier rain on the last night. We managed to fly all bar the last day's competition. We had blue skies for 90% of the Nats, and manageable and mostly light winds. Some days were glorious. F1B had shortened maxes for the first 5 rounds, although the fly off was in perfect conditions. F1G had the worst of the wind to contend with. We wisely choose to cancel the final day, after the 5.30 am drizzle affected LSq/100 fly off, and head for home, as a broad band of light rain returned. We quickly left the field and repacked the car as the rain intensified. The trip home was quite dramatic by contrast to our easy arrival, as the rain seemed heavier the closer we got to Toowoomba. We received an in car phone call to tell us that Dalby was again bathed in sunshine by 10 am.

ARRIVAL Thursday 30 December: Barry Frederickson made it from Rockhampton, David Brawn from Mundubbera, Albert and Adrian from the Gold Coast, all the Brisbane contingent made it, plus Peter Lloyd, Len Surtees, Bob Craine and Bill East, all from various directions and/or States, to arrive on the Thursday. The way into Dalby was from Toowoomba on the Thursday, but the media frightened everyone away. Locals knew the ways. MAAQ website data and photos, and text messages to competitors gave them the latest Dalby news. I spoke to the Van Park where we were booked into, on the banks of the Myall Creek. We only had to wait 24 hours to get in. And our unit had a foot of water in it 24 hours earlier. In 24 hours, the flood height had receded by about 2 - 3 metres, with no further rain expected for the week. The afternoon we arrived, we even went out to the substitute field to examine it and some flew on it. We were pleasantly surprised. The grounds are owned by Queensland Cotton, and also house their cotton ginnery. Contest Directors decided the first day of F/F, due to be run today, would be moved back and combined with another day.



The substitute field at the Dalby Cotton Gin exceeded our expectations - high and dry!

Day 1, Friday 31 December

F1A

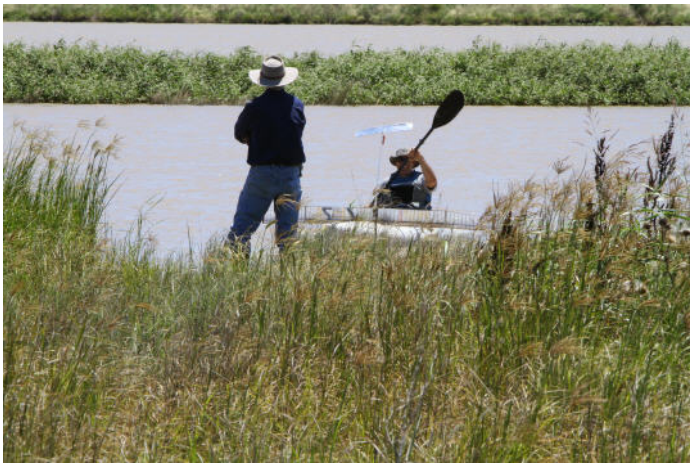
Weather fine and sunny. Light winds from the south. 8 entries, 6 flew



John Lewis and Albert Fathers, preparing for Round 1 of F1A

Most elected to straight tow, with the wind conveniently aligned to the hard stand road base. Many of these roads criss-crossed the field making for easy walking and motorised retrieves. We were to try many launch sites during the Nationals. The roads usually are home for thousands of cotton containers but we had the grounds to ourselves. Light winds for the 6am start saw just Ted and Malcolm max. Malcolm elected to circle tow in all rounds, with gusty winds contributing to two very low scores. In round 2, Albert joined Ted as the only two to max and several found the dam. John flew his new 6 panel model but was troubled by an early bunt to stall down in R1 and then pick poor air in R2. He then de-





Retrievals of note. John Lewis and Andrew Liddle in sorghum crop (left) and Ken Hartman and Andrew Liddle in kayak rescuing David Brawn's F1A

ployed his old "Fish Head" model in R3 and appropriately stuck it in the swamp. Albert Fathers went way, way beyond the dam, whereas David Brawn went into it, ending his competition. Albert reached for his short model. After losing "Fish Head", John went back to his M & K bunter. The two soggy models were later retrieved by the Dalby MAC "search and rescue" team of Andrew Liddle and Ken Hartman, with Andrew paddling a very nice Hobie kayak.

Lift picking tested the straight towers and Ted put paid to his chances with low scores in the next three rounds. John Lewis's 6 panel model flew very well, awarding him with 5 straight maxes, one of which wasn't down for 8 minutes, such was the lift he put it in. Des had two long and difficult retrieves, causing him to drop R4 and R7. A strong finish by Albert Fathers in the final rounds and a mistake by Malcolm in the final round reversed their places with Albert claiming second behind John Lewis.

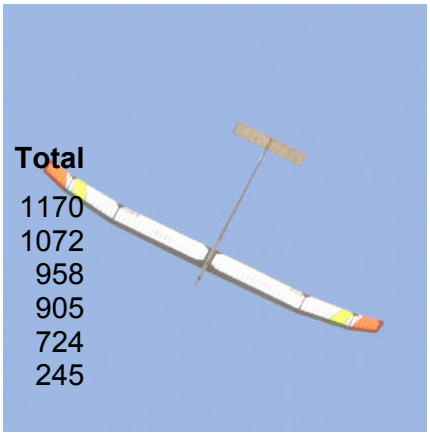


F1A victors: Malcolm Campbell 3rd, John Lewis 1st and Albert Fathers 2nd

F1A Results

8 Entries 6 Flew

Name	R1	R2	R3	R4	R5	R6	R7	Total
John Lewis	157	113	180	180	180	180	180	1170
Albert Fathers	130	180	60	162	180	180	180	1072
Malcolm Campbell	180	22	180	180	180	163	53	958
Ted Burfein	180	180	72	74	84	180	135	905
Des Slattery	138	46	180	-	180	180	-	724
David Brawn	81	164	-	-	-	-	-	245

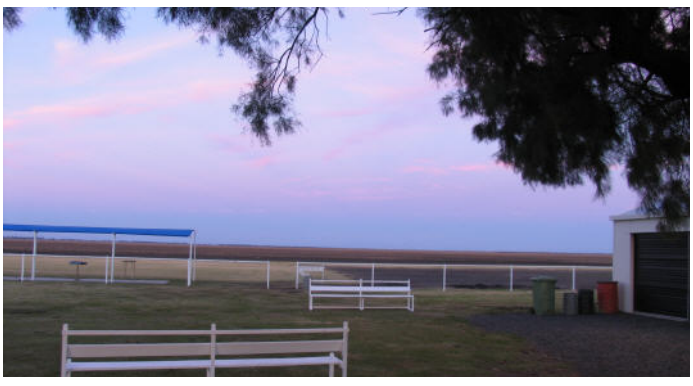








Dalby MAC put on some great entertainment at their field, with giant 3D models performing their impossible aerobatics, little ducted fans and fast high wing aircraft chasing each other around the sky, and colourfully lit helicopters doing what helicopters aren't supposed to do. An awesome display of combat skills was given by Tom Linwood as he hurled his wing around at incredible speed performing the tightest aerobatics I've ever seen. It was humbling to see he wasn't even looking at his model a lot of the time! All this was made possible by a lighting system second only to the MCG, or so it seemed. The ladies of the club put on one of their delightfully nourishing two course meals which we ate out on tables under the stars. A fantastic night that would have made their club proud.





Day 2, Saturday 1 January

LSq/100 first flight

Weather fine and sunny, light winds from the south. 7 flew.

All entrants successfully ROT'd with Albert's impressive silver mylar model well clear of the pack. Brian Taylor's Lim Joon also did well and William Jones immaculate American Champ showed some potential. Adrian's low score arose when his model decided on a steep landing of 70^0, and Malcolm's Lim Joon simply wasn't trimmed.











F1G

16 entries, 9 flew

The class was made up of predominantly purchased F1Gs versus Brian Taylor's balsa model and, from the onset, it looked like a battle of the Jones boys, on the windiest day of the Nats. William and Darren both put up 4 maxes to lift the pressure considerably. John Lewis and Brian were troubled by a couple of low scores but John kept putting in good flights with his 1300mm Bukin model, whereas Ted Burfein didn't hit his straps until the final round and Graham Maynard retired after two rounds.

Most flyers managed to avoid the 6 m/sec average windspeed, waiting for the lulls of 3 m/sec to launch, and certainly avoiding the 11 m/sec "bullets" that came through. Calmer patches came through in the later rounds as rain clouds formed,although one had to be patient.

Albert Fathers, launching second behind Adrian Bryant, folded his wings probably because of damage from an incident earlier in the year. Adrian kept Albert busy by not listening intently and perhaps Albert got even, because it took me a while to find Adrian's scores, although I noted a max from him in R3.

Round 2 was difficult for most, when the wind gusts of 8 m/sec came through amongst the quiet patches, and motorised retrieval became the norm for the longer flights. William's model landed upside down in a drainage ditch in R3, wetting his tracker transmitter. R4 saw an epic flight from Darren Jones, high and well past the dam, giving him

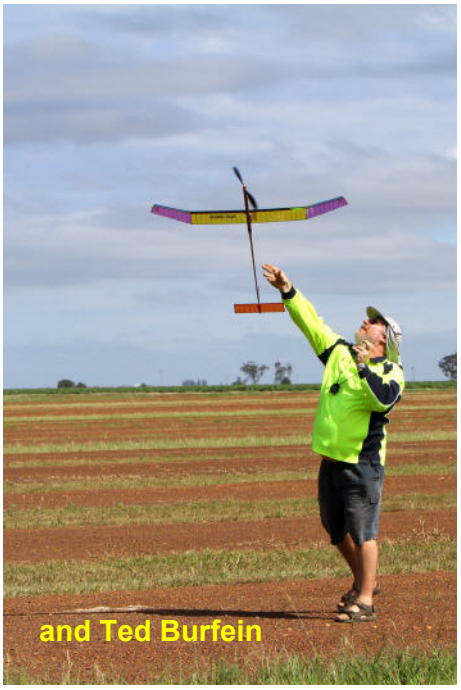
.... continued on next page



CLASSIC F1G LAUNCH STYLES:



John Lewis



William Jones and Ted Burfein



Brian Taylor



F1G: Darren Jones 2nd, John Lewis 1st and Brian Taylor 3rd



F1G Results

16 Entries 9 Flew

Name	Rd 1	Rd2	Rd3	Rd4	Rd5	Total
John Lewis	120	120	102	120	117	579
Darren Jones	120	120	120	120	92	572
Brian Taylor	120	73	120	117	110	540
William Jones	120	120	120	120	-	480
Ted Burfein	93	74	94	70	120	451
Adrian Bryant	91	-	120	-	-	211
Graham Maynard	96	89	-	-	-	185

a long retrieve. William's flight also maxed, falling short of Darren. Lack of signal put paid to his day. R5 had stronger gusts and Darren choose the wrong air to be down in 92 secs, departing to look for his Dad's lost model.

Ted and John improved their scores. How fortunes change. As they say, "*It's not over 'till it's over*". A long 2 hour search by Des, John, Malcolm, William and Darren was successful, with William's model being found by Darren, under water with just a small part of the fin visible! The retrieval was aided by a duck, who signalled the position. Dale was pleased.

Oz Diesel

9 entered, 3 flew



Graham Maynard 2nd, Malcolm Campbell 1st and Des Slattery 3rd

Three flew with Graham Maynard getting away first with an under-elevated tight circling model to record 39 secs. Des's flight started well but there was no lift and he was down in 64 secs. Malcolm got better air and was awarded with a max and a long retrieve. On his way back, he witnessed Des Slattery's forced landing on the cotton gin's roof, terminally damaging his model.

Graham's flights continued to improve, although a short motor run impacted what would have been a good flight. Malcolm sub-maxed his second flight, by flying on reduced power and then not finding helpful air. He rectified that in his final flight to max and take the contest.

All three competitors plus Brian Taylor then spent quite some time retrieving Graham's lost model, conveniently coloured in green and gold – just like the grass! Or perhaps Graham's vision was blurred my inhaling too much diesel fuel? Once again, "man on the ground" Andrew Liddle organised the roof-top retrieval of Des's broken model.

OZ Diesel — 9 Entries 3 flew

Name	Rd 1	Rd 2	Rd 3	Total
Malcolm Campbell	120	78	120	318
Graham Maynard	39	94	104	237
Des Slattery	64	-	-	64





The Night Scramble story follows on the next page.





Night Scramble

2 flew

Scramble was unfortunately a two horse race between R/C flyers Mark Godfrey and Warren Leadbeater , and this was such a pity because all the Scramble groupies were there to witness the usual colour and carnage. It became a very tame event, with Mark's motor being very uncooperative and Warren's more colourful Tomboy giving the sizeable crowd something to look at. I'd witnessed Marks' re-peated one-flick starts prior to the event, something that simply never occurred once the event started, "rewarding" him with just two offi-cial flights. The event was reduced to thirty minutes, a fact appreci-ated by the competitors, with 3 m/sec winds quickly taking the models out of view of the spectators. The Milky Way was a picture too, in the cloudless country night sky.



Some elected to spend most evenings, relaxing and reminiscing!

1.	Warren Leadbeater	304 seconds
2.	Mark Godfrey	50 seconds
3.	Ray Bucholz	Lost model

Day 3, Sunday 2 January

Fine with cloudy/blue skies and strong south easterly wind (4 - 5 m/sec)

F1B

12 entries, 7 flew

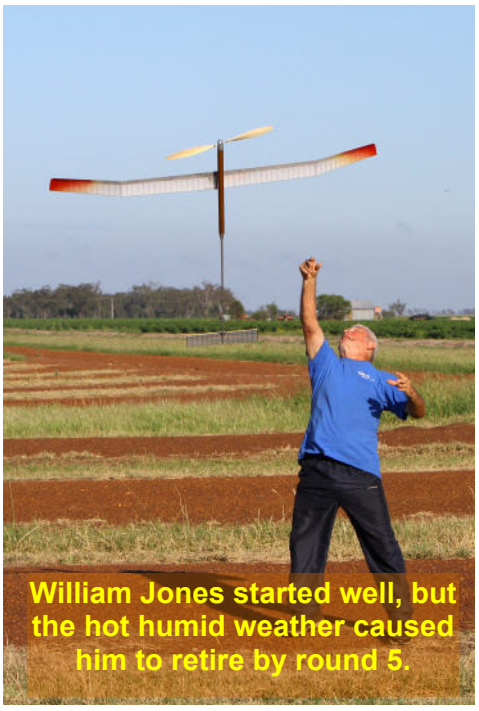


Man on a Mission. FOCUSSED was the only word to describe Mark Armour's successful assault on the F1B crown

A strong SE wind forced the flight line to the south-east end of the paddock and maxes were set at 2 minutes by CD Peter Nash, to be as far away as possi-ble from the dam. Still in **Round 1**, many overflew this imposing obstacle, with Adrian, Albert and Mark in the sorghum crop and William's model floating, on the far side of the dam, on the western bank. Difficult retrieve #2 coming up.

Graham Maynard broke a wing in this round, after landing in the crops. He went on to have a timer failure in **Round 2**, DT'ing under power at the flight line, but he survived that. Not so lucky on his second attempt, with prop and wing tip damage causing retirement. All other competitors maxed R2, with most models reaching the edge of the flying field.

Adrian Bryant tested the resolve of his minder Albert, with an early DT, and then retired his model in R4 after a cock-eyed launch caused prop and wing damage.



William Jones started well, but the hot humid weather caused him to retire by round 5.



Albert Father's model was soon to experience wing failure from an earlier accident



Graham Maynard's day was about to get a lot worse

With winds abating slightly in **Round 3**, thoughts of increasing the max were discussed. Albert sub-maxed when he struck bad air close to the gin. By **Round 4**, winds had calmed further and the 2 min max remained, but William was still able to sub max with a 1:52 score. Mark, Ted and John were still maxing out. **Round 5** was still set at 2 minutes, as the winds were now sending models towards the cotton gin. It was in this round that William Jones called it quits, dehydrated from 2 days of difficult retrieves in hot and humid conditions. John got the best air and the shortest walk, and Mark Armour barely scrapped in the max, with his model DT'ing centimetres from the ground. Ted had the big walk, DT'ing high above the cotton gin, and landing behind it.

In **Round 6**, the max was increased to 3 mins. John launched first, sucked in by an admiring audience. He stalled the prop in an uncharacteristic launch and missed by 5 seconds. Ted got away in better air, gliding in the opposite direction and easily maxing. Mark followed, getting good height, for a max.

The wind had shifted 180 degrees for the final round and only three contestants remained. They would be launching over power lines and retrieving over a large uncropped field. So **Round 7** was the pressure round, with tactics starting to show. John wound first and burst his motor. Ted waited and John blew another motor. Ted walks out and Mark winds. All out together and waiting. Pre-storm conditions make for tricky air. John cooks and breaks motor #3. John winds and breaks motor #4, only to choose a stale and grubby replacement. Ted launches into good air and maxes from a good height. John launches hard left, inducing a stall and, with no height or help, is down in 93 seconds. Mark continues to wait, launches and gains good height from turbulent air causing a stall that recovers, and maxes.

Two in the fly off tomorrow.



Adrian launches, David times



Ted launches, Sonya times



Synchronised launch at sun up! Mark left and Ted right. Mark got higher.

F1B

12 Entries 7 Flew

Name	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6	Rd7	Total	Flyoff
Mark Armour	120	120	120	120	120	180	180	960	272
Ted Burfein	120	120	120	120	120	180	180	960	255
John Lewis	120	120	120	120	120	175	93	868	
William Jones	120	120	120	112	-	-	-	472	
Albert Fathers	120	105	120	-	-	-	-	345	
Adrian Bryant	120	120	93	-	-	-	-	333	
Graham Maynard	120	36	att	-	-	-	-	156	

Day 4, Monday 3 January

F1B flyoff

Pressure was showing at sun up, with one fly off contestant unhappy that he couldn't gain early access to the field. The air was buoyant with little drift. Tactics again, with both contestants out on the flight line, waiting. And waiting. With just a few seconds left, Mark and Ted launched simultaneously, Ted's model flying flatter and not gaining as much height. Drifting lazily in different directions, Ted was down in 4:15, with Mark extracting another 21 seconds to win the event with a 4:36 time



F1B victors: Ted Burfein 2nd, Mark Armour 1st and John Lewis 3rd



Malcolm Campbell launches for Des Slattery. Notice the excellent towing surface



William Jones launches for John Lewis in very light air

F1H

Very light winds south, to south east. 8 entries, 5 flew.

Round 1 had unhelpful air for those without VITs. John who did have VIT was the only C/T model, and he over bunted with a timer/bent wire malfunction to be down in 53 seconds. No one maxed R1, although Brian Taylor, flying a SuperMax model, topped the table with a floating 94 seconds. Malcolm Campbell got an impressive max in **Round 2**, with John Lewis close behind and the others way behind.

In **Round 3**, David Brawn retired his 6 panel model as the winds shifted 180^0 and Des, John (still C/Ting) and Malcolm, convincingly in the lead, all maxed.

By **Round 4**, there was plenty of lift around and also downers, as evidenced by the scores. Malcolm had his model loaded up at the start of the launch only to lose his footing and just got it away without folding the wings for a results changing dismal score.

Good air was in abundance for **Round 5**, with John getting great height for a max and a further lazy 6 minute DT into the dam 3 klms from the flight line. Not to be outdone, Des also DT'ed high but the Lil Hinney failed to come down, as the DT line had hooked up and the tail wouldn't release. Luckily it was in the binos until landing 8.5 mins later, over the Moonie Highway and the railway line. So Des had a 4 klm drive and a gruelling 3 klm cross-country retrieve. Malcolm's model stooged around in marginal air to fall 4 secs short of a max and Brian Taylor bobbed up and down for some time before getting some good lift over the cotton to land in the middle of it, for a lengthy retrieve.



F1H: Malcolm Campbell 2nd, John Lewis 1st Albert Fathers 3rd

It was during F1H that the TV media arrived, taking various interviews and action shots to go towards a 2 minute show that appeared both locally and in Brisbane, promoting the Nationals.

All who landed in the cotton were thankful they had trackers.

F1H Results

8 Entries 5 Flew

Name	Rd 1	Rd2	Rd3	Rd4	Rd5	Total
John Lewis	53	114	120	90	120	497
Malcolm Campbell	66	120	120	31	114	451
Brian Taylor	94	61	35	93	120	403
Des Slattery	39	63	120	56	120	398
David Brawn	56	39	-	40	-	135

HLG

Hot with light breezes and thermal gusts, lift and downers. 5 flew.

No one was able to beat the Morris Dancer Tip launch design flown by Peter Lloyd. The race was for second place, as Peter reeled off two maxes and a 59, with a 55 for good measure! John Lewis flew a Sting 21 finding good air on one flight to move into second place. John's model DTed into the cotton crops and with the help of John T and Brian was able to keep on line to find the model.

Albert placed third with consistent flights, although Brian Burke and William Jones were off the pace. Brian treed a good model during testing, where it remained.



HLG: John Lewis 2nd, Peter Lloyd 1st
Albert Fathers 3rd

HLG

8 Entries 6 Flew

Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Total
Peter Lloyd	**60**	55	**59**	19	**60**	-	179
John Lewis	21	24	**34**	**60**	**26**	11	120
Albert Fathers	**33**	22	4	8	**30**	**32**	95
Brian Burke	11	**22**	**25**	9	13	**24**	71
William Jones	3	8	6	**12**	**23**	**11**	46
Bill East	-	-	-	-	-	-	DNF

CLG **11 entered, 8 flew**

Light winds and heat greeted those who flew in CLG. David Brawn entertained the spectators with his natty little Zing Wings – they didn't fly too badly in the light air. William Jones was on the pace, with two late maxes, losing one of his models, and this was found in the northern cotton field. Dale Jones put in 3 respectable scores and will improve with practice. Bill East flew well and Albert Fathers said "goodbye" to his model in its last big flight. Des Slattery damaged his best model in early flights and John Lewis never seemed to get his model going. Malcolm started his flights with a 1:52 that ended just inside the second row of cotton and then did 3 reasonable flights hampered by low trajectory launches. His final flight was a ripper, disappearing from binoculars after 8 minutes, very high. He must start using DTs!

Results on the next page.



John Lewis



Malcolm Campbell

CLG

11 Entries 8 flew

Name	Rd 1	RD 2	Rd 3	Rd 4	Rd 5	RD 6	Total
Malcolm Campbell	**60**	**37**	23	20	28	**60**	157
William Jones	27	15	**34**	**60**	22	**60**	154
Albert Fathers	20	**21**	**34**	19	21	**60**	115
William East	8	**38**	**25**	**42**	23	19	105
Dale Jones	7	7	**22**	11	**26**	**33**	81
John Lewis	**14**	**35**	3	3	13	**14**	63
David Brawn	**21**	4	**14**	12	**28**	4	63
Des Slattery	7	1	9	**12**	**12**	**11**	35

Day 5, Tuesday 4 January



Early morning entertainment

LSq/100 second flight cancelled!

Drama! The night before Dale received a call saying the cotton on the adjoining eastern field would be sprayed around 6.30 am and that we couldn't enter the Cotton Gin until 8.30 am. That caused us to hastily cancel the LSq/100 event. As it turned out, we didn't start flying until 10.30 am, but were certainly entertained by the daring crop duster as he flew a metre above the cotton exiting on many occasions below the power lines!

Scale

7 entries, 2 flew

Conditions were perfect for Scale, with very light variable winds. However only two flew. Robert Craine's Avro Baby normally flies well but on this occasion it failed to make the required qualifying time. He apportioned blame to the new set of lighter wings he'd built, but it looked more like small warps that stopped his flights early. By contrast Brian's Piper Cub J3C Grasshopper had an impressive Initial climb and scored well in flight realism.



Bob Craine



Brian Taylor





Scale

2 flew

Name	Aircraft	Static	Flying	Total
Brian Taylor	Piper Cub J3C	755	183	938
Robert Craine	Avro Baby	526	-	526

Day Scramble

9 entered, 2 flew

This was flown first with an uncharacteristically low number of entries. So disappointing. Duration was reduced to 30 minutes in front of an audience of anxious P30/F1J/F1C flyers. Malcolm's Mills powered Scooter flew effortlessly in the light airs, landing close to the flight line most times, racking up a good score. Mark's Boddington Mills powered Ebeneezer took a while to get into the groove but failed to catch up.

Scramble results

1. Malcolm Campbell 841 secs
2. Mark Boddington 138 secs





"Scramblet"





F1C

9 entered, 3 flew

Due to flooding in the Dalby area,the Nats flying began a day late. So F1C was postponed from Thursday 30th till the morning of Wednesday 5th January. The program ran where possible as published with just F1C and P30 postponed till later.

Only John, Peter and Ted decided to contest the event and with the forecast of possible rain and flooding there was pressure to get as many events over in the remaining time. As both Peter, Ted and John had other contests to fly on Wednesday it was agreed to decide the event with a single flight during the running of the scale event.

Peter was away first but a poor transition resulted in a stalled glide for much of the flight returning a score of just over 2 minutes. John had starting difficulties due to a clogged pressure fitting. Eventually this was cleared and with a run of 4.1 seconds and a half done bunt John's model quickly settled into the glide. The air was nice and smooth but not helpful and the model appeared to be under elevated as it landed a little over two minutes. The scores confirmed that Peter was ahead by a few seconds which more than likely would have been the result if all seven rounds had been flown. Ted Burfein failed to get airborne.

Name	Score
Peter Nash	134
John Lewis	127
Ted Burfein	-

P-30

6 flew

Always a chance for big fly off in P-30, the majority got going early while Malcolm stooged around helping Des and Brian. Albert, Brian and Adrian sub-maxed their first flights, William and Graham didn't. Maxes from William, Graham, Albert and Brian in their second flights made things more interesting, but Graham dropped 3 seconds in his final flight. The others didn't. And then Adrian maxed as well. By that time, Malcolm had finished a number of trimming flights addressing thrust, glide turn and DT action, and the final test flight looked good. But it was now 12 noon; time to get started. Three maxes followed in air that endorsed his choice of wing DT, with flights 1 and 3 terminating very high. Flight 2 was marginal, the DT going off early and the model fell rapidly, arriving on the ground for a time of 2:02. A fly off with William Jones was eagerly awaited but William had DT issues and preferred not to risk his model. The final result was set by three tosses of a coin, only two needed.



P30: Graham Maynard 3rd, Malcolm Campbell 1st, and William Jones 2nd

P-30 Results

Name	Flight 1	Flight 2	Flight 3	Total
Malcolm Campbell	120	120	120	360
William Jones	120	120	120	360
Graham Maynard	120	120	117	357
Albert Fathers	105	120	120	345
Brian Taylor	61	120	120	301
Adrian Bryant	92	74	120	286



Winning model, developed from David Ackery's Rubicon

F1J

14 entries, 4 flew

I don't have a report for this event but observed that all flyers encountered problems. John Lewis had less than most to win and Des Slattery did very well with an old model that started untrimmed and flew beautifully in the last two rounds, milking lift from very low heights. The results would have been quite different had it been trimmed before the event! Ted had a launch he'd rather forget pulling hard right and retiring upon landing. Peter Nash, in a most uncharacteristic oversight, failed to turn on the timer and terminated his flight in spectacular fashion.


F1J: Des Slattery 2nd, John Lewis 1st, Ted Burfein 3rd

F1J

John Lewis	49	76	108	120	95	448
Des Slattery	37	70	50	120	120	397
Ted Burfein	11	-	-	-	-	11
Peter Nash	Attempt					-

Day 6, Wednesday 5 January

LSq/100 third flight

Allen Thomas arrived a day earlier to witness the event he has sponsored for ten years. He was heard to say, "*All models have potential, but they have not yet reached it.*" He was, of course, referring to the 5 minute max that no model reached this year.


Graham Maynard



Albert Fathers


William Jones


Brian Taylor

LSq/100 flight summary

Round 1: Wind direction towards the cotton crops. Flown from central location in light winds mainly blue skies.

Round 2: Tuesday 4 January. Not flown due to a late start with crop dusting and time delay due to poison on crops.

Round 3: Wednesday 5 January. Flown in still, cool and overcast conditions from the same position as Round 1. Competitors were better organized and completed their flights quickly.



Winners of the LSq/100 rounds: William Jones 3rd, Brian Taylor 1st and Albert Fathers 2nd. Sponsor Allen Thomas on Brian's right.

LSq/100 ***Rounds 1 and 3 7 Flew***

Names	Rd1	Rd2	Rd3	Total
Brian Taylor	168	-	175	343
Albert Fathers	177	-	87	264
William Jones	123	-	99	222
Des Slattery	91	-	80	171
Malcolm Campbell	64	-	72	136
Graham Maynard	119	-	2	121
Adrian Bryant	60	-	-	60



Day 7, Thursday 6 January

Overcast, light drizzle and buoyant air

Open Rubber

14 entries 6 flew

Open Power and Open Rubber began around 7.30am with winds increasing to around 4 meters per second but changing direction regularly.

First flights went parallel to the cotton field with most landing in the muddy stubble field. Albert walked right across the field to the Warrego Highway and radioed back for a car to pick him up. John walked 100 yards or so in wearing gum boots – this was one bad arse paddock – very sloppy and slippery. Later flights drifted between the cotton gin buildings and a group of trees. John set shorter DT's to save the model. Malcolm only flew one flight as he was preoccupied with Open Power dramas.

Both Albert and William went for broke. Albert was so unlucky to have his model clocked off as it DTed behind the cotton gin on his last flight. William landed in a tree but was lucky to have Andrew (Dalby MAC member) drive past – see the problem and organize an extension ladder and retrieve the model for William. Adrian Bryant effectively retired when Albert went "walkabout".

William won by 1 second over Albert!

Open Rubber

Name	Flight 1	Flight 2	Flight 3	Total
William Jones	180	172	180	532
Albert Fathers	180	180	171	531
John Lewis	180	146	175	501
Adrian Bryant	132	109	-	241
Malcolm Campbell	115	-	-	115
Ted Burfein	28	34		62



William winds his ex-Peter Twiss OR model

Open Power

12 entries 5 flew

Contest reduced to 3 flights due to time constraints.

In Open Power, most models drifted towards and over the Cotton Gin, particularly after 8am. Peter Nash put up an impressive flight which landed over the Condamine road in sorghum above his head. Malcolm's first flight had a conservatively short engine run, landing down the paddock and conveniently retrieved by Ian Mc Eldowney , as he drove in with Allen Thomas. His second flight landed near the road after a 55 sec motor (over)run to the cloud base, in a perfect steep spiral pattern, and he was unable to locate the model. Later that evening, he was informed by a local he had found the model and taken it home! Not having a spare model, Malcolm was unable to complete his flights. Des made his 3 flights, landing out of harm's way.



Winners are grinners
Peter Nash

Open Power

Name	Flight1	Fight 2	Flight 3	Total
Peter Nash	180	180	171	531
Des Slattery	131	104	144	379
Graham Maynard	166	-	-	166
Malcolm Campbell	114	-	-	114
Peter Lloyd	68	-	-	68

LSq/100 Mass Launch 5 flew

The eagerly awaited finale to the LSq/100 competition got underway at a few minutes after 5.30am. Graham Maynard was the only one not present, as he had gone home early. Most models were affected by soggy tissue covering – Allen Thomas experienced fuselage twist affecting trim. Albert had the tail plane mount dislodge after rain softened the glue. Lim Joon expert, Adrian Bryant, flew Malcolm's model. The expected top runners Allen Thomas and Albert Fathers encountered mechanical failures and Des's model flew the best it's flown all week. But not good enough to beat Brian Taylor, whose Lim Joon circled high. But just under him was Adrian Bryant's model and, when the prop stopped, it was gliding much better. Some work with the steam at 4.30 am had done the trick – the model was trimmed. However, Brian was higher and his flight ended 15 seconds after Adrian had landed.





INDOOR at the 64th Dalby Nationals

report from Brian Taylor

Many thanks must go to Queensland Cotton for the generous use of their Cotton Gin, what a great venue for the indoor events. The height of the venue, measured as per 3.4.12 was 6.65m. After a delayed start to the Nats, Indoor started on Saturday evening 1 January 2011, with F1N (IHLG).





Len Surtees and John Lewis spent some time before the event setting up their models



F1N (IHLG) 1 January 2011

It was a tad warm inside the Cotton Gin this evening. John Lewis was the first to put in all nine of his official flights and, judging by his trimming flights, Len Surtees would be putting in some high flight times for his official flights.

Albert Fathers and David Brawn were flying a smalller type of glider so were having their own duel, David beating Albert by just 1.2 seconds. Unfortunately William and Dale Jones still had some trimming to do on their gliders.



F1N: John Lewis 3rd
Len Surtees 1st, Brian Taylor 2nd

F1N Indoor HLG 1 January 2011

	Name	Flights									Total Best 3
1	Len Surtees	28.0	13.0	29.9	4.0	4.2	3.0	28.7	25.8	4.3	86.6
2	Brian Taylor	16.8	24.4	24.2	22.2	24.4	26.6	23.6	23.1	25.0	76.0
3	John Lewis	25.0	21.4	22.1	7.7	20.0	23.3	25.4	22.0	22.8	73.7
4	David Brawn	14.1	13.8	15.0	13.3	11.2	15.7	7.6	14.6	16.4	47.1
5	Albert Fathers	13.7	11.4	8.8	10.7	15.0	15.8	12.4	7.1	15.1	45.9
6	William Jones	11.5	14.2	11.7	14.7	12.3	11.2	6.2	5.3	12.1	41.2
7	Dale Jones	5.0	3.5	10.6	9.1	10.5	2.5	9.0	11.0	11.4	33.0
8	William East		DNF								

Peanut Scale 3 January 2011

Another hot night for temperature and competition - Peanut Scale turned into a battle between John Lewis and Brian Taylor. John took a few flights to to find the appropriate size rubber motor. It was great to watch well trimmed scale models doing their stuff.

All flights successfully R.O.G.'ed.

Scores appear on the next page



John Lewis prepares his little Fike 'E'

Peanut Scale **3 January 2011**

	Name		Flights							1/3 Best Flight	Static	Total
1	Brian Taylor	Scout Ultralight	83.0	114.2	104.4	-	-	-	-	38.06	27.0	65.06
2	John Lewis	Fike E	31.7	51.0	27.1	50.3	71.4	72.9		24.3	23.25	47.55
	Dale Jones		DNF									
	William Jones		DNF									
	William East		DNF									


Brian's Scout


John's Fike

F1L (EZB) **4 January 2011**

F1L drew a number of spectators, curious to see these lightweight beauties take to the air. Fortunately the afternoon had cooled the hall somewhat. Flights were very stable as there was little or no drift at all, so no steering was required.

EZB	Name		Flights						Total Best 2
1st	Brian Taylor	261.74	245.00	213.00	-	-	-		506.74
	Dale Jones	DNF							
	William Jones	DNF							
	Albert Fathers	DNF							


While not flying EZB, Adrian still had fun

HANGAR RAT **5 January 2011**

Hangar Rat was another popular indoor event as they are easy to build and fun to fly. Perhaps the cooler night made for more spectators but Rats have a habit of bringing out the curious. The standard of the flights was quite high. The spectators appreciated the flying, as well as the hot chips and cold drinks supplied by the hard working and tireless members of the Dalby Model Aero Club. I was surprised by the number of photographers. Even the many small green frogs were taking a keen interest in what was going on.


Hangar Rat: Ian McEldowney 2nd
Brian Taylor 1st Ray Bulcholz 3rd

Hangar Rat **5 January 2011**

	Name	Flights						Total Best 2
1st	Brian Taylor	125	143	18	86	-	-	268
2nd	Ian Mc Eldowney	104	111	98	114	106	47	225
3rd	Ray Bucholz	96	55	101	95	92	115	216
4th	Dale Jones	27	40	91	67	66	5	158
5th	Malcolm Campbell	73	85	30	-	-	-	158
6th	John Diduszko	59	63	68	70	68	77	147
7th	Albert Fathers	24	29	61	61	75	5	136
8th	Greg Lepp	55	65	51	-	-	-	120
9th	Andrew Diduszko	36	-	-	-	-	-	36
	John Taylor	DNF						
	Des Slattery	DNF						
	Michael Towell	DNF						
	Peter Angleburger	DNF						
	Dale Jeude	DNF						
	Harry Bailey	DNF						


Brian's I/wgt Rat


More Ratters



HANGAR RAT SCRAMBLE

Hangar Rat Scramble started half an hour after Hangar Rat finished, to allow flyers to prepare. Much furious winding of rubber motors and swift retrievals made this another entertaining event.

Even with such a huge flying area Brian's and Malcolm's Hangar Rats still managed to collide but fortunately only the wings touched, causing the Rats to spin around, then separate and continue flying in different directions. Great flight totals were recorded by Ray Bucholz and Ian Mc Eldowney.

Hangar Rat Scramble **5 January 2011**

	Name	Total
1st	Ray Bucholz	909
2nd	Ian Mc Eldowney	703
3rd	Malcolm Campbell	568
4th	Brian Taylor	559
5th	John Diduszko	143
	William Jones	DNF
	Dale Jones	DNF
	Harry Bailey	DNF
	Michael Towell	DNF
	Des Slattery	DNF



Hangar Rat Scramble: Malcolm Campbell 3rd
Ray Bulcholz 1st and Ian McEldowney 2nd

CHAMPION OF CHAMPIONS TOTAL FREE FLIGHT POINTS
64th AUSTRALIAN NATIONALS 2010 - 2011

Name	OUTDOOR POINTS	INDOOR POINTS	TOTAL
J.LEWIS	30	5	35
M.CAMPBELL	25	2	27
B.TAYLOR	9	18	27
W.JONES	16		16
A.FATHERS	10		10
P.NASH	10		10
R.BUCHOLZ	2	7	9
D.SLATTERY	8		8
T.BURFEIN	7		7
G.MAYNARD	7		7
M.GODFREY	6		6
I.McELDOWNEY		6	6
M.ARMOUR	5		5
W.LEADBETTER	5		5
P.LLOYD	5		5
L.SURTEES		5	5
R.CRAINE			3

Thanks to John Lewis, Brian Taylor and John Taylor for their comments and/or photos

Vintage Power/Rubber/Glider

Flying in these events was keenly awaited by many of the contestants and it would have been a great set of events, with the clash between Des's Nebula, Malcolm's Seraph and Albert's Kane an obvious highlight. The weather gods indicated otherwise. Well, it wasn't really too wet to fly, but it was certainly marginal on getting home without a boat, as we later found out.

There were 11 entries for this event. So the vintage events were postponed for a couple of hours with a few competitors electing to go to Hungry Jack's for Breakfast. The rain appeared to be set in, however local intel suggested the rain would clear by mid morning. Most elected to call it a day and decided to leave in case the rain resulted in more flooding.

William, Dale and John Taylor decided to wait and see and were back out to the field and able to fly vintage rubber before lunch under clear skies. John. Malcolm, Des and a few others encountered some serious water on the way back to Brisbane and needed a few detours, with the Toowoomba to Brisbane road closed for a couple of hours with a mud slide that blocked all lanes. They took the Murphy's Creek - Postman's Ridge road - names to become notorious just 4 days later.

So the weather didn't stop William Jones returning to the field, to record a flight of 45 seconds in Vintage Rubber No flights were made in Vintage Power and Glider.



Adran was so looking forward to flying his '56 Fred Boxall design in this event

Champ of Champs

With points tallied it was **John Lewis** whose name will appear as the inaugural winner of the magnificent trophy donated by Adrian Bryant. It was a close finish too, with Malcolm Campbell and Brian Taylor just eight points behind.



John Lewis receives the Champ of Champs award, in one of his favourite haunts



Des Slattery receives his Hall of Fame award from MAAA president Mike Close

Conclusion:

Congratulations must go to the organisers on a running a successful Nationals under exceptionally gruelling conditions. Certainly, we were down on numbers, but the obvious planning, facilities and services offered to flyers at each field were extraordinary. I am sure that all those who attended will leave Dalby with fond memories. Our substitute field was great, the New Year's Eve flying spectacular and the hot food was sensational. The Dalby MAC's hired lighting system almost challenged the MCG!

The Nats dinner, hastily rearranged from the Dalby RSL to the Dalby Leagues Club due to flood damage was excellent and I was amazed to see how the small band of caterers could keep up with the indulgent appetites of most modellers. The Mayor gave a wonderfully supportive speech and of course seeing Des Slattery receive his Hall of Fame award in front of over 100 fellow aeromodellers went off very well. The icing on the cake for us was the daily food drops, the shade tent, ample chairs and the cool water. Andrew Liddle's water taxi for the stranded models was also over and above our expectations, as was the ladder retrieval of William's treed Open Rubber model.

So our appreciation is extended not only to the organising committee but also to the members of the Dalby MAC like Ross, Dale, Andrew and Ken, whose smiling faces greeted us with country optimism most days. A truly memorable Nats, and one where the weather gods smiled upon us for the 8 days of competition. Well done, guys and girls!

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

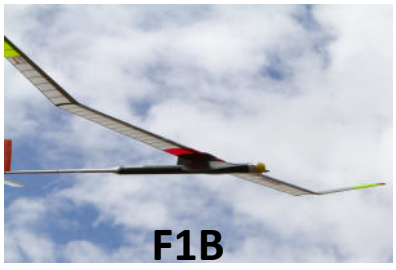
Are your details up to date?

If not, email them to me at actrain@ozemail.com.au
or phone me on 07 3263 9339

Armour	Mark	3245 7550	markarmour@bigpond.com
Baynes	George	3813 5904	geob@ngvemail.com
Beale	Robert	3397 0142	rairob@tpg.com.au
Brawn	David	3901 5014	david.brawn@ntlworld.com
Brownlow	Larry	07 5440 5757	equityopt@sun.big.net.au
Burfien	Ted	0419 163 900	chuck_e_bear@hotmail.com
Bryant	Adrian	02 6679 5177	adrian12@norex.com.au
Campbell	Malcolm	3263 9339	actrain@ozemail.com.au
Carney	Bart		c/- chriscarney@optusnet.com.au
Chernich	Ron	3262 8075	ron@modelenginenews.org
De Visser	Pieter		mpaero@skymesh.com.au
Dodds	Nanette		secretary@maaa.asn.au
Fisher	Keith	07 4658 0483	kdfisher00__@hotmail.com 2 underscores before @)
Fairfield	Ray	07 4630 0257	fairfiel@icr.com.au
Fathers	Albert		fathersplace@smartchat.net.au
Frederickson	Barry	07 4933 6605	bfreddo@bigpond.com
Jones	Dale	3345 7828	weldwell@ezinternet.net.au
Jones	William	3345 7828	weldwell@ezinternet.net.au
Jones	Darren	3277 9960	
Kelly	RS	07 4123 5757	rskelly@optusnet.com.au
Lewis	Ben	3848 6923	vicben77@optusnet.com.au
Lewis	John	3848 4280	louiedafly55@aol.com
Mahoney	Col	07 5541 2364	
Maynard	Graham	07 3134 0332	maynag@optusnet.com.au
Munden	Ron	3294 6921	rjmunden@tpg.com.au
Nash	Peter	07 5499 6398	kerpete@bigpond.com
Parker	Ivor	3875 1542	estparker@optusnet.com.au
Perkins	David		perkins@physics.uq.edu.au
Raskin	Steve	0412 688 942	simitar@digisurf.com.au
Reich	Herbert	0419 640 122	Herbert.Reich@cdu.edu.au
Richards-Smith	Dianne	3876 8265	dianne_richards_smith@hotmail.com
Richards-Smith	Van	3856 1798	van.richards-smith@bigpond.com
Scruton	Brian	3286 2629	
Slattery	Des	3356 1416	slatdn34@tpg.com.au
Snabaitis	Michael		mick_snab@bettabilt.com
Smith	Geoff	07 5564 1314	aus8742@zcts.net
Taudevin	Matthew		mattnsim@yahoo.com.au
Taudevin	Maurice		Maurice.Taudevin@lumwanamine.com
Taylor	Brian	3398 2449	vid25@bigpond.com
Taylor	John	3392 7679	johndt@primus.com.au
Thomas	Heather	3376 3990	heatherthomas41@optusnet.com.au
Thomas	Allen	07 5514 2172	aus41@nvgemail.com
Thomasson	Robin		rt@highwayautoelectrics.com.au
Tomlin	Terry	07 4129 6210	PO Box 3101, Pallas St, Maryborough 4650
Turner	Brad		udlman@hotmail.com
Turton	Allan	07 4122 1148	alturton@satcom.net.au
Volter	John	3882 1413	
Wattley	Bill	3379 5101	
Whiteley	Phillip	07 4928 7097	
Williams	Warwick	3286 6441	
Zimmer	Arno		marie.denial@bigpond.com

USEFUL CLUB LINKS ON THE INTERNET:

Club Web Page:
In search of a new webmaster!



REMEMBER:

Any Digest contributions are greatly appreciated

