The magazine for all those who love Free Flight

The BFFS DIGEST

September 2011



In this issue:

* *F1G State Champs*
* *F1H State Champs*
* *Indoor HLG State Champs*
* *Trans Tasman Scale Rally*
* *Dales Fun Fly*

plus much more!

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: ***Des Slattery launches his Ethereal Lady on the July Fun Fly Day. Des flew half a dozen free flight and sport radio models on the day. The Ethereal Lady was the first free flight power model Des built, many many years ago. This is NOT that model!***

PRESIDENT'S REPORT



Funny thing this retirement, with all the modeling I intended to do - not happening at all. I haven't even tidied up in preparation for building/repairing anything but have attended a couple of Indoor days. The first Indoor day was held during the school holidays and as a result the gates to the parking lot adjacent to the hall were chained up with a padlock I didn't have a key for. We did gain access to the hall but had to park across the road in the school staff car park. This may have given the appearance Indoor wasn't on as attendance was down on the day. The August meet however ran to plan with a good attendance and quite a range of model designs apart from the Frog Senior Series models scheduled for the day. I went for a drive up to Coominya last Sunday as well and discovered I was the only one there. Getting a bit relaxed with this retirement thing and failed to check the calendar which would have revealed the contest was on the following weekend. However, the conditions were perfect a week before but windy on the advertised day so perhaps I choose the right day for flying.

After some consultation I have produced the 2012 calendar but can't guarantee the weather will be good on the chosen dates – hopefully everyone will have an opportunity to fly their favourite class in reasonable conditions. Same old faces on the new committee with the exception of Ted Burfein taking over from John Taylor as the MAAQ F/F administrator. All the best in this role Ted and a big "Thank You" to John Taylor for his many years of service. Hopefully now John will have an opportunity to join in the free flight contests he has CDed many times for us in the past.

Cheers *John Lewis*

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
F1G State Champs.....4
F1H State Champs.....7
Dale's Fun Fly day.....8
Indoor Page.....11
Gold Coast Indoor.....14
Nostalgia Corner.....15
Free Flight in Brisbane in 1949.....16
The 2012 Maryborough Gathering.....17
Photos from the Trans Tasman Scale. 18
Jokes.....19
BFFS Spy.....21
2011 BFFS Calendar.....22
Contacts Page.....23

Yes, it's a bit smaller than previous editions. You can help!

Why not sit down and pen an article on some part of aeromodelling, from your past, maybe an event you held dearly. Construction articles are always welcome.

WANTED

A few keen members to add spice to the Digest. I'm sure there are some stories to tell. Think about it. I need you!

Malcolm Campbell

STOP PRESS

It's good to not have any last minute announcements - so this part is blank!

SECRETARY'S REPORT



2010/2011 has been an interesting year for the club, with the long drought convincingly broken, with the rain seeming to fall on every weekend we tried to fly. Whether it was rain or wind, it has tested our patience. The legacy of this extreme wet season is a very full Seven Mile Lagoon, which restricts our flying when the breezes get up. Fortunately, we've encountered some glorious winter weather for recent events with P-30 and F1G being typical examples of the weather we normally get over winter. And the weather we had for Dale's Fun Fly in July was simple glorious.

The AGM went smoothly and quickly. Same team as last year, with the exception of John Taylor relinquishing the reigns of the F/F Administrator role. This was taken up by Ted Burfein, who now holds two important positions, Free Flight Administrator and President of the AFFS. Well done, Ted and "Thank You John" for the excellent work you did. Looking back through our records, I was surprised that I have just completed my 12th term as club secretary and 4 ½ years as Editor. Time flies when you're having fun!

Cheers, *Malcolm Campbell*

Hi Malcolm,

Just received the June edition of the, BFFS Digest and have had a most enjoyable read! It's almost worth reading it for the great Jokes Page alone - I just got told off by my wife for making too much noise laughing!

Over the years, I have been involved in the production of a number of model flying magazines, but have never seen one with a,"Jokes", page before and now realize that we have been missing a great opportunity as modellers do enjoy a good chuckle.

Keep up the good work!

Eric Cooper (UK)

Malcolm,

Thank you for the Digest. As usual excellent work. I love it, keep it up. I wish you good luck and lot´s of Maxes in Narranderra. I am really jealous but am unable to come due to work commitments. Give all our down under friends my best regards and wishes from the whole Seifert family.

Michael Seifert - Malta

MC: Always enjoy your work. Great pictures, good event coverage. Do you do an FF electric? My view is that Electric will be a dominant force in FF eventually and have to built some 80+ airplanes to demonstrate their worth. The "new" e36, which allows brushless motors and lith-polymer battery packs, is a very impressive category and well out of the "toy" category. See the recent NFFS Digest piece I contributed on my JouleBox design. Nice to see that P-30 is alive and well in yet another neighbourhood! Many thanks for the opportunity to share your fine newsletter. Fly well, fly often,

John Oldenkamp-USA

Hi Malcolm

Another GREAT issue of BFFS! I really admire your skills as editor.

Perhaps you've heard of the half-price offer for new NFFS members? This applies to International members too. Would you kindly reprint this form in BFFS Digest? Remind readers that the NFFS Digest is the world's most comprehensive magazine devoted to Free Flight: 240 pages per year by charter!

Thermals

Don DeLoach
Editor, NFFS Free Flight Digest

Hi Malcolm,

Thank you for sending the June BFFS Digest. It is another masterpiece! Congratulations on your perfect F1A flying with your Buntbone. I enjoyed the funnies at the end of the newsletter.

Thermals from Arizona,
Peter Brocks

Malcolm,

I have spent so long reading your 'FF down under' that I have little time to write too much as it is past my bedtime! It is a fantastic magazine, and you are to be congratulated. I am the editor for our club magazine (Bristol and west), but my efforts pale into insignificance compared to yours. Please add me to the distribution list for the Brisbane Free Flight Society Digest.

Regards Peter Tribe (UK)

F1G STATE CHAMPS

Coominya 26 June 2011

CD Malcolm Campbell Report by John Lewis



Ben Lewis puts everything into his launches

After a couple of postponements due to adverse weather we at last scored a day with a clear sky and light winds. This year we had 13 competitors and a few visitors such as Allen Thomas and Ian McEldowney from the coast that ably assisted with timekeeping duties. I can't remember seeing so much diversity in model design ranging from high tech Russian inspired designs to basic designs resembling sports models. The one thing in common however was the friendly atmosphere that prevailed throughout the day.

The contest began 30 minutes late mainly due to the variable wind direction making it hard to establish the upwind position for the start line. 5 maxes were scored in the first round. In Ben's case it was his first flight with his new model. Father John, William, Dale and Albert were the other successful competitors. The second round produced seven maxes with George and Brian joining the first round five. Round 3 saw Graham and Ted with a max apiece however Brian dropped off the pace and William withdrew with front end problems. At this stage Ben, John Dale and Albert were all on a full house with two rounds to go. Round 4 saw John pick some poor air to drop out of contention however George and Brian were keeping the pressure on with a max a piece.

With a potential flyoff looming the pressure was on the remaining 3 with 4 maxes to make the last one. Albert was looking very good for an easy fifth max, until his model hit a tree. Ironically Ben who had DTed well up on his previous 4 flights was looking like he would just max when he also hit a tree 11 seconds short. Dale flying a no frills style of model made no such mistake to convincingly max and win the contest. Brian Taylor finished in fine style gaining massive height eventually touching down at 5 minutes 49 seconds. Graham was not so lucky losing his model with no tracker on board. Des also maxed his last flight taking out the most improved contestant of the day. This was one of those great free flight days where everyone was in good spirits regardless of placing.



An excellent roll up for the double header, F1G and F1H



Dale Jones's launch looked good .....



but she scored no points for cutting the streamer

Perhaps it was the sausage sizzle provided by John Taylor who arrived too late for the start of the contest due to a flat battery. Had John arrived a little earlier he along with Van who had some trimming difficulties could have made it a contest of 15. With such good weather the scores for the minor placings were tight with Ben one second ahead of John for second and third with Albert 4th and George 5th.

And straight after lunch we backed up with the F1H State Champs. What a great day!



Graham Maynard says "Goodbye" to his model







The low tech brigade had fun - Brian Taylor's model in flight, Des Slattery and Ron Munden launch



Dianne Richards-Smith



Ted Burfein



William Jones



Albert Fathers

NAME	R1	R2	R3	R4	R5	Total
Dale Jones	120	120	120	120	120	600
Ben Lewis	120	120	120	120	109	589
John Lewis	120	120	120	108	120	588
Albert Fathers	120	120	120	120	89	569
George Baynes	105	120	120	120	78	543
Ted Burfein	77	101	120	98	120	506
Brian Taylor	110	120	95	120	120	455
Graham Maynard	57	97	120	120	-	394
Ron Munden	72	94	62	75	79	382
Des Slattery	31	53	69	96	120	369
Dianne Richard-Smith	53	65	51	77	23	269
William Jones	120	120	-	-	-	240
Malcolm Campbell	105	-	-	-	-	105



DT'ed, at last

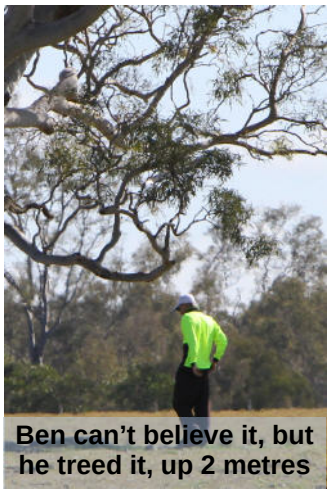








Trees and snakes, a couple of snags not appreciated. There's a model in all three photos. All missed!



Ben can't believe it, but he treed it, up 2 metres



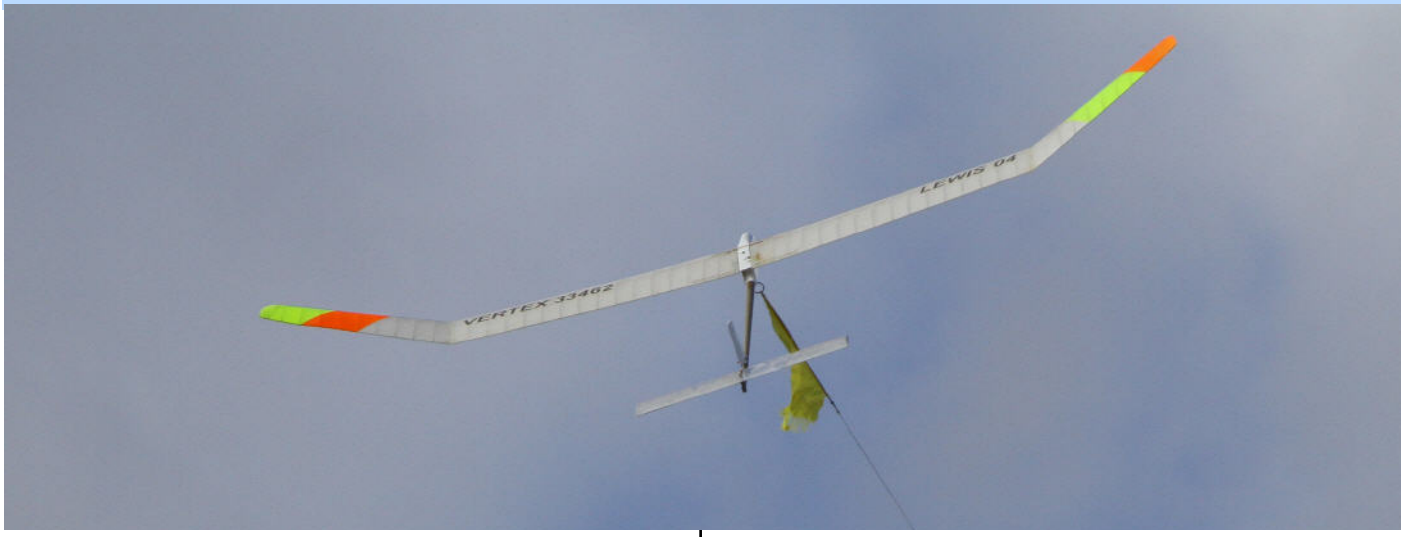
George entertains our Gold Coast visitors



EVERYONE enjoyed the snags produced on John Taylor's BBQ

F1H STATE CHAMPS

Coominya 26 June 2011



As with the F1G event we had suffered a couple of postponements with F1H due to adverse weather and decided to add F1H after the F1G contest. This as it turned out was in the main a good decision with many flyers being able to fly both events on the one day, although a few may have needed to leave before the event finished. The wind picked up a little after lunch so we moved to the opposite end of the field (near the old farm house) as far away as possible from the lake and the unfriendly neighbour. Although the wind direction at times blew towards the road the drift took models parallel to the road. Later in the day a few models used the full length of the field with one landing over the fence of the property but still a hundred meters short of the lake.

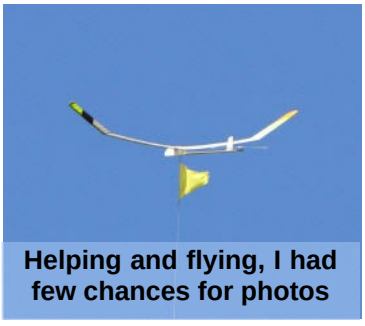
Round 1 began after 1pm with Malcolm, Albert and Ron maxing. Surprisingly no maxes were recorded in round 2. With only Malcolm cracking the 100 sec mark. Ben's model was towing right on the launch killing the launches, John was having stalling problems and hit a fence breaking his best model. After damaging his best model during testing Albert, after a low scoring flight with his Aiglet in round two, decided it was time to leave. Des after two low scoring flights with his Little Hinney retired that model and changed to his Asteroid gaining a max in round 3. Ben after making a rudder adjustment easily maxed round 3 after gaining massive height from his launch. John, however was all over the place trying to circle his reserve zooming model finally returning a poor score.



Team effort. John launches for Ben


and Ben launches for John. Ben won!

NAME	Rd 1	Rd2	Rd3	Rd4	Rd5	TOTAL
Ben Lewis	113	85	120	120	120	558
John Lewis	75	84	64	120	120	463
Malcolm Campbell	120	108	77	52	90	447
Des Slattery	59	48	120	44	120	391
Ron Munden	120	74	-	-	-	194
Albert Fathers	120	31	-	-	-	151
Van Richard-Smith	46	11	53	-	-	110
Brian Taylor	43	46	-	-	-	89
Ted Burfein	-	-	-	-	-	-


Helping and flying, I had few chances for photos

DALE'S FUN FLY DAY

Coominya 24 July 2011

Report by Malcolm Campbell



It was a perfect day for sport flying and we had a great roll-up of 15 people at Coominya on 24 July. Des Slattery, as expected, had the most models and flew them continually throughout the day. Des was well behaved, crashing nothing and using no band aids throughout the day but his little Binnatang, built for Muswellbrook, put in a crazy power pattern, not unlike his early days with his Cyclon powered F1J! Fortunately, it was high enough when the motor cut to recover into a reasonable glide. Something was twisted, possibly the flyer!

Albert Fathers had to prepare his models and also those of Adrian Bryant's and he succeeded in having the highest and longest flight of the day. His little red Scram rubber model, well actually it was Adrian's model and we suspect Adrian set the timer, flew very high and well past a reasonable DT time. Only the strongest eyes could still see it when it DT'ed (after 10 minutes) and two with binoculars pin pointed its landing spot, only 600 metres away.

It was great to see Larry Brownlow from Noosa flying his electric scale Corsair and another electric sports model with 3 channel R/C gear. Keith Fisher from Murwillumbah practised with his hurl up gliders and he and his two friends spent many hours spotting birds and studying the habitat around the Seven Mile Lagoon. They are all studying ornithology and university. His friends also had an electric glider to fly.



(Left) We watched Albert's model for 10 mins. (Middle) Larry's gone electric (Right) Bird watching



(1) Bill and Dale had fun (2) And so did Adrian (3) Malcolm's showy Tomboy (4) Albert's big Kane



Des Slattery, as usual, had the most toys



John Taylor launches his newly acquired Cardinal

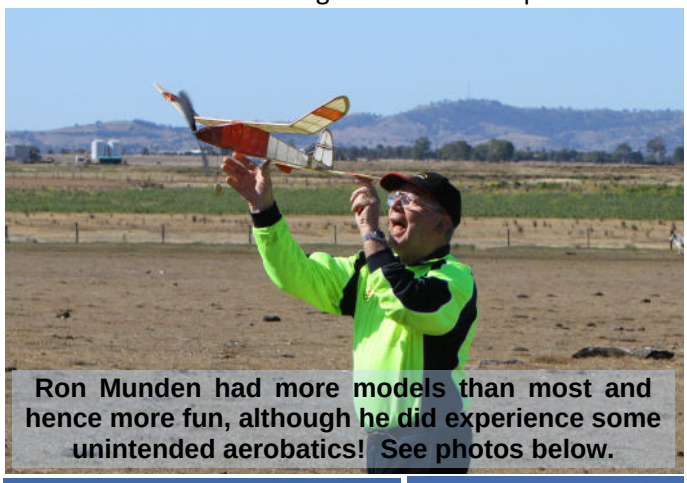
Ron Munden's big Black Magic with DC power had a chance encounter with a tall tree, striking it dead centre with the prop nut, and incurring minimal damage for such a big plane. He went on to put many flights in during the day. Ron also put up a Senator and his stick and tissue F1G.

Malcolm Campbell debuted his colourful Mills-powered Tomboy that naturally flew off the board, thanks to its Vic Smeed heritage and put up many low cruising flights before switching to his scramble model flying it till he broke its arrow shaft body. As the model was 12 years old, he was not perturbed. Switching to his straight tow F1H he shared the good air with Albert whose majestic 1948 Kane held the spectators spell bound with its slow steady flight. Both gliders enjoyed the good thermals that came through.

George Baynes helped John Taylor acclimatise to his newly acquired Barbini powered Cardinal and Sniffer sports models, and these both got pretty high thanks to the choice of motor. George also flew a couple of electric R/C models. The Jones family were out in force with William flying a small rubber sports model and Darren his F1Gs. They then shared the testing of a late Col Somers open power model. Graham Maynard spent the day running up a few motors on his QDP models and relaxing in the sun watching the others fly.

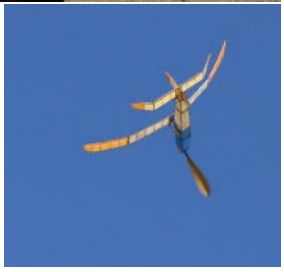
Morning tea was a health kick, with carrots and celery, various cheeses and biscuits, all washed down with tea, coffee or fruit cordial. Highly civilised. Dale cruised around awarding Mintie moments to those whose models misbehaved and Smarties to those whose models didn't. She also gave all attendees BFFS sample bags, stacked with goodies.

John Taylor really shone again with his excellent BBQ'ed sausages, fresh bread and sauce with drinks all at a reasonable price. Sitting under the shade of the club tent chatting and enjoying the food made one realise just what a good club we have, and we all agreed a few more Fun Fly days during the year wouldn't go astray.



Ron Munden had more models than most and hence more fun, although he did experience some unintended aerobatics! See photos below.







Des Slattery's Ethereal Lady was, well, ethereal



Single channel R/C and flown and landed by first timer R/C flyer Kathy Burford



John Taylor launches for Des Slattery who proceeded to do low fly bys





The morning tea was very healthy



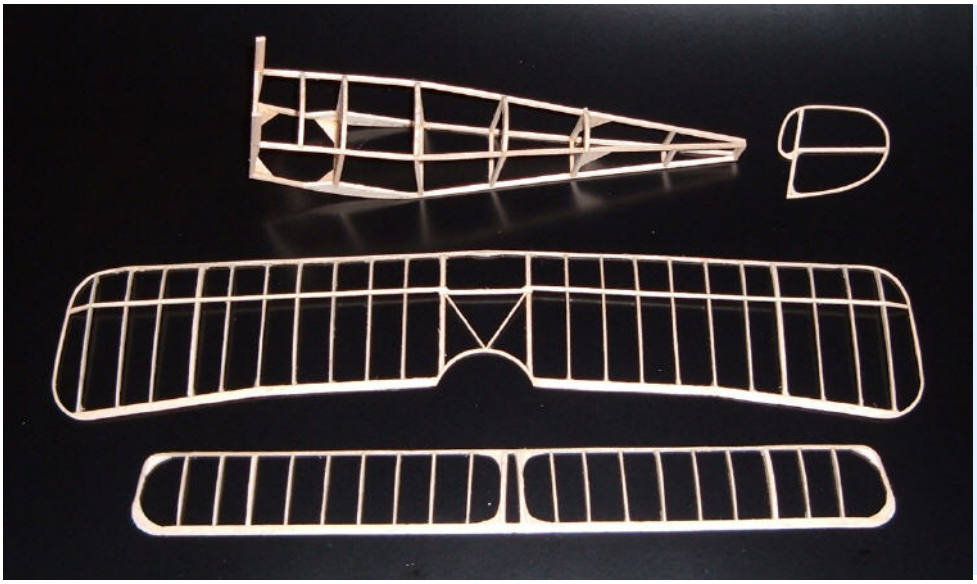
Adrian brought pumpkins for everyone, even Des!



Bill Jones flying his Open Power model.
Appears it didn't hold Darren's interest?



John Taylor's BBQ was magnificent.
Like our new tent?



Brian Taylor seems well advanced on his Nieuport 11 Peanut Scale model.

This event will be held at the BSHS Hall on 2 September.

Have you got your Peanut ready?

INDOOR PAGE

Story and results from Brian Taylor
Pictures by John Lewis

The Indoor F1N (IHLG) State Championships held on July lacked a few entries this year. Normally a popular event but hopefully there will be a few more entries next year.
A better turnout for the club 6" IHLG event. It was good to have Ian from the Gold Coasters indoor group competing in this event.
A few Peanut Scale models were also being trimmed in readiness for the F4F (Peanut Scale) State Championships coming up in September



Ian McEldowney and Larry Brownlow played with rubber models when they should have been limbering up for the chuckie events



Allen Thomas looks on as Brian Taylor checks the warps in his HLG

INDOOR HLG STATE CHAMPS

Name	R.1	R.2	R.3	R.4	R.5	R.6	R.7	R.8	R.9	Total Best of 3	Place
John Lewis	31	26	28	32	28	24	31	30	33	96	1st
Brian Taylor	19	20	3	15	25	6	6	15	15	64	2nd

6 INCH INDOOR HLG

Name	R.1	R.2	R.3	R.4	R.5	R.6	Total Best of 2	Place
John Lewis	18	19	20	20	19	16	40	1st
Ian McEldowney	9	9	13	19	18	19	38	2nd
Matthew Taudevin	18	17	17	17	15	18	36	3rd
Brian Taylor	16	9	5	12	12	18	34	4th
Tom Martin	13	12	13	14	15	12	29	5th

Gold Coast Observations

A good roll up for the regular indoor get together on the Gold Coast on Thursday afternoon 18August. Quite a few Hangar Rats now being flown as well as the usual mixture of other types of models. A target duration time, picked on the day, is the basis for this Hangar Rat event. A one design IHLG event is being organized by Ian McEldowney.

Brian Taylor

INDOOR PAGE

Pictures and story by Malcolm Campbell

FROG EVENT
6 August 2012

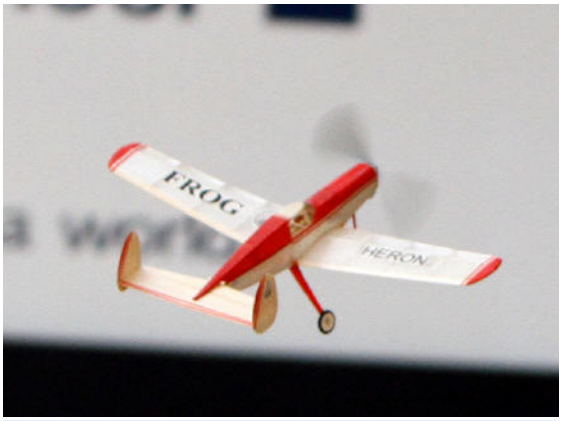
The Frog event brought out all the regulars plus some and, while a small group of R/C helicopter flyers congregated down the far end, a full house of flyers mingled and flew all afternoon until John threw us out.

Des Slattery flew his Raven hard and fast, as he only stayed a while. Graham Maynard trimmed his new Redwing and enjoyed some good flights.. John Lewis's Raven flew in a noisey manner but racked up flights of up to 40 seconds. Ron played with a number of models, including his Redwing and an EZB that took some trimming..

Larry Brownlow presented two lovely Junior series models, a Speedy (well named) and a pretty little yellow biplane. Both flew well, but attacked Ron Munden in a physical way on more than one occassion. Malcolm Campbell's Rewing was the star performer, repeatedly clocking up half a dozen 45 second flights, as he experimented with various strandage and rubber thickness. Brian Taylor spent most of his time with his scale model and an EZB that John Taylor ended up flying later in the day.

Matthew, Craig, Aaron and the gang of ultra light flyers put on a great display, with Craig and Aaron's CO_2 models stealing the show. Regular flyers thought it was the best attended Indoor event for many years.





Ron Munden (left) enjoyed his flying and Larry Brownlow's Speedy (above) off on another high speed flight, looking for Ron!





Graham Maynard (left) and Malcolm Campbell (right) both put in good flights with their Frog Red Wings







CONCENTRATION! Larry, Matthew and John

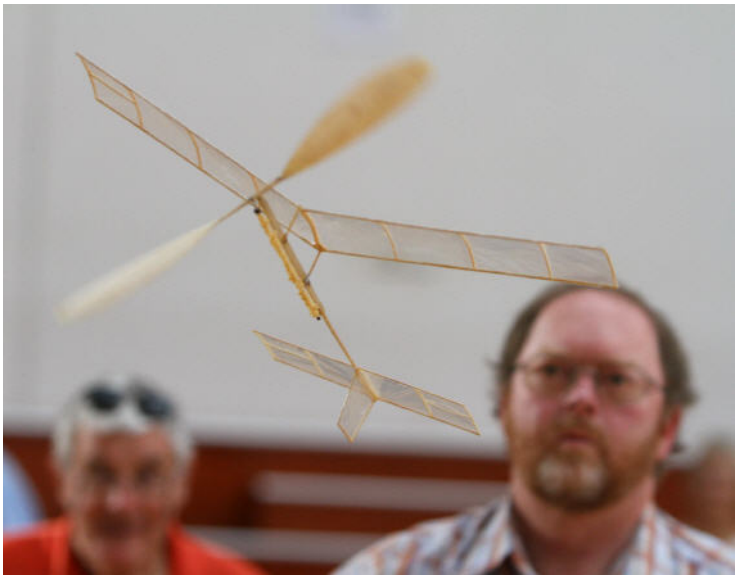


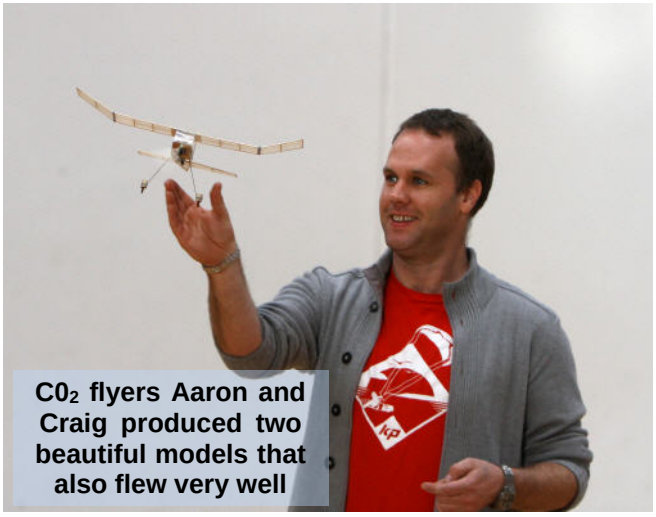
A very good roll up for August



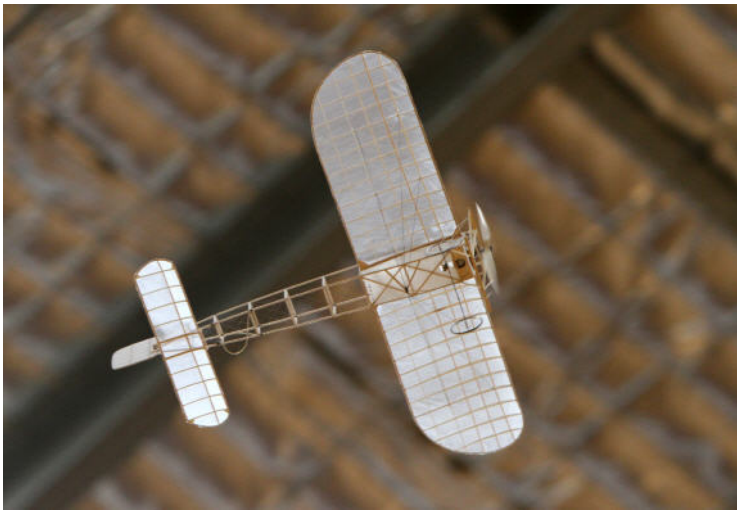


Brian shows John the ropes before he studies the power burst





$C0_2$ flyers Aaron and Craig produced two beautiful models that also flew very well





Newcomer Kathy Burford put in a few flights with Malcolm's Red Wing



Aaron watches as Craig "fires up" his $C0_2$ model

Indoor at the Gold Coast

Indoor Torque



Ian McEldowney's Rat circles what appears to be a good indoor facility

It was encouraging to have a good turnout last Thursday and an enjoyable one by the comments and happy attitude shown by the 14 attending. Still quite a few people that don't turn up, though Colin phoned to let me know he couldn't be there.

It was good to see Brian come down from Brisbane and support us and pass on his knowledge to others and also take the time to set a new hall record of 2.33 minutes. Well done Brian and a target for the rest of us to chase and there are now several who are capable of doing so. Neill has gone along quietly and now has his Hanger Rat flying very well and reaching the ceiling.

The target for precision this round was 90 seconds and Barry came closest minus 9 seconds, Four flew and there was a tie for 3rd and fourth between Richard and Brian. Four rounds to go.

Good to see Philip Birdsall and Bob Price join us again and I don't think it will be long before they join the Hanger Rat squadron.

I have handed out 5 plans for the one off chuck glider so far. I bring the plan along to each session.

As I indicated in my last E-mail, thought had to be given to what we wanted to do next year as hall bookings need to be made now.

I asked for a show of hands as to whether or not we continue and in the same format. The vote was unanimous that we do.



Allen Thomas prepares his Rat for another flight

I get asked about lubricant for rubber motors. I use a castor oil based grease designed to preserve and lubricate rubber, which was recommended to me when I started. It is called pbr. rubber grease in a black tube, costing from memory about $9 from Rep-co outlets.

The next meeting is on Wednesday the 7 September,7-8pm, but be there at 6.30pm as a previous group finish at that time and we can use that extra time.

Happy landings.

Ian McEldowney

DATES FOR THE FINAL MEETINGS AT THE GOLD COAST FOR 2011

7/9/11	6.30-8pm
29/9/11	1-2.30pm
20/10/11	1-2.30pm
9/11/11	6.30-8pm
1/12/11	1-2.30pm
22/12/11	1-2.30pm

NOSTALGIA CORNER



The late Col Somers helps his best mate Des Slattery with his Superstick



Adrian Bryant's design, the Golden Boomerang seen at Muswellbrook some years ago.
BACK ROW: Alan Laycock, John French, Adrian Bryant, Barry Dent and Merv Buckmaster
FRONT ROW: Des Slattery and Col Somers
Sorry, I know they have elevators and rudders, but they make a great picture, don't they?

BRISBANE FREE FLIGHT 1949

as told by the one who was there, Des Slattery

My first power model was Gossamer with Frog 100. First flown Wacol where Sir David Longland prison now stands. This was a long way from Gordon Park, by tram then train and a long walk to flying field. In those days Hickey's Diary went from Gordon Park to Grange to Stafford. I had attended school with two of the Hickey boys so obtained permission to fly there. Col Somers and myself started flying there, the start of many years of free flight, control line and some attempts at radio control by Bob Anderson who built his own radio equipment.

Much sport flying and contests where held there, even MAAQ events. I still possess a trophy (Gorrie) won at a free flight contest held at Hickey's.

Some of my best memories are of my Ethereal Lady with ED Comp. Special 2CC. Col had a low wing model called a Southerner which we would fly all day often until we ran out of fuel. As push bikes were our means of transport small diesels were great as all we needed was the model a rag and fuel.

Over the years this area has been developed. Brothers Rugby League Club, taken over by Crushers occupied the Grange area, plus Valleys Junior Rugby League and an Archery club, plus roads and housing. At the Safford area, Wilston Grange AFL Club is well established with a full size football field plus practice field, club house, change rooms and car parking.

Dennis Gray is currently writing a book on the "History of Stafford". Dennis, as it turned out, back in the 1950`s often retrieved our models for us. So he included a part in his book on model aircraft. The football club and the Council heard about the model flying in the area in the early years so they contacted the MAAQ and recently arranged a meeting at the club. I attended the meeting with the local Council member, AFL Club and MAAQ, all keen that model flying should return to Hickey`s.

A short time after this meeting I was asked to arrange a demonstration of model flying at half time of the football game on 2 July. This display went well plenty of electric radio control and control line, sadly no free flight, but at least a large number of people saw model aircraft flying. This is an ongoing thing re flying there and the possibility of the club house being extended with a room for a model aircraft museum.



No prize for guessing who this is. The bare feet should be a dead giveaway! It's none other than a very young Des Slattery, at Hickey's Paddock! The photo on the right shows his Ethereal Lady. Our front cover shows his latest Ethereal Lady. I guess it looks and flies a lot better than the first one. After all, he's probably built at least 1,000 models since then!

Don't miss the December Digest. I will be including a very entertaining extract from the "History of Stafford". I am sure anyone who, as a young teenager, built, flew or simply watched free flight models will be transported back in time to a day that was so much simpler and so exciting. It's probably why we now fly free flight as adults.

MARYBOROUGH GATHERING 2012

Next year's **Maryborough Rally** is for any F/F sport cabin model which was from a kit or kit plan. Eg. Veron, Keil Kraft, Frog or whatever. However to keep it all equal, no electric power, electronic timers or R/C DT etc is permitted. These items have distinct advantage over piston motors and mechanical timers for the precision event.

There will be no ROG, less crashes and damaged models. The Bowden event in the UK fly off airfields with runways, we don't have that so it makes sense to hand launch and it is fly first then competitors choice judging later. No flying quality judging either which is difficult to do as this is not an R/C event. The small changes are from a result of talking to the guys last year to gauge what they want. So! to do well build a beautiful model, trim it well and regulate the motor run and target time the best you can. The choice of kit designs is very large, just plonk a motor in, Diesel is best but glow is OK and fly the event and have fun. Eye dropper type fuel tank is OK, fewer problems than if you had to ROG.

Anyway we will give it a go next year and fine tune it after that. Dalby R/C model choice! Well I think the Lanzo Bomber is too big and ugly. Old timer type model is good, maybe give a choice to increase participation rather than limit the type. Maryborough is structured to give a choice. The Kit type designs for FF and any Bob Palmer design for the C/L. It was suggested that to be in the running the flyer has a go at or at least attempt the vintage stunt schedule. Maryborough lends itself for a Frazer Coast C/L champs as well. A suggestion by some? Grass roots rally events like what we are planning seem to be getting popular. Real Aeromodelling for real Aeromodellers. The closet modellers are coming out as there is an event for them where you don't have to spend the big bucks to impress.

Pieter De Visser

Half Price! New Member* Offer

Two-year memberships ~~$58~~ now $29

*new members (U.S.), or members who've lapsed for 12 months or more. International dues: $37.50; Youth dues (18 and under): $9. Expires 1/1/13.

National Free Flight Society

Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.

Membership includes access to the NFFS Plans Catalog of over 800 plans, scholarship and volunteer opportunities, rulebooks, committee support, and 6 issues/year of Free Flight Digest, the world's most respected journal of its type. Each 40+ page bimonthly issue includes in-depth content on building and flying all types of Free Flight models; indoor and outdoor rubber, electric, glow, glider, duration, scale, Old Timer and more!

☐ *Yes!* I love Free Flight and I've not been a NFFS member during the past twelve months. Please sign me up at this special 2-year price of $29 (International: $37.50; Youth: $9).

Name_____ D.O.B.__/__/_____

Address_____ AMA#_____

City_____ State_____ Zip_____

Country_____ Email_____

Card#____-____-____-____ Visa/M.C. Exp. Date__/__/____

Make checks payable in U.S. dollars to NFFS and mail to: NFFS Membership Office, 118 Gentry Circle, Lafayette, LA 70508. Email: <carl.bakay@yahoo.com>.

Secure Online payments at <www.freeflight.org>



Another shot of the Kane vintage glider, laying in wait

EAGLE BALSA.

Ph: 07/3467 2711 **MOB: 0434 451 239**

richardg1@iinet.net.au

Minimum Order: $50.00

MM	3" x 3"		4"x 3"		3" x 4"		4" x 4"
1.0	$ 1.14		$ 1.58		$ 1.88		$ 2.56
1.5	$ 1.14	$ 2.28	$ 1.58		$ 1.88		$ 2.56
2.0	$ 1.22		$ 1.74		$ 2.00		$ 2.70
2.5	$ 1.36		$ 1.90	$ 3.12	$ 2.25		$ 3.30
3.0	$ 1.67		$ 2.31		$ 2.63		$ 3.46
3.5	$ 1.74		$ 2.40		$ 2.85		$ 3.50
4.0	$ 1.90		$ 2.48		$ 3.44		$ 3.71
4.5	$ 1.98		$ 2.64		$ 3.64		$ 4.04
5.0	$ 2.09		$ 2.80		$ 3.81		$ 4.29
6.0	$ 2.88		$ 3.50		$ 4.75		$ 5.75
6.5	$ 3.13		$ 3.75	$ 4.66	$ 5.00		$ 6.25
8.0	$ 3.30		$ 4.13		$ 5.75		$ 6.76
9.5	$ 3.46		$ 4.54		$ 6.25		$ 7.10
12.0	$ 3.71		$ 6.11		$ 7.50		$ 8.25
12.5	$ 3.88		$ 6.28		$ 7.75		$ 9.08
15.0	$ 4.63		$ 6.35		$ 8.51		$ 12.93
16.0	$ 4.60		$ 6.44		$ 10.25		$ 14.80
18.0	$ 4.95		$ 6.60		$ 11.63		$ 16.38
19.0	$ 5.29		$ 6.82		$ 13.00		$ 16.45
20.0	$ 6.11		$ 7.64		$ 13.50		$ 16.60
25.0	$ 6.44		$ 8.05		$ 14.25		$ 17.55

BLOCKS: 12 inches.			STICKS:			
	$					$
4" X 4"	4.50	3"	4"	MM		
4" X 3"	3.40	1/8		3.2		$0.60
4" X 2"	2.66	3/16		4.8		$0.98
4" X 1 1/2	2.30	1/4		6.4		$1.13
4" X 1"	1.70	3/8		9.5		$1.50
3" X 3"	3.00	1/2		12.7		$2.63
3" X 2"	2.45	3/4		19.1		$3.68
2" X 2"	1.35	1		25.0		$5.25
2" X 1"	1.00	1 1/2		38.0		$15.00
1" X 1"	0.65		1 1/2	38.0		$15.00
			2"	51.0		$18.00

We are now at 32 Loane Crescent Lawnton. Please call before coming.
Our phone number is 07/3467 2711. Due to my Contracts I can only supply Balsa on a three day window in every 14 days. Calling 2 weeks at least in advance guarantees you won't be disappointed

FOR MAIL ORDER

Freight is established with our Post Office after confirming we have all your order in stock. We then respond to you with freight cost.

FREE FLIGHT SCALE RALLY - Richmond NSW - 2 and 3 July 2011

Just some of the models competing at Richmond in July. Australia won the **Trans Tasman Challenge** by a narrow margin and all those who attended said it was a magnificent event. These excellent photos were taken by Glen Crouch so, if you want to see all of them, go to his web site link: http:www.flicker.com/photos/crouchy69/sets72157627112389014/



















Sometimes, retrievals can be quite difficult at Coominya

The kids have all their little SMS codes...like FFS, WTF, LOL etc. So here are some codes for the seniors.

ATD.....At the Doctor's

BFF.....Best Friends Funeral

BTW.....Bring the Wheelchair

CBM.....Covered by Medicare

CUATSC.....See You at the Senior Center

DWI.....Driving While Incontinent

FWBB.....Friend with Beta Blockers

FWIW.....Forgot Where I Was

FYI.....Found Your Insulin

GGPBL.....Gotta Go, Pacemaker Battery Low

GHA.....Got Heartburn Again

HGBM.....Had Good Bowel Movement

IMHO.....Is My Hearing-Aid On?

LBL.....Light Bladder Leakage

LMDO.....Laughing My Dentures Out

OMMR.....On My Massage Recliner

OMSG.....Oh My! Sorry, Gas

PKMU.....Prostate Keeping Me Up

ROFLCGU..Rolling on the Floor Laughing...
.....Can't get up!

TTYL.....Talk to You Louder

WAITT.....Who Am I Talking To?

WMBG.....Where're My Bloody Glasses

WTFA.....Wet the Furniture Again

WTP.....Where's the Prunes

WWNO.....Walker Wheels Need Oil

GGLKI.....Gotta Go, Laxative Kickin' in!

TOOLS EXPLAINED



DRILL PRESS : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL : Cleans paint off bolts and then throws them somewhere under the workbench at the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh ####!"

SKILSAW : A portable cutting tool used to make studs too short.

PLIERS : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW : One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH : Used almost entirely for lighting various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes , trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER : A tool for opening paint cans . Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER : A tool used to make hoses too short.

HAMMER : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON-OF-A-BITCH TOOL : (A personal favourite!) Any handy tool that you grab and throw across the garage while yelling "Son of a BITCH! " at the top of your lungs. It is also, most often, the next tool that you will need.

Hope you found this information useful?

THE MODEL AEROPLANE

"*The Model Aeroplane*" was an early Australian model aircraft magazine first Published in 1931. It was the official organ of the Model Flying Club, which later became the Model Flying Club of Australia. The editor was Ivor Freshman. It featured the products of The Model Aircraft Co, a company owned by Ivor Freshman.

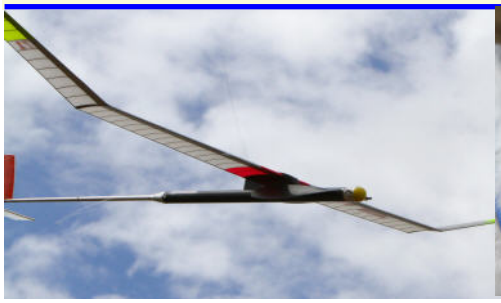
In the reply to correspondents section Oct 1931, J.R.T.of Wauchope received the following advise re stalling.J.R.T. Since you ride a motor cycle, J.R.T it will be easy to explain a stall to you. Supposing you are flying a plane when the engine cuts out. The plane will lose speed rapidly, falter, entirely lose forward motion, dip one side and go into a spin.

Now then, if you are riding your motor cycle along a perfectly level road, and the engine cuts out it would gradually lose speed until [unless you put your feet down] you fell over, sideways. On the other hand, if you had come to a down grade in the road, you would allow the cycle to go downhill to regain the speed, necessary to keep you mounted.

The same with an aeroplane. When your engine cuts out, put your tail up and go into a glide. The beauty of flying is that you can always make your own hills.

Not bad advice for a magazine that only cost a penny a copy. *Adrian Bryant*

PS: I wonder what became of J.R.T?







BFFS Spy



Who's the clumsy winder then?



He was better in the mud, than the blood



F1B is just SO exclusive!



Is this our club rapper?



And who's been watching too many Vampire movies?

I've been too busy to report on much this edition, but the pictures say it all.

THE SHREDDER

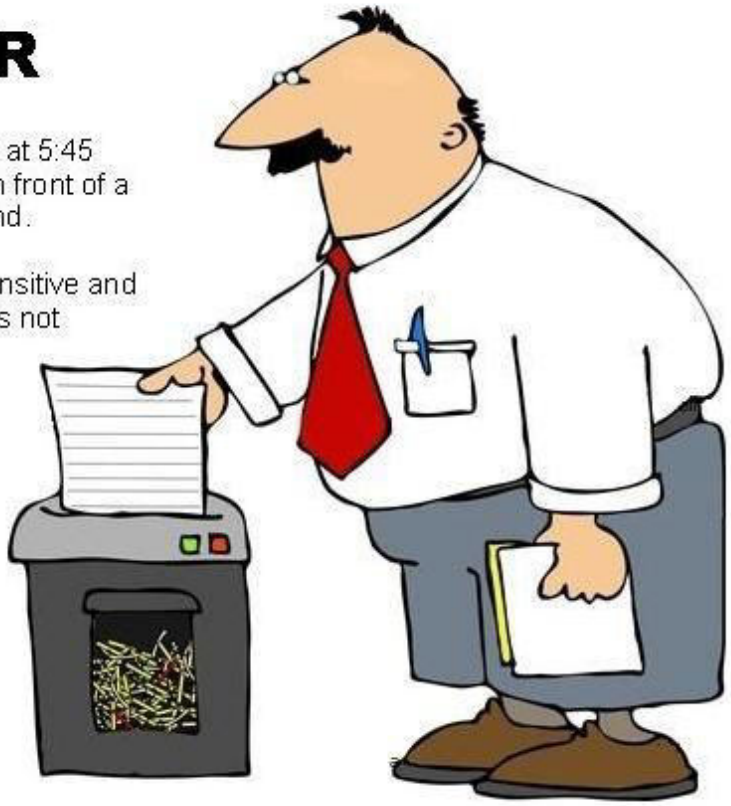
A young engineer was leaving the office at 5:45 p.m. when he found the CEO standing in front of a shredder with a piece of paper in his hand.

"Listen," said the CEO, "this is a very sensitive and important document, and my secretary is not here. Can you make this thing work?"

"Certainly," said the young engineer. He turned on the machine, inserted the paper, and pressed the start button.

"Excellent, excellent!" said the CEO as his paper disappeared inside the machine, "I just need one copy."

Lesson: Never, never, ever assume that your boss knows what he's doing.



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

