The magazine for all those who love Free Flight

The BFFS DIGEST

December 2011



In this issue:

* *Open Rubber State Champs*
* *Lots of Club Comp reports*
* *"Know Your Mills"*
* *Christmas Party photos*
* *and the French Connection*

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: ***Albert Fathers launches his Ramrod 250 on a practice day at Coominya. A number of club members have or have built 1/2A models for an annual club event. Reading overseas newsletters, there seems to be a resurgence in flying balsa models. Nostalgia!***

PRESIDENT'S REPORT



2011 is all but done and dusted as we enter the silly season with many distractions to our hobby. Although we had our fair share of wind and rain throughout the year we also had some very good weather for flying days both at Dalby and Coominya. In spite of the preceding floods the Dalby National's weather and flying sites were very good. Our F1A, F1B, Open Rubber, F1G, F1H and P30 State Champs as well as a number of club days including LSq, and No frills were flown in very good conditions.

Due to team selection constraints (6 months prior notice) it's sometimes difficult to reschedule flying days which is one of the reasons we run them early in the year. Unfortunately so do other states creating a busy schedule for those chasing team selection points next year. We are currently applying for a second trial to be run in Q'ld late in the year to allow local flyers the opportunity to gain points without excessive travel.

Seems we have a new man to beat in the club with Des taking out both the State Champ of Champs award and the Club Champion award. Des amassed an amazing 57 points in the club events being around twice the points gained by his nearest rival. Congratulations Des.

This year's Xmas party was again held at Bremer Waters thanks to George who organized the venue and was working hard 3 hours before the start time to ensure we had a comfortable day. Thanks to member's wives and our lady flyers who were also hard at work a couple of hours early ensuring we were well looked after with everything our tummies might desire on hand. Dale organized our club prizes this year which consisted of chocolates so there was plenty to eat well after the party especially in Des' case.

Malcolm as usual has spent a lot of his time producing the finest newsletter around and is in the process of producing an updated version of our club rules book. Malcolm also does FFDU and many other secretarial duties associated with promoting free flight. I would like to use this opportunity to thank him for his dedication and effort he devotes to BFFS and to modeling in general.

So far retirement hasn't translated into more modeling time for me but hopefully it will in 2012. Merry Xmas and hope to see you enjoying your flying in 2012. *Cheers John Lewis*

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
F1G and F1H club events.....4
LSq/100 vintage Wakefield.....6
Open Rubber State Champs.....7
"No Frills" Wakefield.....8
QDP and 1/2A club events.....9
Col Somers' Vintage Day.....12
KKK and Vic Smeed Day.....13
Combined % and Frog comps.....15
BFFS Spy.....17
INDOOR - Delta Dart comp.....19
2011 final Point Scores.....20
Know your Mills.....22
Cool ideas for your workshop.....23
The French Connection.....26
2011 BFFS Christmas Party.....28
Aeromodelling in the 50s.....30
2012 BFFS Calendar.....35
Contacts Page.....36

WANT TO SEE MORE IN THE DIGEST? 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. Surprise me!

Why was Des so happy at the BFFS Christmas Party?








Well, if John's President's Report didn't give the game away, check pages 20 and 30

SECRETARY'S REPORT



You'll find a fresh new 2012 Competition Calendar at the back of this Digest. 2012 has a very big start for those flying the F1A, B and C classes considering Teams Selection. WA for the Nationals at the start of the year, three World Cup events in Lost Hills in February, two more at Omarama New Zealand in March, our F1C event in the same month, Victorina State Champs the same weekend, the Southern Cross Cup and AFFS Champs at Narrandera in April, along with our F1A and B events a week later and additional events in WA and Q'ld planned. I feel exhausted just typing it up!

This Digest carries a number of reports of club events suitable for the sport flyers among us and I must thank John Lewis for all the reports he's written and the photos he sent in to suppliment my efforts. The Christmas Party was again a resounding success, thanks to George Bayne's obtaining the Bremer Waters recreation centre for us, and Dale Jones organisational skills getting all the lovely food together.

Now read all about club happenings in Digest, then consult the 2012 Calendar and start your building plans for the coming flying season. Wishing you all a Merry Christmas and a Happy, Healthy and Prosperous New Year.

Cheers, *Malcolm Campbell*

Ah McCain, you've done it again! What a great effort with the newsletter Malcolm. I think one of your secrets to success is the quality of the whole work, not one or two details, but the whole thing. The text is well written, amusing and interesting, and the photos are superb. That cover picture of Des is a true thing of beauty. Anyway, thanks again for a really good 'magazine' (You simply cannot use such an ordinary word like newsletter on that work).

All the best as always, John and Kath

Nice. Thanks Malcolm.

Vin

Hi Malcolm, Another buzz mate, superb.
Regards 007

Hi Malcolm,

Things are looking up – just had a quick scan of the new Newsletter – know it's been said before but could be the best ever. Good diversity, great pictures and a fabulous shot on the front page. I'm looking forward to printing it off and reading it in detail.
Cheers and thanks for doing such a good job,

John L

Fantastic Digest as usual Malcolm. Some of that stuff should go in Airflow to show the RTF modellers (rather I should say fliers) what true modelling is really about. Keep it up. Cheers, John DT

Malcolm

Another great digest-great photo of Des launching his Ether-eal Lady.It is diesel powered isn't it?

Mike

A particularly good edition with some superb photos. No wonder people look forward to each new issue. I doubt there are many purchased publications that offer so much. Well done. Might even get me to a nearby field one day if I can find the time.
JC

Thanks Malcolm. Too wet and windy this week for flying. Cheers,
Howard.

COOMINYA – 4 September 2011 – F1G and F1H CLUB EVENTS

report by Malcolm Campbell



Des Slattery launches his Garricoup. Michael Snabaitus times.



Albert Fathers marches back past Graham Maynard early in the event.

Forecasts during the week progressively deteriorated, suggesting windy weather for Sunday. So what's new? All flying clubs seem to experience this phenomena of recent times. Global warming?

I was hopeful of a reprieve and this eventuated, for those who drove to the field. In fact it was darn good, early on. Seven competitors came prepared to fly. Anticipating increasing wind speeds, we located ourselves in the southern end of the top paddock down near the stand of tall trees, flying F1G as the first event. It was decided we'd fly 3 flights, all to be in by 11.30 am.

Malcolm was the only one to max F1, flying his 14 year old battle scarred Tumbleweed II, with Albert Fathers in second place, sharing the 90 second bracket with Dale Jones and Des Slattery. Dale was flying a beautifully built Garter Knight and, ably assisted by the Jones clan, focussed on precision flying, recording three very close scores. Des Slattery, flying a Garricoup, really should get some stronger elastic so that his model climbs a bit higher. He needed good air, and that was not always present on Sunday. Albert went for the "most improved" award, finally ending with a max and fortunately DTing high enough to avoid the tall tree in the centre of the field. Malcolm's times dropped away after his good start and he too found the big tree, encountering it half way up but thankfully fell to the ground. Graham Maynard was coming last after F1 but his next two flights were maxes and he really needed both of them because Albert was just 2 seconds behind.

F1G NAME	FLIGHT 1	FLIGHT 2	FLIGHT 3	TOTAL	
Graham Maynard	87	120	120	327	1
Albert Fathers	99	106	120	325	2
Malcolm Campbell	120	91	79	290	3
Dale Jones	91	98	88	277	4
Des Slattery	91	72	76	239	5



Graham Maynard gets away with his winning final launch in F1G. John Tiger and Michael watch on

It was decided to relocate the flight line for F1H and while everyone packed up Malcolm introduced his friend Kathy Burford to straight tow gliders. He brought out his venerable F1A Pink Elephant and, with a little instruction, Kathy towed it to the top of the line and put it into lift and a good transition. She enjoyed that so asked if she could compete in the F1H event! William was testing his beautifully built Strolling Bone, and relearning his straight tow skills.

Wind speed had increased by then and at times it was up to 5m/sec, with short still patches. Des got his Asteroid away first and Albert's Aiglet soon followed. William finally mastered his new model but all three flyers recorded no more than a minute. Malcolm broke the curse with an event leading 64 sec flight. There was lots of sink around. Kathy Burford then took over Malcolm's Andy Crisp designed A1 and, with limited coaching from Malcolm, and a good launch from Des, she took it to the top of the line, and maxed. She'd never towed a glider before today and she didn't test her skills in F1H before her first flight. Ouch! And it was Father's Day.



William Jones marches out to the flight line while Darren stands guard

Both William and Malcolm recorded very ordinary second flights. Des improved and Albert's Aiglet topped the boys with a time of 81 seconds, although the wind really didn't help such a light model. Kathy readied herself for her second flight and, although towing up well, left it on the line for way too long, losing a lot of height and recording 22 seconds. The boys were hopeful her luck had changed.

William recorded his best time in his last flight whereas Des and Albert had shockers. To be fair it was hard to pick lift and when you didn't get it the wind was punishing. Kathy had her best launch in the final flight and her model went straight into good air, attaining the highest altitude for the day, DT'ing near the edge of our field. But she landed in a dam. Malcolm retrieved it, drying it out as best he could before his final flight. He needed at least 85 secs to place second but managed a max to make sure.

We all enjoyed the day which finished about 1.30 pm. Al those who came thoroughly enjoyed themselves.

F1H NAME	FLIGHT 1	FLIGHT 2	FLIGHT 3	TOTAL	
Kathy Burford	120	22	120	262	1
Malcolm Campbell	64	43	120	227	2
Albert Fathers	50	81	60	191	3
Des Slattery	60	64	53	177	4
William Jones	46	37	54	137	5

LSQ/100 VINTAGE WAKEFIELD - DALBY Sat.17th Sept 2011 *report by John Lewis*



Des Slattery's Lim Joon was well tuned for Dalby. Showing a clean pair of heels to all those who challenged

Weather wise we got it right this year with light winds predicted for the weekend – often the locals tell us you should have been here last weekend but this time they assured us we shouldn't have as the previous weekend was very windy everywhere in southeast Qld.

The Lsq event was scheduled to start at 7a.m.and most were in the air soon after 7a.m. making the most of the calm conditions. Unfortunately, last year's winner Albert had lost his model in practice the day before. Graham destroyed his just before the contest and with William unable to attend due to business commitments we were reduced to a field of 4. By popular demand the take off table was dispensed with in favor of hand launch and the max time reduced to 3 minutes rather than the previous 5.

Malcolm achieved a reasonable score in the lift less conditions while Des I assume, trying to snatch an early advantage appeared to crank on some extra turns nearly coming to grief as the initial torque banked the model hard for the first couple of low passes before the model settled into a steady climb. Unfortunately, Des' model stalled down on the glide for a score of just over one and a half minutes. Adrian ably assisted by Albert showed the young people how the old timers could still fly these old models putting up an impressive flight to take the early lead. Ron Munden turned up a little later after his motel breakfast but had some problems with rubber breakage before getting in the air. Ron's model which has previously won this event was clearly out of trim returning the lowest first flight score. Malcolm's second flight was down a little on his first score while everyone else improved a little perhaps due to some trimming adjustments.

Des didn't seem to back off with his winding though producing another hair raising initial bank on launch but his glide was much improved. Ron's model was still not behaving properly but his score also improved. Adrian still managed to record the best time for the second flight extending his lead. Malcolm's last flight time was his best but once again there was little helpful air to be found. Adrian launched to the right and failed to gain his normal height. Although he was reluctant to believe his coach's (Albert) criticism, Malcolm's camera recorded the evidence. Needing a good score Des produced a faultless climb, glide combination topped off with some good air to record a convincing max (the only one of the contest) to win the event. It was clearly not Ron's day as his model on the last flight crashed soon after launch.



Adrian Bryant's Korda was Des's main opponent and he nearly beat him



Ron Munden's model looked great in the air but his rubber supply let him down



Ron Munden gets away on his second flight



Des's Lim Joon out-climbed them all, but not before some initial circuit hi-jinks



President John Lewis awards the place getters. Adrian Bryant 2nd, Des Slattery 1st and Malcolm Campbell 3rd

By 9.15am the event had concluded in near perfect conditions with Des first, Adrian second and Malcolm third. Although this contest isn't a major draw card on the program it was generally agreed to continue with this event while people still have models to fly. From my observations, these models look somewhat ugly compared to the modern slim designs and appear to present a trimming challenge but those that fly them seem to enjoy the event so for the modest outlay involved it might be something to have a go at – I'm thinking about it, time permitting.

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	91	135	180	406
Adrian Bryant1	41	144	103	388
Malcolm Campbell	104	99	109	312
Ron Munden	80	119	12	211

OPEN RUBBER STATE CHAMPS - DALBY 17-09-2011

report by John Lewis

The event began just before 10am with competitors keen to take advantage of the good conditions while they lasted as a light breeze had sprung up. Having a mid morning start meant there was up and down air to contend with and many soon discovered that launching in the wrong air would ensure a sub max score. George was away first to score a convincing max but the model disappeared into the smoke haze around 4 minutes.



Albert Father's highly effective Waif

This year we had a smooth flat surface of dry black soil for a kilometre with a very light covering of cotton plant remains after that so finding models on the flat landscape was relatively simple and George returned a while later model in hand. We had nine entries in Open Rubber this year taking advantage of the good weather and flying venue. Surprisingly though only George and Mark (who seemed to work as a team picking the air) were able to max the first round in what appeared good conditions. Graham had a nice looking model that crashed after launch breaking a prop blade, but everyone else seemed to get away OK.

In some cases it was lack of practice/trimming but mainly tricky air or impatience. Flight two also produced only two maxes with Albert and Malcolm being the recipients. George suffered from an incorrectly set timer to spoil his chances after getting away in convincing style. Adrian only recorded one flight score so I assume he lost or damaged his model on that flight. By the third and final flight of the event those remaining had either sorted out their trimming or worked out the conditions with everyone maxing this flight except John who remained maxless for the day.



While this was to be the Waif's"Last Flight", it had secured Albert first place

After a long winter it was obvious summer had arrived with the temperature around 28 degrees so it was a welcome relief to sit down in the shade of the Dalby clubhouse with a hot lunch provided by the wives of some of the Dalby members. After his first round sub max Albert maxed out to win the event again this year, Des flying his Lsq model was second and George was left in 3rd place lamenting his timer setting mistake in round 2.

Most left after lunch but with the weather improving a few took advantage to trim a variety of FF models while George flew his Shark RC model. A few Dalby club members also had a fly with a diversity of models including a pylon racer, helicopter and control line models. Ron, Shelia, John and Julie had a great night at the Dalby league's club (the venue of the Nat's dinner) which offered great value and service – I think Ron had half a cow on his plate – don't know who got the other half.

Name	Flight 1	Flight 2	Flight 3	Total
Albert Fathers	163	180	180	523
Des Slattery	163	175	180	518
George Baynes	180	126	180	486
Mark Armour	180	123	180	483
Malcolm Campbell	116	180	180	476
John Lewis	121	158	154	433
Ron Munden	141	63	180	384
Adrian Bryant	133	-	-	133
Graham Maynard	-	-	-	-

NO FRILLS WAKEFIELD 18-9-2011 DALBY

report by John Lewis

By a gentleman's agreement it was decided to start the event at 7.30am to allow for motel breakfast times. By the start of the contest a light breeze was evident but most got away in good conditions with both John and Mark maxing their first flight. Albert went flat on launch to record an uncharacteristically low score while George also dropped fairly badly. Ron's model also failed to gain a lot of height. In the spirit of the event no thermal picking aids were permitted but it was agreed to allow a mylar pole with streamer as a wind indicator.

In Flight 2 both George and Mark scored an easy max. Albert only just sub maxed but damaged his model and elected to search for his previously lost model rather than continue – hopefully he found it. By around 10am there was a steady 5mps breeze blowing with an occasional lull. Maxing model were on the edge of the clear dirt paddock approx 1 km down wind. With the increase in heat as the day wore on George was feeling the effects of physical exhaustion and elected to retire. By 11am the wind strength had dropped to around 4mps with longer lulls but the day was getting quite warm.

Ron kept going with a string of motor breaks, one while he was walking out to launch. John was having a better day having 3 maxes and just dropping the last flight by 8 seconds. Mark was flying well also with 3 maxes and only requiring a reasonable score on his last flight to take the event when exhaustion took its toll. With a fully wound motor Mark was sick as he held on to the motor. He managed to stagger out to the flight line and launch the model but found bad air for a disappointing score and second place leaving John in first place and Ron third.

A special thanks to Shelia and Julie for assisting with timekeeping duties etc as well as our Dalby hosts and everyone else who helped in any way. It's clear that we are all getting older and the physical effort required to fly Free Flight models can be a bit taxing on most of us. The September weekend was well attended particularly considering it only caters for low tech rubber classes. It could well be the case as we get older more will prefer this less taxing form of competitor to the 7 round FAI Classes if not from choice but due to physical limitations.

NAME	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	TOTAL
John Lewis	180	137	180	180	172	849
Mark Armour	180	180	156	180	84	780
Ron Munden	90	104	101	71	153	519
George Baynes	119	180	167	-	-	466
Albert Fathers	94	167	-	-	-	261



Ron Munden enjoyed Dalby

CLUB DAY SEPT 24 QDP AND 1/2A POWER

report by LouiedaFly

With great weather predicted all week it looked like a good opportunity to catch up on two events previously postponed and allow for some trimming for those not competing. Unfortunately the day before the forecast changed indicating average conditions at best. Despite this there was a good role up with a few hoping for early calm conditions getting to the field just after 6am. For most of the morning a breeze of around 4-5 metres/second took models from the near road-based flight line to the tall clump of trees in the bottom of the first paddock in around 60seconds. Around lunch time however there were some extended calm patches causing problems for those wanting a slight breeze to do some circle towing practice.

Possibly due to the wind speed or the fact there is only limited interest in power classes in Queensland the numbers competing were disappointing with only Des recording times in the 1/2A event and 4 competing in the Queensland Diesel (QDP) class.



There was no stopping Des Slattery in Half A. Three perfect launches, and then he moved on to QDP.



It wasn't Albert's day. Two lovely models consigned to the model bench for repairs.

HALF A: Des' 1/2A model flew exceptionally well achieving 3 easy maxes however his second flight was an over run resulting in a zero score in that round. Albert's pretty little Ramrod 250 was buffeted by the wind in its first launch and the model hit heavily under power, breaking a wing and fuselage. Albert switched the engine to his Satellite and that model uncharacteristically turned left, damaging a wing.



The Ramrod bit the dust, and the Satellite wasn't far behind



It was Des's day. Here he is again in QDP.

1/2A POWER RESULTS

Name	Flt 1	Flt 2	Flt 3	Total
Des Slattery	120	-	120	240


Albert, Ron and Malcolm didn't get far on the day


Malcolm's ultra reliable Dixielander was about to suffer structural failure


30 seconds from destruction, Graham's lovely model had a stuck timer

QDP: Likewise in QDP, Des was in a league of his own. QDP itself was flown to 3 flights but, with the ensuing damage, only Des completed all 3 flights, and he was the only one to complete an additional 2 flights to be recorded for the AFFS Champs re-fly "postal". Initially Malcolm's PAW 149 proved cantankerous and then the DT went off on his first launch. Eventually the model ran well, the DT arm was adjusted and the model got away to a good climb. Unfortunately it glided into poor air spoiling a potentially good score and suffered structural damage on landing (broken pylon). Hence he only recorded a first flight score. Ron's model rolled left after launch crashing 3 seconds later and also suffered structural damage. Graham had a good climb but when the motor failed to cut (test lever jammed the timer) the model continued to turn tightly eventually loosing height and hitting the ground under power and doing sever damage. Albert's PAW simply refused to co-operate adding to the frustration he would have felt in the 1/2 A event.

QDP RESULTS

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Des Slattery	106	113	120	82	120	541
Malcolm Campbell	76					76
Ron Munden	3					3
Graham Maynard	-					0

However despite the breeze and the crashes there was a good relaxed atmosphere on the field with time to chat and enjoy lunch in the shade of Albert's van. Kathy Burford went out soon after lunch (she later said *too soon* after lunch) to amuse the lunch time audience with some spirited F1H towing and then Dale Jones bought out some CLG chuckies for them both to play with. John and Malcolm practiced with their circle tow models (F1H and F1A) and both had minor glider trimming mishaps after the contest. William had good success testing his ex- Col Somers' power model for next month's event and Ron put up some classic power patterns with his 2.5 powered Dixielander, until it too suffered a heavy landing following a tight spiraling glide.

It's probably fair to say it was a day of carnage.


William Jones seems happy to get rid of his power model



Kathy Burford learns the ropes on CLG from Dale Jones



Ron Munden gets the name of William's barber. Adrian cuts his own.



Malcolm took advantage at the end of he day to practice some circle towing



A classic shot of Ron's Stomper getting away in QDP



Kathy did well just to hang onto Malcolm's camera, and took some great shots.



Ron breathes life into his aging Stomper



Judging by the grimace, I'm not sure if William likes Power!

Col Somers' Vintage Rally

report by John Lewis



Nice weather for the event

Previously this event has been plagued by wind but the day started well with John and William doing some early morning trimming in near perfect conditions. By 8am a few had arrived and with a slight breeze blowing from the road it was decided to set up near Cedric's dam. Soon after flying had begun the wind changed direction by 180 degrees taking models over the water and close to the road. It was therefore decided to relocate down by the trees in the opposite corner. As the day progressed so did the wind speed and by half past nine models where getting close to the stock yard near the old house in less than 2 minutes.



John Lewis's Seraph is almost as old as he is

Those that had already flown decided to call it quits and those that hadn't quit. Dale entertained a few of us with her catapult glider however William seemed to miss her best flights playing with his Frog 500 powered vintage power model. There was quite a good roll up as talking of days long gone replaced flying old models. Des as usual was into everything recording times in all three categories. Only four people recorded times with Rubber attracting 3 entries.

Although there was minimal flying activity it was a good friendly atmosphere where the lay back rally concept seems to appeal more as members get as old as some of the designs they were flying. Hopefully, next year we will get better weather to make the most of remembering our old mate Col.

Vintage Rubber	**Flight 1**	**Flight 2**	**Flight 3**	**TOTAL**
Des Slattery	95	118	111	324
Albert Fathers	111	94	108	313
Adrian Bryant	28	-	-	28

Vintage Glider				
John Lewis	106	114	82	302
Des Slattery	87			87

Vintage Power Ratio	**Engine Run**	**Flight 1**	**Engine Run**	**Flight 2**	**Engine Run**	**Flight 3**	**Total**
Des Slattery	12	28	14.98	50	11	78	12.6

KKK and Vic Smeed day 23-10-2011

report by John Lewis



A better trimmed model would have helped John

Another well attended club day flown in light conditions at Coominya. The wind direction could best be described as light and variable making it difficult to decide on a starting position. Trying to avoid local hazards like sensitive neighbors, a mother cow that was mourning her dead calf and trees we eventually located in the lower paddock but on arrival the changing wind direction gave some cause for concern with a few large trees downwind.

From memory none of these obstacles caused a problem. Des had some magnificent flights with his Vic Smeed designed Tomboy, but later crashed his beautifully built Ethereal Lady, which featured on the cover of the September issue. Albert led the way in KKK with his Senator, but as is often the case his models fly so well, they become lost (sometimes even before the contest). On this occasion Albert lost his model on the second flight which appeared to over fly the lake but wasn't able to be found. Malcolm flew his 3 rounds as did John but they were unable to challenge Albert's scores after his 2 impressive flights. Ron Munden withdrew after his second flight met an untimely end. Keith Fisher appeared to do some testing but didn't record a score.



Des's Tomboy flew on rails



Malcolm's Tomboy flew well with more power from the Mills - thanks Des



Kathy and Des discuss CLG strategies

Although a low key day everyone seemed to have fun with a some testing of F1G models and Kathy showed lots of enthusiasm and a fair degree of skill with her catapult glider.

It seems the ladies (Dale and Kathy) will be the ones to beat in this class as they seem to be flying these models every time I go to the field.

Vic Smeed Challenge

Name	Flight 1	Flight 2	Flight 3	TOTAL
1st Des Slattery	36	61	39	136
2nd Malcolm Campbell	40	60	15	115
3rd Des Slattery	15	-	-	15



William's KKK model looked beautiful. Next year he has to enter the contest!



Malcolm winds as Kathy checks her photos



Keith Fisher had a motor let go, terminating his flights in KKK



Ron had a moment, but still managed his trademark grin

KKK

Name	Flight 1	Flight 2	Flight 3	TOTAL
1st Albert Fathers	83	120	-	203
2nd Malcolm Campbell	35	73	78	186
3rd John Lewis	50	25	76	151

Three friends from the local congregation were asked, 'When you're in your casket and friends and congregation members are mourning over you, what would you like them to say?'

Artie said: "I would like them to say I was a wonderful husband, a fine spiritual leader, and a great family man."

Eugene commented: 'I would like them to say I was a wonderful teacher and servant of God who made a huge difference in people's lives.'

Carl said: 'I'd like them to say, 'Look, he's moving!



FOR SALE

John Lewis says, "I am thinking of upgrading my mill so this one is for sale if anyone is interested for $1000. Very little use was just over $2000 new. It is a Hafco copy of an EMCO. !6mm chuck and vice thrown in. Pick up only - too heavy to post."

Contact him on 3848 4280 or email at louiedafly55@iprimus.com.au

Combined % and Frog design Competition

report by John Lewis



A great roll-up for the last event of the year



Kathy worked hard on her CLG technique - then it flew away

As with previous club days William and Dale arrive around 6am with a few other members keen to take advantage of the early morning calm conditions to do some secret testing, arriving soon after 6 am. So it was on November 13 but, as the morning progressed, more competitors arrived. In fact, quite a lot for our last event for the year. As is the case with Control line and particularly RC it seems more people now prefer to attend fun days rather than serious competition days. Out of the 14 that attended only 4 recorded flights in each event but there was a diversity of model flying taking place with small indoor style frog designs, P30's, 1/2A power, OZ Diesel, A1 Sailplane, Open Power, F1G, CLGs, No Frills Wakefield and F1Bs, powered sports models as well as sport and old timer RC models and a small RC helicopter. The atmosphere was more like a Dale's fun day than the standard contest day. There were 5 ladies present as well, helping to create a great friendly day of model flying. I did get the impression that winter is finally over (the longest cool spell I can remember) as the temperature was around 30 degrees by mid morning. John Taylor had spread rumors of a great lunch offer at the Tarampa pub on the way home so for a few it was a welcome relief to sit down in air conditioned comfort after a pleasant morning's



Des starts the Mills powered Janus - for the last time



Larry Brownlow's little electric Piper Cub J3 looked great



Malcolm Campbell's hyperactive Frog Redwing

…. More on the next page

Two of four flyaways



The Darren Jones Fan Club



The Des Slattery Fan Club



The New Loo looked great



Dianne Richards-Smith launches under Van's supervision



Malcolm prepares Kathy Burford's F1H



Ron launches his P-30 in the Combined Percentage



George Baynes' part of The Dark Side

flying and indulge in a all you can eat $15 buffet.

And what of the contest – well it wasn't really decided to fly a contest until around 9.30am such was the laid back atmosphere. Des as usual got things rolling putting up a spectacular flight with his Frog Janus. When asked if he had a tracker in his model before he flew, Des commented "no need as it doesn't fly all that well". I think it was in view for around 10 minutes then appeared to land well into the distance and is still lost. I can't help wondering how well Dessy's models must have to fly before he decides he needs a tracker to find them! Most of the other Frog flights were made by senior rubber series designs which flew amazingly well. The All in % event was a mixture of P30, 1/2A and A1 Sailplane models with Albert winning with 3 maxes but Dting into the lake on his last flight. Des was second dropping only one max by 10 seconds with his 1/2A model and Ron was third also flying a P30. Malcolm was involved helping Kathy fly A1 and along with Dale failed to record times. Darren had some particularly good flights with his OZ diesel model but unfortunately lost a good F1G model. Kathy's catapult glider was lost from binos after 5 minutes as well which, while disappointing, was not all that unexpected with the way it was flying (without a DT). Except for the high number of models lost on the day it was one of the most enjoyable days in 2011 and a fitting way to end the year's flying.

Combined %

Name	Flight 1	Flight 2	Flight 3	Total
Albert Fathers	M	M	M	100%
Des Slattery	M	110	M	97%
Ron Munden	M	72	54	80%
Kathy Burford	44	35	52	36%
Malcolm Campbell	-	-	-	-
Dale Jones	-	-	-	-



Van looked like he was having fun

Frog Design Contest

Name	Best Flight
Des Slattery	M
Malcolm Campbell	89
Dale Jones	36
Ron Munden	8



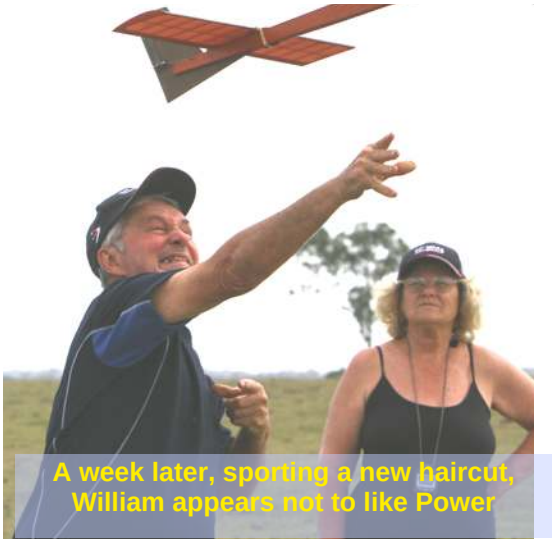
The BFFS Ladies

Dale Jones, Kathy Burford, Sheila Munden and Dianne Richards-Smith

BFFS Spy



Wild Bill ~~Hickock~~ Jones on his way to the barber shop!



A week later, sporting a new haircut, William appears not to like Power



Adrian's weather forecasters vainly try to indicate wind direction during Lsq/100 at



And then he launches RIGHT!



Des plays "hard ball"



F1G is exhausting.
Just ask Dianne Richards-Smith









Air Crash Investigation - it happened a long way away. Graham Maynard's timer stuck so the model used up nearly all it's fuel supply before rejoining Terra Firma. The plane is in the centre of each photo.



Stylish launch William!



"He wants to know whether we still need help."

ENJOY BEING AN AUSSIE!

Just imagine...

If you had purchased $1,000 of shares in Qantas one year ago, you would have $49.00 today!

If you had purchased $1,000 of shares in AIG one year ago, you would have $33.00 today.

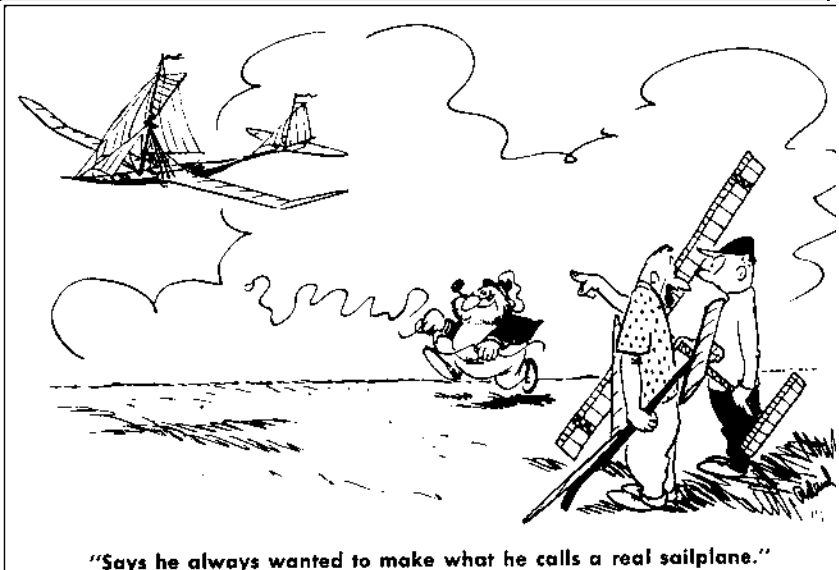
If you had purchased $1,000 of shares in Lehman Brothers one year ago, you would have $0..00 today.

But, if you had purchased $1,000 worth of beer one year ago, drank all the beer, then turned in the aluminum cans for recycling refund,
you would have received $214.00.

Based on the above, the best current investment plan is to drink heavily & recycle. It is called the 401-Keg.

A recent study found that the average Aussie walks about 900 miles a year. Another study found that Aussies drink, on average, 22 gallons of alcohol a year. That means that, on average, Aussies get about 41 miles to the gallon!

Makes you damned proud to be an Aussie!



"Says he always wanted to make what he calls a real sailplane."

A trucker came into a Truck Stop Cafe and placed his order. He said, "I want three flat tyres, a pair of headlights and a pair of running boards."

The brand new blonde waitress, not wanting to appear stupid, went to the kitchen and said to the cook, "This guy out there just ordered three flat tyres, a pair of headlights and a pair of running boards. What does he think this place is,an auto parts store?"

"No," the cook said. "Three flat tyres mean three pancakes; a pair of headlights is two eggs sunny side up; and a pair of running boards; are two slices of crisp bacon!"

"Oh. OK!" said the blonde. She thought about it for a moment and then spooned up a bowl of beans and gave it to the customer. The trucker asked, "What are the beans for, Blondie?"

She replied, "I thought while you were waiting for the flat tyres, headlights and running boards, you might as well gas up!"

FOR ONCE THE BLONDE GETS EVEN!

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

"Flying naked" is a term amongst the hard core FAI sportsmen for flying without a tracker, to save weight and antenna drag. Des, you didn't need to fly the Janus that way!

INDOOR - DELTA DART CONTEST - 5 November 2011

report by John Lewis

Being our last indoor event for the year I assumed the school sporting calendar would be finished so I was a little surprised on arrival to find lots of school students in the hall. This time it wasn't interschool volleyball or basketball but a QGSSSA badminton contest between a number of schools. Fortunately the competition finished at 3pm and after a short presentation the hall was clear by 3.30pm. Our numbers were down a little but there was a good diversity of model flying with Delta darts, frog models, the odd CO2 and RC fixed wing aircraft as well as a sprinkling of RC electric helicopters.

After a period of testing the Delta Dart contest was under way attracting 4 competitors. Dale set an early pace with scores of 42 and 41. John was next away with a first round score of 43 seconds. So from the very beginning it appeared it would be a close competition. Brian's first few rounds were down on performance mainly due to under winding rather than lack of model performance. Ron began strongly with a score of 53 seconds soon after Dale had scored 52 and John 51. As the day progressed anything over 50 was looking good but try as everyone did each second over 50 was a hard ask.

After 6 flights John and Dale were tied counting their best two. Brian need something special on his last flight and although he top scored on his last flight his second score wasn't good enough to join the place getters. Ron flirted with danger most of the day hitting the roof and adjacent rafters on many occasions on each flight managing 4 flights over 50 seconds to win the event. On a count back John was second and Dale third. It was a great close contest for the last indoor event for 2011 and full of fun. With these models building time is around 30 minutes at practically no cost. If you didn't fly in this year's event make sure you're there with a Delta Dart in 2012.



















Free Flight Champion of Champions 2011 Points

NAME	F1C	OP	F1J	F1H	F1A	F1B	P30	HLG	CLG	SC	F1G	OR	Total
Des Slattery		5	4	2				5	4	3		4	27
John Lewis	3		5	4	4	4					3		23
Malcolm Campbell				3	5		4	2		4		1	19
Albert Fathers					2		3	4	3		2	5	19
Ben Lewis				5	1	2					4		12
Graham Maynard	2	4					5						11
Dale Jones									5		5		10
Ted Burfein			1		3	5							9
Peter Nash	5		3										8
Brian Taylor								1	2	5			8
Ron Munden	4			1			1		1				7
George Baynes						3					1	3	7
Van Richard-Smith			2			1							3
Keith Fisher								3					3
Pieter deVisser							2						2
Mark Armour												2	2

Outdoor FF-EVENT	1st Place	2nd Place	3rd Place
F1C	Peter Nash	Ron Munden	John Lewis
Open Power	Des Slattery	Graham Maynard	
F1J	John Lewis	Des Slattery	Peter Nash
F1H	Ben Lewis	John Lewis	Malcolm Campbell
F1A	Malcolm Campbell	John Lewis	Ted Burfein
F1B	Ted Burfein	John Lewis	George Baynes
P30	Graham Maynard	Malcolm Campbell	Albert Fathers
HLG	Des Slattery	Albert Fathers	Keith Fisher
CLG	Dale Jones	Des Slattery	Albert Fathers
Scale	Brian Taylor	Malcolm Campbell	Des Slattery
F1G	Dale Jones	Ben Lewis	John Lewis
Open Rubber	Albert Fathers	Des Slattery	George Baynes

Indoor FF - EVENT	1st Place	2nd Place	3rd Place
Hanger Rat	John Lewis	Brian Taylor	Des Slattery
IHLG	John Lewis	Brian Taylor	
PEANUT SCALE	Brian Taylor	John Lewis	Larry Brownlow

CLUB CHAMPION POINTS TABLE

Name	Apr	Jul 1/2A Pwr	Aug Coupe	Sep A/1	Sep Lsq	No Frills Wake	Vin R	Vin P	Vin G	Vic SMEED	K KK	F ROG	%	Aug QDP	TOTAL
D. Slattery	2	5	1	2	5		5	5	4	8		5	4	5	51
M.Campbell	3		3	4	3					4	4	4		4	29
A.Fathers	4		4	3		1	4				5		5		26
R.Munden					2	3					2	2	3	3	15
J.Lewis						5			5		3				13
G.Maynard	1		5											1	7
G.Baynes	5					2									7
K.Burford				5									2		7
A.Bryant					4		3								7
D.Jones			2									3			5
M.Armour						4									4
W.Jones				1											1
K.Fisher											1				1

SOMETHING TO LOOK FORWARD TO NEXT YEAR

Brian Taylor reports he is not quite finished but his **Nieuport 11** is ready for test flying next year. The colour was applied using a printer that uses a water resistant ink and then before covering, white artists' pastel chalk applied to the inner surface of the tissue to make it more opaque. Brian is such a good builder he lifts finishing skills to a complete new level.







KNOW YOUR MILLS .75

words from Jon Fletcher

The Russian sourced Doonside Mills LOOK very good, however they are let down by the wrong internal engineering as indeed the Russian copy of the Elfin 1.49 is. I hear from others that Ivor was very disappointed with the Russian quality and went as far as he could to rectify the ensuing problems. Remember Ivor is not an Engineer but an English School teacher by background so it would be unreasonable to expect him to have the skills of those who have been designing and making model aero engines for years.

Addendum:

The Mills to avoid (at all costs?) are the Aurora Mills made in India, the Russian made Mills and the CS (Chinese made) Boddington Mills.. Also the second series Doonside Mills which were simply the Russian made ones boxed up. You can tell a genuine Doonside Mills as they all have "Taipan Aust" stamped inside the back plate. I know some people have had some success with the inferior copy Mills but a large number have had much heartache with conrods hitting the crankcase, conrods breaking, pistons rapidly wearing out, contra pistons backing off or jammed solid, crankshafts breaking, stripped threads in the spinner nuts, sloppy and leaking mainshaft bearings, port machining wildly out and hence timing and many more faults.

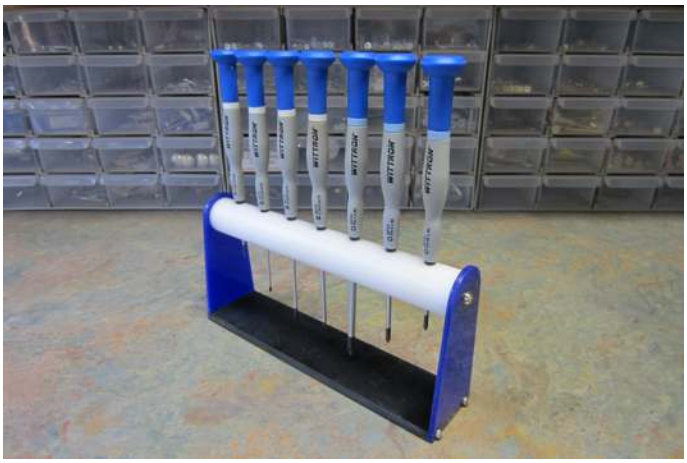
All genuine Mills .75's had dichromated magnesium crankcases. Serial numbers are always stamped on top of the lugs. Read by holding the spinner nut in the right hand and read left to right top to bottom. Always a five digit number starting from around 30,000 running up to about 90,000. Genuine Mills .75's never had anodised aluminium parts which Aurora Mills have and had a pressure diecast magnesium back plate with integrally cast webs. "Mills England' cast into the back plate face. Aurora Mills and Russian Mills back plates are machined natural aluminium and slotted for a rectangular bar style wrench.

Genuine Mills .75's came in two variants. The S version with air bleed cut out and the P version without. The S and P venturi assemblies are quite different though use a common needle and spring and tank assy. The S venturi body is a single piece extensively machined, the P venturi is made from two pieces through drilled on assy. Mills .75 Mk I's had either a tear drop style tank or thumbnail style. Early ones were threaded into the aluminium tank top so they could be unscrewed for cleaning. Of all the replicas just Irvine chose to adopt this system. All later Mk I's and all Mk II's used a pressed alumnium tank top with two fold over tabs to retain the tank bowl. Early tanks tops were thinner than the later ones. The pressed sheet aluminium tank top was one weak point of the Mills .75 design. They were retained by a steel fuel entry nipple on the S type venturi, but on the P type by the screw in needle valve housing and fuel pick up piece. Some people try and turn the hex. of this piece to tighten the loose tank top and promptly start to close off the venturi bore. To rectify a loose P type tank top I start by marking the underside of the venturi slightly as the needle housing can be screwed in from either side, unscrew it using the correct size tube/box spanner (have seen at least two hex. sizes) then machine a suite of thin aluminium spacers of varying thicknesses and try them for fit between the tank top and underside of the venturi. Allow about 60 degrees of rotation to fully tighten the needle body is about right. Next hold the venturi body in a bench vice with wooden jaw protectors and tighten just enough to stop it moving. Get a 3mm (0.118") and a 1/8" drill then using the correct tube/box spanner tighten the needle body to lightly clamp up the tank top and set it in the right position - fuel filler hole on the port side. Then fully tighten the needle body and look down the venturi as you do this. When the induction hole appears to be approaching the in line position try the 3mm drill shank for fit. As you reach the correct position eventually the 1/8" drill shank will just fit through. To retain the tank bowl do not attempt to turn over the two tabs 90 degrees, just 45 degrees will do. Note that there are two flats machined in the flange of the tank bowl where the tabs fit. Use a piece of hard wood to bend these tabs.



SCREWDRIVER STAND

from John Lewis



As the trend continues to purchasing competition models there seems to be more tiny adjustment screws to deal with. The cheap sets made in Taiwan/China for around $4.50 are often too wide to fit the slot or twist out of shape when too much pressure is applied. I recently purchased a set of German made screwdrivers from mytoolstore.com.au but unfortunately they came in a bubble pack and not wanting to damage them or lose any I thought I would make up a simple stand. I found a product with similar turning characteristics to PVC rod called Acetal from Hobby and Engineering supplies and ordered a meter of 25mm diameter. This product comes in both black and natural in a great range of sizes. Having a good range of drill sizes allowed me to drill the screwdriver shank size .1mm oversize to allow easy insertion and withdrawal. Use a drill press to ensure vertical holes. I found this product easy to cut to approx length using my bandsaw and faced the ends down to the desired length using my small lathe. Using the center drill and tail stock I was able to drill and tap a 5/32" Whitworth thread to locate the rod between two pieces of 3mm acrylic. The base I made from some ¼'' Bakelite left over from my Electrical Fitter days. Obviously a range of materials would suffice. The finished product now sits on my work bench making it easy to find the appropriate screw driver for that fine adjustment.

Screw Driver Bit Storage Project

from John Lewis

Following on from my small screwdriver storage design I decided to make something to house the small screw driver bits commonly used in cordless drills.

Recently I made a tool storage cupboard to keep everything tidy but those little screwdriver bits are always getting misplaced or I can't find the right size so I came up with this idea to mount the bits on the cupboard door.

I used a bit of left over PVC electrical conduit and araldited a piece of 5/8" wooden dowel inside. The dowel was a little over size but this was quickly rectified turning it down to a nice slide in fit with my lathe. Using 15mm spacing I drilled 8 – 19/64" holes using the depth gauge on the drill press to ensure I reached the maximum depth without drilling through the reverse side of the conduit. Using a sharp balsa knife I cleaned up the hole entry by created a slight chamfer. Using the center drill I drilled a small attachment hole in both ends of the dowel and while between centers faced off both ends of the PVC/wood cylinder. The mounting brackets are made from 30X30X1.5mm aluminum available from Bunnings in 1 meter lengths. The two brackets are made to the same width as the conduit and held into position with 4 gauge screws.

By loosing off the end mounting screws the cylinder can be rotated so the screw driver bits can be presented on an angle or stored vertical. And of course the cylinder can be rotated so the holes face the ground should you wish to clean them (remove the bits first so you don't find yourself crawling on the floor looking for them)

The same principle can be used for other storage purposes.











More storage ideas from John

KERRY and PETE'S GREAT ADVENTURE

PART 1:

Hi Malcolm , You know all the fun we were having. Well it has now coming to a grinding halt. The van 4WD is reduced to 3 and we need to get it fixed. We are in Exmouth waiting for quotes. Could be here a while by the time we get parts etc from Perth or Japan. This is on top of 4 new tyres as we had 2 flat tyres just out of Tom Price. We thought we did extra well on the mine road, all gravel. Got to the bitumen, had one flat, and limped to a service station round the corner, 2nd flat. Tyrepower in Tom Price were wonderful and we headed for Karajini National Park. Beautiful spot. Bad road in there so decided we should get the other two new tyres. Started off again to Cape Range National Park.

Then we had our trouble and stayed at a homestead last night. A horse stuck his head in the van and was going to eat our carrots. Kerry's not real confident round horses and we are warned here not to feed the emus, not that we have seen any. Last night basic homestead and today 4 star. If we have to be stuck anywhere Exmouth is not too bad, so far.

Might be able to stay at a coastal caravan park tomorrow if we can. Hope things are well with you.

Pete and Kerry

PART 2:

Hi Malcolm. Thanks for your news on NZ. Sounds like you both had a good time. To our dramas. The van couldn't be fixed in Exmouth. We trucked it to Perth and we hired a "Wicked Van" to bring ourselves down to Fremantle. Parts had to come from Japan. They have arrived. I have fitted them myself and we should be able to move this week. We are staying with my brother and his wife which has been nice. We both went to see the Endeavour replica in Fremantle Harbour. Very interesting. Kerry has been getting around by train and bus to Perth and Fremantle township.

Good luck at the championships. We'll let you know when we have moved.

Pete and Kerry



Photo of us in front of our "Wicked". More people talked to us when we were in that van because old people getting out of one of those vans is unexpected.

VALE William Laurence Palmer



During August the ultimate thermal lifted Jim off to the great flying field in the sky. Jim, a life member of the famous old Lismore Eagles was one of the dwindling number of Australia's pre war aeromodellers.

Jim was apprenticed to the Motor trade. He studied the electric and refrigeration engineering by correspondence from the Melbourne technical college and passed both subjects in 1946. Xmas 1936, the Habib brothers (who had a model shop in Lismore) were flying a couple of T- D coupes powered by Baby Cyclone engines, gifts from an aunty in the USA. Jim reckoned that power was the in thing. In the 1930's money was scares with the depression and all that.

By the time enough money was horded to buy an engine, war was declared and model flying was banned in Australia. For reasons unknown. After the war Jim became so wrapped up in aeromodelling he went into it full time, taking over The North Coast Hobby Centre from Bob Fowler in 1952 .The early post years saw great changes and improvements in the modeling trade.

Jim was early into Radio. He produced and marketed his own line of radio gear. Jim competed at contests through N.S.W and Queensland. At the N.S.W. champs in 1956 his power model was said to be the fasted climbing model seen in N.SW, at that time. His success with FU- Bar's and Civy Boy's was acknowledged by his fellow competitors. After a bout with cancer Jim went over to radio as he could fly from his own property, over their herd of Murray Grey cattle.

Jim's interest in prewar petrol engines kept him in touch with like modelers worldwide. Just before Gordon Buford died we spent a VINTAGE day in Jim's shed running pre war Sparkies. When Jim retired he passed The North Coast Hobby Centre onto his son Brian and it is now owned by another son Dallas.

Jim's retirement was spent with his wife Veronica at Shoppe one 17, Lismore. "A man in his life plays many parts. " Jim's keen insight of world and local affairs kept him well primed for robust discussions on any problem. Jim was a hungry reader, at home with all the great thinkers and doers from the past. Amongst all this highbrow outpourings Jim always found a spot and could quote from Rudyard Kipling's "F" and "A message To Garcia.

Just before Jim died he said, "The earth provides you with a living, it sustains you and in the end claims you." "Such is life"

Adrian Bryant

ED: Jim's son Dallas passed away on 19 November 2011.

As reported in SEN 1597 in November 2011

Hang Em High

This Richmond, VA company is a supplier of 1/2 oz Icarex and a number of people have had difficulty in reaching then recently.

Paul Crowley reports :

I was able to make contact with the owner of Hang-Em High and was informed that in the September east coast hurricane her home and business were extensively damaged and must be rebuilt. The inventory was saved and is storage but not accessable. She plans to reopen but at this time there is no time table for that event.

TRANSFERS

At Victorian Hobby Centre, situated at 21a Swanston Street, where the main products are plastic models, they have A4 size sheets of decal paper for laser printers and also a Testors Custom Decal System kit that comprises a computer label-making program, two A5 size sheets of decal paper - one with transparent background, one with white, and a spray can of finish coat. At $16.95, not a great bargain.
Contact: vichobbycentre@bigpond.com au

A week later at Eckersley's Arts, Crafts & Imagination, 120 Commercial Road, Prahran, there was a display of transfers on various materials – wood, fabric, card – They had A4 waterslide transfer paper for $6 a sheet and an instruction sheet with the name "Lazertran". Its main boast is that the transfers become waterproof after 30 minutes, thus needing no finish coat.
Website: www.eckersleys.com.au
A Google search for Lazertran revealed a Melbourne agent – Heidelberg Fine Art Wholesalers, 44 Greeves Street, Fitzroy. Website: www.hfaw.com ED: *This article appeared in the VFFS Flypaper last month*

THE FRENCH CONNECTION

Frederic Nikitenko returns this month with some excellent photos of vintage models flying in the French Nationals. I hope you enjoy them. If you do, I have more shots for future editions. Thanks Frederic!


Michel Djian with John O'Donnell design


Jani Djian and Muguette Weber back after retrieving the model


Old vintage glider - know the make?


Pierre Marrot pretending he is a statue


Annie Besnard flies a Vivchar Suprima model


F1B-Eloïse Rigault



Eloïse's brother, Mickael, flies F1B very wel



A young boy fr'om Serge Millet's stable



F1C- André Masquart is the winner this year



F1C-Bernard Boutillier



F1G-Doris Broutin



F1G-Georges Matherat's monoblade model



Unknown glider and flyer



Pierre Parlhé with coupe



Pierre Marrot with his Satanas coupe

The BFFS Christmas Party

Bremer Waters Over 50s Village

26 November 2011



A good roll up for the 2011 BFFS Christmas Party

Thanks to the hard work of Dale Jones and the organisational skills of George Baynes, the BFFS members enjoyed another great function at the Bremer Waters Village where George lives. It's hard to believe that the room in which we are seated had 2 metres of water through it during the January 2011 floods. It's even harder to believe when one realises that the normal high water mark is nearly 20 metres below this building. Dale put on an excellent array of salad items and "sweets to die for". The 20 club members who attended displayed their usual flair at the BBQ. The event also included the presentation of trophies. The photos summarise the activities on the day.










The trophies for 2011


Ron Munden looks happy with his Combined % prize


Albert Fathers picked up KKK and Combined % prizes

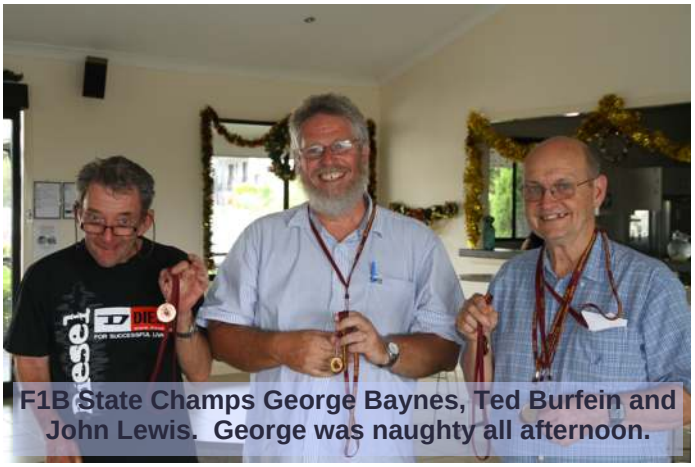

F1C State Champs Ron Munden and John Lewis
1st place Peter Nash absent


Open Power State Champs
Graham Maynard and Des Slattery


F1J State Champs DesSlattery and John Lewis


F1H State Champs Malcolm Campbell and
John Lewis. 1st place Ben Lewis absent.


F1A State Champs Ted Burfein,
Malcolm Campbell and John Lewis



F1B State Champs George Baynes, Ted Burfein and John Lewis. George was naughty all afternoon.



P-30 State Champs Albert Fathers, Graham Maynard and Malcolm Campbell



HLG State Champs Albert Fathers and Des Slattery



CLG State Champs Albert Fathers, Dale Jones and Des Slattery



Scale State Champs Des Slattery, Brian Taylor and Malcolm Campbell



F1G State Champs Dale Jones and John Lewis. 2nd place Ben Lewis absent.



Open Rubber State Champs Des Slattery, Albert athers and George Baynes (naughty again).



Hanger Rat State Champs Brian Taylor, John Lewis. And Des Slattery



F1N State Champs Brian Taylor and John Lewis



John Lewis with his F1J trophy



John Lewis holds Ben's F1H trophy



Malcolm Campbell F1A trophy



Van Richards-Smith scored the excellent Lucky Door Prize



Club Member Of The Year - Dale Jones



Ted Burfein accepts the Courier Mail Wakefield Cup



Des Slattery accepts the Col Somers Vintage Trophy



Brian Taylor accepts the Scale Trophy





Des Slattery completed a Trifecta in 2011.
MAAA Hall of Fame, BFFS Club Champion and Outdoor Champion of Champions.
Not a bad effort for a 78 year old!

For those whose childhood years embraced model aircraft, whether you flew them or simply watched others fly, I am sure you will have warm and fuzzy feelings as you read this childhood yarn about the big boys who flew model planes. It is set in the 1950s, in Queensland. Stafford is a northern suburb of Brisbane and in the 50s it was a real "outer" suburb, with lots of space for fields and cows and planes. This story is part of a soon to be released book, "***The History of Stafford***", by Dennis Gray. Dennis kindly gave us permission to print this chapter of his book. It's a long chapter, so it will continue over three editions. Sit back, enjoy. Who knows, you may even identify someone in this article. It may even be you!

Malcolm Campbell



The Model Aeroplane Club.

On the weekends, the MAAQ (Model Aeronautical Association of Queensland) came to the horse and cow paddocks to fly their aircraft.

Many aircraft had those letters on their wings and some keen blokes had "em embroidered on their shirts or white overalls that a number used to wear to protect their good clothes from fuel stains and glue and dope spills.

The control liners used the horse paddock, because it had the concrete cricket pitch that they used as a runway. The free flighters went next door to Hickey's cow paddock with its gully which had a nice downhill slope for launching aircraft to get under way without hitting the ground.



Hickeys were dairymen and their huge paddock was most suitable for model aircraft… except for the stumps which damaged a few unfortunate landers. The first settlers had cut down the trees and left the stumps. They were now a bleached, pale grey, deeply cracked shell which could have been easily pushed over by a tractor. Hickeys probably didn't have a tractor. They had horses which Rodney sometimes walked right over to the dairy to rent for part of a day.

Rodney would ride some hairy, old hack back to my place and we'd climb on the fence to mount it. Off we'd go; steady enough at the start, me clinging with my arms tight about him, but somehow we'd get the leans and I'd fall off. Rodney, hanging onto the mane for grim death, managed to stay on as I decided to let him go and abandon ship. I'd then refuse to climb on a stump and remount, but would walk along beside them. Occasionally he'd rent Shannon, a mean spirited, bad tempered, untidy, almost black, old man Shetland pony. Shannon; once away from the dairy, would decide to pigroot or buck. Luckily I witnessed the first pigroot and decreed I wasn't getting on him… ever!



The stock was always in another paddock on the weekends when the planes came. There were a number of specialities in the ranks of free flighters. Solid little, simple balsa gliders, we called chuck gliders, were a bit tame. We small boys were impressed with size, power, noise and complexity. Going up the ladder of desirability in the doped, tissue paper, covered, balsa framework, aircraft were engineless sail planes, then great long elastic band, powered ones called rubber jobs, to the ultimate engine powered ones. Later, in the early to mid fifties, blokes with deep bodied, extra large, free flight aircraft started cramming radio controls in them. They had a couple of C cell batteries and I think a valve or two in the works. Some specialists incorporated Jetex engines in large solid style, chuck gliders. We kids'd hang round all day taking everything in that we heard and saw.



When free flighters were launched and flew away, we'd be off after them. At first, we were told not to touch them when they landed, but as we got known, we were permitted to carry them back to "the man". I hung round one bloke and became his official retriever and would order any kid off if they tried picking it up before I got to it. "Leave ud alone… that's "MY man's" plane!"

We got to recognise one point fives, two point fives and five cc engines and at a glance, we easily differentiated between glo-plugs and standard diesel ones. "Frog engines were the champions!" I would expertly announce.

The smell of the exhaust gasses of each also was readily identifiable.





We coveted the specialist tools and equipment the owners brought with them. Batteries, razorblades, long nosed pliers, brown bottles of ingredients for the fuel, jars of dope, a roll of tissue paper, Tarzan s grip… aromatic smells to delight inquisitive kids. "Don't sniff the ether too hard or it'll get up ya nose and y'll faint!" … I'd want to sniff it just below the knock out point to prove I could.

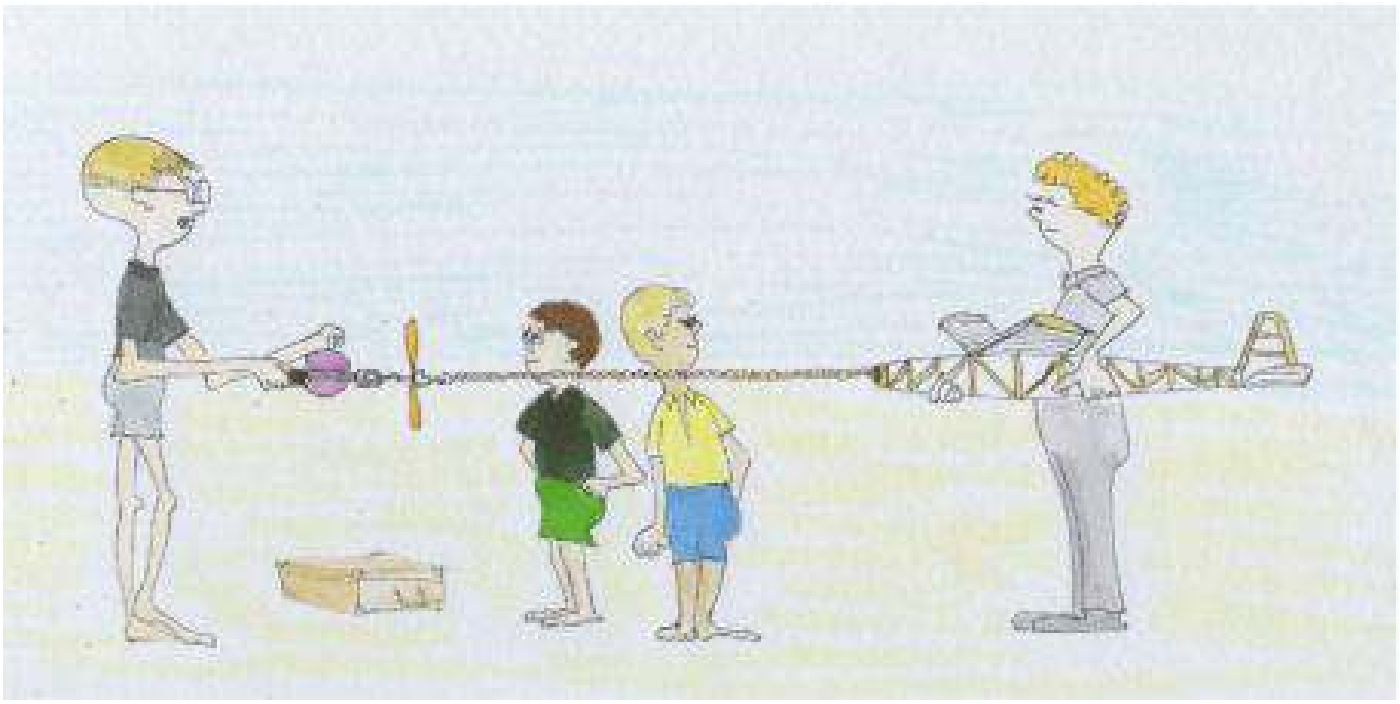


Gem razor blades were regarded as the sharpest. They were single sided blades made of steel two or three times thicker than Gillette ones. They had a folded spine on the other edge that made hard cutting safer than the double-sided opposition. You didn't cut yourself on the back edge of a Gem.

The Gillettes had the advantage of two sides to cut with. This meant more cutting per blade, but… they didn't have the right angled corner for accuracy… although by bending the brittle blade, you could snap them in half and then by carefully twisting that half, you could break it into a nice fine wedge for fiddly cutting.



The plane owners had a selection of spare propellers of different diameters and pitch. Some owners favoured beautifully crafted wooden ones while others liked the newer, brightly coloured, plastic models. Rubber job owners brought along a hand drill that they had a hooked piece of wire in the chuck, to wind the prop's rubber bands with. It beat winding them up by pushing the prop round and round for minutes with a finger.





"The rubber job champ" was a studious, skinny, be-spectacled, sixteen year old who was still wearin" the school pants his mum made for him when he was twelve. HE took his art seriously. He'd use brand new Gem razor blades, set-squares, rulers and sandpaper when tediously constructing the frame-work and wings. He'd diligently count the turns of the drill, as he wound the lubricated, rubber bands up. He started by stretching them way out in front of the aircraft and walking in as the bands wound the twisted, bunching kinks, evenly over their length. That way the band wouldn't get a big isolated knot that could snag the side of the airframe and slow or stop the propeller when she was flying. We regarded rubber jobs as a bit girlie. "Glo-plug engined planes were the best" The operator had a giant, dry cell battery and pretty, plastic covered wire leads with alligator clips on the end. They'd put one clip on the exhaust port and the other on the glo-plug up on top of the engine. He'd get in front and flick the prop a couple of times with a finger and the engine would howl into life. A quick disconnect of the leads… a tweak of the fuel adjuster, to stop the engine spluttering, trim the fuel flow to maximum revs and he was ready to launch.

To be continued (in the March edition)

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 11th	12 noon	Club general meeting plus "show and tell"	John's Place
	Sunday 19th	8am-1pm	Dale's Fun and Friend's Club day	COOMINYA
			(No contests , limited RC)	
MARCH	Saturday 3rd	3pm-6pm	Indoor (practice and trimming)	BSHS
	Saturday 10th	7am-12pm	**F1C State Champs (5 Rounds)**	DALBY
		12 -1.30pm	**LUNCH**	
		2pm – 5pm	**Open Power (3 Rounds)**	DALBY
	Sunday 11th	8am - 1pm	**F1J State Champs (5 rounds)**	DALBY
	Saturday 24th		**DALBY COMBINED DISCIPLINES NOSTALGIC**	DALBY
	Sunday 25th		**FUN FLY** (All categories + Indoor)	
APRIL	Monday 2nd – Sunday 8th		**Southern Cross and AFFS Champs**	NARRANDERA
	Saturday 21st	7am-2pm	**F1A State Champs (7 rounds)**	DALBY
	Sunday 22nd	7am-2pm	**F1B State Champs (7 rounds)**	DALBY
MAY	Sunday 6th	8am-11am	**P30 State Champs**	COOMINYA
	Sunday 20th	8-10am	**Scale**	COOMINYA
		10am-1pm	**HLG and CLG State Champs**	
			(best 3 of 6 flights –each)	
JUNE	Saturday 2nd	3-6pm	Indoor **(Hanger Rat (S/C)**, Hanger Rat	BSHS
	Sunday 10th	8am - 1pm	**F1G State Champs (5rounds)**	COOMINYA
	Sunday 24th	8 am - 1pm	2 Minute Class models – "All In" Club Contest	COOMINYA
			(5 flights)	
JULY	Saturday 7th	3pm- 6pm	Indoor (**HLG (S/C**) and 6" HLG)	BSHS
	Sunday 15th	8am – 1pm	1/2A Power (Queensland rules - 5 flights)	COOMINYA
			A1 Sailplane(Queensland rules - 5 flights)	
	Saturday 21st	12 noon	AGM plus "show and tell"	John's Place
	Sunday 29th	8am – 1pm	Dale's Fun and Friends day(no contests, Lim RC)	COOMINYA
AUGUST	Saturday 4th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 19th	8am – 1pm	QDP and F1G (Club Events) (3 flights each)	COOMINYA
SEPTEMBER	Saturday 1st	3pm-6pm	Indoor **(Peanut (S/C)** and No Doc Scale	BSHS
	Sunday 9th	8am – 1pm	**F1H State Champs (5rounds)**	COOMINYA
	Saturday 22nd	7-10am	LSq/100 (3 flights)	DALBY
		10am–1pm	**Open Rubber State Champs**	DALBY
	Sunday 23rd	7am - noon	No Frills Wakefield (5 flights)	DALBY
OCTOBER	Saturday 6th	3pm – 6pm	Indoor (F1L/ Mini Stick, P18)	BSHS
	Sunday 14th	8am – 1pm	Col Somers Vintage rally,	COOMINYA
			Power Ratio Sport event (3 flights)	
	Sunday 21st	8am	Vic Smeed Day & KKK (Reserve day)	COOMINYA
NOVEMBER	Saturday 3rd	3pm-6pm	Indoor (Delta Dart)	BSHS
	Sunday 11th	8am – 1pm	Frog Precision, Combined % (Reserve day)	COOMINYA
			(3 flights)	
	Saturday25th	12 noon	Xmas party and prize presentation	TBA
DECEMBER				

TEAM TRIAL
Thu 20 Sep
F1A and F1C
Fri 21 Sep
F1B DALBY

CONTACTS: * John Lewis 3848 4280 * Malcolm Campbell 3263 9339 * Albert Fathers 0755 343490

We are always in need of CDs! Volunteers welcome!

CLUB CONTACTS

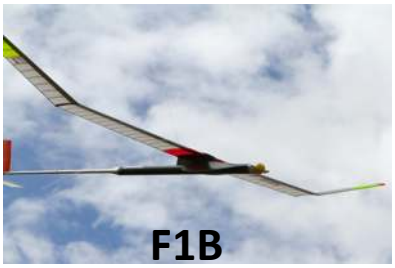
Are your details up to date?

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

