The BFFS DIGEST

September 2014



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* *West Wyalong Grand opening*
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2013 - 2014 Management Committee

President	John Lewis
Vice-President	Des Slattery
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Administrator	Graham Maynard

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?

The Motor Boys (the late 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:

Kathy Burford launches Malcolm Campbell's John Cooper- designed "Pink Elephant" at Coominya during the Fun Fly Day in July. The field is suffering in the drought, although the lagoon is dried up - a bonus.

PRESIDENT'S REPORT



It was great to see so many BFFS past and present club members supporting Adrian at Jo's funeral a few weeks ago. Although a sad occasion I think it was one of those times where you think about what's important and for me it was about the people you meet through your life.

Pieter and Julie de Visser must have had similar thoughts and organized a lunch and flying afternoon at their place recently to catch up with some friends and club members. They even turned on perfect weather (which has been in short supply lately) that saw a few RC electric models in the air during the afternoon.

Apart from the wind and rain that has plagued our outdoor events for much of the year even our Indoor meets have had cancellations due to construction works taking place at BSHS recently. I have found it somewhat of a challenge trying to organize flying days avoiding clashes with interstate contests providing opportunities for team selection aspirants and of course looking at operating in the calmer months for most of our events and I totally overlooked Father's Day recently. As it turned out the day was postponed due to the weather like the QDP day a couple of weeks earlier.

Hopefully we can score a few good days over the next month or so to complete our program. Unfortunately we won't have any more opportunities to run our Peanut Scale State Champs this year which is a shame as it looked like we would have a large number of entries for a change.

Apart from the weather, old age etc we continue to get good support even at our minor events, which is good to see. George recently informed me he had secured our Xmas party venue which has worked out so well for the last few years – thank you George and (by George) I look forward to seeing everyone and their partners there 22nd November.

Cheers *John Lewis*

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SO WHAT'S THIS? Well, it's not from a coffee maker or a vacuum cleaner. But that's a hint! Answer on final page.

REMEMBER

The property owners near our flying field have requested we make contact with them at all times before entering their property to look for our models. Co-operation here is vitally important as they will help us if we help them.

SECRETARY'S REPORT



HI all

Well, the drought broke for a moment and the Seven Mile Lagoon started to fill up again. Just when it was starting to look usable! Not sure when or if the bottom paddocks will become useable.

Another small Digest but plenty of photos, thanks to the new cameras of John Lewis and John Taylor. It may give my shutter finger a rest. John Lewis has helped a great deal with the contest reports although around this time we are not flying as much, thanks to the effect even gentle winds have on our Coominya field.

Five BFFS flyers made the trek to West Wyalong on 13-14 September, to celebrate the official opening of Australia's only free flight field owned by free flighters. A very big THANKS goes to Adrian Bryant whose generosity made the acquisition possible, and the NSWFFS for persevering under difficult odds as they sourced and tried to fund the project. This will become a valuable asset for Australian free flight.

Big things are planned for West Wyalong and some are already in place. Local folk have taken an interest and things get done. I'm sure DMAC experienced similar local support. That simply doesn't happen in big towns.

Albert Fathers returned from Mongolia where he was the sole BFFS representative at the Asian-Pacific Championships (*I chickened out but will be right for next year's World Champs*). He spoke highly of the people and the location, but it was a real adventure for the team. Apart from two Chinese who were also over 60, our team had the oldest group of competitors at the event. The organisers even followed Leigh Morgan around with a chair!

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Thanks Malcolm, Great issue as always!
Alan Petersen (USA)

Hi Malcolm

I have just finished reading the digest and I commend and thank you for the time and commitment putting it together. I am sure that it does a lot to help maintain like minded flyers' enthusiasm
I am sorry that I cannot be more actively involved.

With my best wishes.
Ian McEldowney

Hi Malcolm, thanks for the Digest once again. We have visitors staying with us at present, and our time is already used up in advance, so I'll be reading every word as usual early next week. All the best, John and Kath French

Good stuff mate so much info I felt like I was there.

cheers
Wayne

Yes I did Malcolm, you are a funny bastard at times. Enjoyed it muchly.

Regards 007 (Terry Bond)

Hi Malcolm,
As usual a brilliant Mag with lots of great shots. Gets better each issue.
Thanks,
John Taylor

Good on ya Malcolm, thanks. Just back from the Old Pharts meet at Sawtell. As usual, perfect weather and went very well.
Cheers, Howard Gostelow

Howdy Malcolm

Many thanks for continuing to send the Digest. I really enjoy reading it and looking at all the fabulous pictures. Keep up the great work!

Paul Lagan (NZ)

Another great Digest, great cover! Thanks for including the price list as well, hopefully I can get a few takers.

Regards Ted Burfein

Malcolm,

As usual Malcolm first class. I wonder how you fit it in along with house painting and MG club runs to the country.

Regards Graham Maynard

GRAND OPENING
WEST WYALONG FREE FLIGHT FIELD

13 September 2014



report and photographs by Malcolm Campbell

Four Queenslanders joined Victorian and New South Wales free flighters, plus a number of R/C flyers from various NSW clubs to celebrate a momentous occasion for Australian free flight - the opening of Australia's first and only free flight field owned by the flyers. Thanks to the foresight of the NSWFFS and the extreme generosity of Jo and Adrian Bryant, we no longer have to worry whether free flight will continue in Australia, as fields become unavailable or cut up for development.

The West Wyalong field is located in central west NSW, 15 hours from Brisbane, 5 hours from Sydney and 6 hours from Melbourne. It is a flat 700 acre field 1.9 klms x 1.4 klms, with short grass, is easy to walk or ride on and has minimal trees - in other words, an excellent free flight field. Situated in sheep country, it is not suited to cropping, and that made it affordable. Crops and free flight aren't a good mix!

FRIDAY: A dozen early arrivals made good use of perfect weather (blue skies, light winds) on Friday to trim for a weekend of low key competition. Our Queensland contingent put in some valuable practice with competitive models. Ten flyers found yet another great pub with good food on Friday night. In fact it was excellent food with $10 meals that were both wholesome and good tasting. It's the third time I've visited the West Wyalong property and the field keeps getting better, and bigger!

SATURDAY: A good role up of flyers and spectators arrived early, including MAAA secretary Kevin Dodd. Once the flight line was established, it stayed that way for the



Adrian Bryant had many helping hands



Des Slattery's Kerswap performed well - in practice



Albert Fathers' Korda went up very well



Graham Maynard's OR model misbehaved



Terry Bond's quad came in handy when his Stomper went AWOL



Roy Summersby's Rothwell powered Dixie rocket ship



Des Slattery's little Kerswap performed well



Mike Glaister's OR model looked lovely in the sun

day. Two quad bikes joined the few electric bikes of those who preferred not to walk.

Saturday was a magnificent day with clear skies, good lift and minimal breeze from varying directions. Soon there were all sorts of models in the sky - vintage, scale, sporties, power and rubber and a few gliders. There were three competitions but the mix of models made it great for the spectators. A few limited function R/C models flew discretely among the F/F models including Col Collyer's magnificent 4 m R/C electric glider.

Albert scored a big 12 min 45 sec flight from his Open Rubber Waif, when the tail failed to pop on DT. Luckily it landed and he retrieved it with an easy 300 m walk! John Corby and Terry Bond also went big - John with 20+ minutes and Terry over 30 minutes. All models were recovered undamaged. Others weren't so lucky with a few spectacular crashes to keep the spectators amused. Des Slattery's Kerswap crash was the most comprehensive but Col Collyer's was the best, when a premmie DT caused the wing on his fast climbing 40 power model to fail.

From Peter Jackson's 0.24cc sport to Roy Summersby's 8cc powered Playboy, the air seemed full of models. Col Collyer invited me to tow up his 10 foot Mantis vintage glider. Wind direction was fickle but eventually I got away in a decent thermal. Those big models pull hard but the resulting 7 minute flight was a good reward. The Dixielander contest was spear-headed by the fast climbing Rothwell-powered Dixies, with a Zoot Suit or too. Vin Morgan's "electronic throttle" Dixie was outfoxed by the speedy climb from Des Slattery's early lightweight OS-powered model. The Open Rubber event had some upsets - notably that of Jim Christie failing to score three maxes. Des, Leigh Morgan and Albert didn't fail, so they made up Sunday's fly-off trio.

Flying comps ended by 3.30 pm and we adjourned to the newly placed runway to watch some R/C and C/L flying. The runway is behind the house and, when we got there, it was just like discovering a second flying field, in the "back paddock". This place is really big and most F/F flyers would be happy to fly 2 minute events from this part of the field. West Wyalong has REAL potential for development.

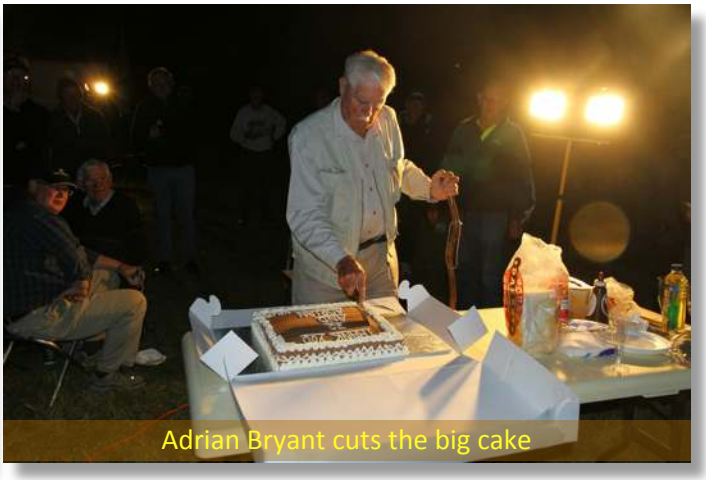
Come 6 pm the sun was setting, the fire was stoked and the BBQ heating up outside the farmhouse/clubhouse. Food was being readied and the drinks had started. Terry Bond officiated at the Grand Opening and the speeches were well received. Understandably, the biggest cheer was for Adrian Bryant who will go down in Australian Free Flight history for his extreme generosity for backing the field financially. Adrian also responded to Terry's speech and



The banner that announced the field's name



Adrian enjoyed the weekend and had a few words to say



Adrian Bryant cuts the big cake

later cut the cake with his and Jo's name on it. Kevin Dodd also awarded Roy Summersby his Hall of Fame award for his first place in the F1C world champs in France last year.

SUNDAY: Saturday was perfect and Sunday was "more perfect", and the flight line remained in the middle of the paddock all day. There was virtually no breeze all morning. The Open Rubber fly-off commenced at 7.30 am with Des Slattery putting in his best launch ever. Albert Fathers was away next getting higher than Des but the prop fold was bad, thanks to a new tight motor. This turned a 7 minute flight into something half that, as the model glided left instead of right. You could easily see the attitude and descent rate didn't look good for Albert. Leigh Morgan launched last and her glide was almost good enough, losing 13 secs to Des and clearing Albert by a mere 2 secs. All landed less than 300 m away.

Vintage Rubber was a surprise, with most models dropping one or more rounds. Howard Gostelow flew a Vagawock but soon moved to his more reliable Senator. Don Broughton, with his model on trim, looked good. Albert Fathers' Boxall model failed to unwind a knot well behind its CG, pock marking the covering as it tried to do so. Dave Bailey's rocket climb was so impressive and threatening but the stand-out was Adrian. With his "pit crew" of eager helpers and his chrome plated "old person's" chair, Adrian wound and launched precisely, three times. He normally only puts in one celebratory flight per competition these days but he was encouraged to endure three flights. And that he did very well, maxing all three, with two of these not even needing bonus points. It was so good to see him win, and your could see in his eyes he thought the same way!



Des Slattery away on his winning OR flight



Roy Summersby Playboy - "it takes 2 hands to handle a Whopper"



Graham Maynard - Oz Diesel



Malcolm Campbell towed up Col Collyer's 10 foot Mantis

Des Slattery and Wally Boliger slugged it out in Open Power with models that don't often place in this event. Evenly matched, they circled in the same air with Des picking up the prize. P30 was an anti-climax with a "no show" for both Team Hannaford and Team Morgan. Sean O'Connor and Graham Maynard chased Jim Christie but never caught him, with Jim's last flight a boomer.

So ended a superb weekend of flying and comradery, on a field that will continue to evolve into a premier site for southern hemisphere free flight.


Albert Fathers' Boxall shredded its covering!


Adrian Bryant had a terrific time

FREDO HAS BEEN BUSY

Our Rockhampton based friend Barry Frederickson has been busy building two ducted fan free flight models, both Cox powered.


F-86 Sabre


Fantail


An Oily Rag was seen at West Wyalong - Cox powered


COURIERMAIL.COM.AU WEDNESDAY SEPTEMBER 10 2014

Cops probe KKK flyers

Be afraid, be VERY afraid

P30 State Champs

8th June 2014

by Louiedafly CD Dale Jones

Arriving at the field a little before 8am, the wind was light and variable making it a little difficult to choose the best spot for the flight line. Due to the light winds it was decided the set up in the middle of the field but as the morning progressed it became apparent the drift was towards the dams on both sides of the road.

As the wind speed picked up it became more necessary to walk down towards the lake before launching which both Mark and John were keen to do. William and Dale I think favoured the idea of a swim as both managed to land in each of the dams – William across the road and Dale on Cedric's property. It was all a lot of fun and William did the gentleman thing and fished Dale's model out.

William definitely had his act together with 3 maxes to take the P30 title for 2014. John suffered from lack of preparation with his prop not freewheeling on his first flight. A drop of oil improved the model's performance for his next two flights, scoring 2 maxes and second place.

Dale also dropped her first flight only 3 seconds behind John for 3rd place. Mark looked good for a fly-off spot but dropped his last flight when his model flew into sink but at least it stayed out of the water. Ron and Des both recorded good scores with both having a max a piece and Des joined in with a splash down in Cedric's dam.

Although the contest was all over in 3 flights it was a most enjoyable day with Shelia helping out with time keeping. It definitely was a case of flying before the wind got up not so much because of the strength but the direction.



Dale Jones seems to have the better launch



Maybe it was William's bare feet that caused his flat launch?



And this is what caused the bare feet!



Bare feet rule!

Name	1	2	3	Total
William Jones	120	120	120	360
John Lewis	107	120	120	347
Dale Jones	104	120	120	344
Mark Armour	120	120	98	338
Ron Munden	96	120	103	319
Des Slattery	86	120	81	287

100gm COUPE CLUB DAY

13 July 2014

by LouiedaFly



The morning began with virtually no wind but as the day progressed the wind speed picked up to around 4m/s by 11am carrying models towards the road. Fortunately most had made their 3 flights early. John was away first but for some unexplained reason his model flew upwind and settled into a nice flat circling glide over a bunch of tall trees finally landing in the top of one around 20 meters from the ground. He recorded the first max of the day. The model eventually came down assisted by the wind at the end of the contest.

Mark, Ron and Dale also maxed their first flight in the early morning calm conditions. Malcolm's models haven't been seen at the field for a while and although he managed a respectable first score he was eliminated early when the wing on his model was damaged (apparently Malcolm forgot he had a spare wing in his car). William surprisingly failed to max any of his flights flying a modern model that appeared a bit out of trim. Maxes were generally hard to come by with only John, Ron and Dale managing to score two apiece. Ron had used an old motor from the F1G contest at Dalby a few weeks prior to max the first round but changing to a new motor for his second flight coupled with a poor launch wiped out his chances of a fly-off place.

Likewise Dale was looking good with two maxes but dropped her last flight after William encouraged her to fly resulting in a poor choice of air and a dropped flight. John also dropped his third flight using a reserve model but scored enough to lead the field. Kathy had not flown a coupe for a couple of years and used her first flight to remember how to do it. Unfortunately, insufficient winds caused the model to circle low for the entire flight. She made sure that didn't happen in the remaining two flights, the second flight landing at 220 secs. The only other maxes were scored by Des, Kathy and Mark however William was close with a 117sec. flight.

Regardless of the times it was a most enjoyable day with John and Albert doing some tow line glider trimming and Malcolm and Kathy trimming some CLG models after the coupe contest. John won the event (celebrating with a fish and chip meal at the Mt Tarampa store) Mark was second only 10 seconds behind and William third. All except William flew homemade models bringing back memories of coupe contests of the past.



Adrian Bryant chaired the meeting of Ron and Albert



Malcolm's model qualified as the oldest on the day



Dale Jones got unlucky on her last flight



William's model looked great but the scores weren't



John's old model just snuck home



Mark Armour's OD model flew well



Albert got in some practice for Mongolia



Winners are always grinners



John's new hi-tech "A1" had its first outing

Name	Flt 1	Flt 2	Flt 3	Total
John Lewis	120	120	95	335
Mark Armour	120	92	113	325
William Jones	98	94	117	309
Dale Jones	120	120	58	298
Ron Munden	120	49	120	289
Kathy Burford	43	120	117	280
Des Slattery	50	66	120	236
Malcolm Campbell	102	-	-	102

Dale's Fun Fly Day

Sunday 27 July

Wind speed was variable but the day worked out very well, with various model types being flown by those who attended.

John Lewis put up has latest A1 design, sporting no frills but bristling with carbon and modern design features. It will be one to beat in the future.

Darren Jones got some good flights from his F1G and dallied in a little R/C, under Des Slattery's guidance and encouragement. Des had the most models there and seemed to be flying constantly. He's an inspiration to us.

Malcolm Campbell towed up his old Pink Elephant and, in the lighter winds, his little Aiglet while Kathy put up some impressive CLG flights

There was supposed to be a CLG event but only Kathy and Malcolm flew - too windy for some. Anyway, Kathy went on a mission - after recording 53, 60, 60 for an effortless win, she then put up 60, 60, and 60, finishing a 6 flight score of 353 secs. I suspect that could be a Queensland record, at the very least?

It was good to see Sunshine Coast modeller Larry Brownlow back at the field, flying a little sports model and catching up with his old friends.

The morning tea and giveaway went down very well, with Dale's health food spread being enjoyed by all.

John, Des, Mark and Darren all dabbled in some RC sport flying to round off a very satisfying day of flying.



Kathy Burford showed her style in CLG



Darren Jones recorded some excellent flights with his F1G



Malcolm Campbell played happily with his old F1A model



Not sure what William thought of Darren's crossover to the "dark side"



Ben Lewis started to get good height with his CLG



Des launches his OT powered Ethereal Lady



William gets Dale ready for another flight of her P20



Brian launches his Dad's refurbished Veron Goblin



Des flew non-stop all day





William (Frog Raven) and Graham (Cardinal)





Malcolm hooked some lift and Brian flew a kite



Dale fed us all very well



And everyone was happy

BFFS 1/2A POWER

10 August 2014

CD Darren Jones

Traditionally August is our windiest month so it was somewhat surprising to score a perfect day. The weather forecast was for 4km winds all day which was fairly accurate. The only problem we faced was the direction kept changing so we decided to try out the lower paddock which now has good retrieval in all directions now the lake has dried up.

Darren although having suitable power models for the event generously volunteered to CD and time. Potentially we then had 5 starters however Graham had a few engine problems then damaged his model on a test flight leaving four to contest the event. John, William and Ron all got away to a good start each with a max on their first flight. Everyone went downhill from there except for Des who maxed his 3rd flight. With everyone scoring only one max each it was a case of who dropped the least to decide the final placings.

With the light winds and mainly low scores it was an easy day retrieving allowing plenty of time for a bit of testing of various other power models while Mark, Brian and Dale did some F1B testing. Des did get to demonstrate his running skills when a couple of horses decided to check out his power model. Previously Des has had a few power models destroyed in that location by horses but this time he was too quick for them. Could be Des has been training for the next veteran's over 80's 100 meter sprint race?

An enjoyable day's flying with a simple model and a Tee Dee 049/51 brought back fond memories of free flight from days gone by.



William Jones launches his Pearl

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	6.3/120	6.4/104	6.8/71	295
Des Slattery	7/94	6.5/67	6.8/120	281
William Jones	6.9/120	3/40	6.3/85	245
Ron Munden	6.9/120	5.3/44	3.5/28	192
Graham Maynard	DNF			



The Half A power boys



Ron Munden was there for a good time



And so was Des Slattery



But Des's fun could have ended quite quickly



Indoor

Attendance was down to the diehard few with only John, Brian and Ron competing although Des, Ben and Annika were test flying models during the afternoon. Ron and John were away first with similar scores but then Brian entered the race and dominated from the start. After 3 flights it was clear no one could catch Brian so he retired to do some testing of his new catapult glider and some fine tuning on his peanut scale models. Ron was also happy with 3 flights while John flew on in the false hope of improving his scores to challenge Brian. Although the numbers were small it was an enjoyable afternoon of indoor flying for those present.





Name	R1	R2	R3	R4	R5	R6	Best 2
Brian Taylor	143	157	158				315
John Lewis	99	111	104	55	124	141	265
Ron Munden	91	74	84				175





Carbon fibre and high voltage don't mix





CONSTRUCTION CORNER

Many years ago I purchased a Denkin F1H kit from ABC model supplies but for one reason or another I didn't get around to putting it together. Ben built the larger (and still flies) the F1A mechanical version. We both like the shape of the fuselage front so when I got the idea to build a new A1 for our A1 club days I thought about copying the shells I had. The other inspiration came from Ted Burfein when I discovered he was using an RDT in his A1 as the only DT. This made things a lot easier to set up and the thought of making a simple model (no circle tow hook, wing wiggler etc) seemed like a bit of fun.

Little things like a swinging tow hook and a VIT arm are quick and easy and I have all the necessary forms, templates for F1H/F1B models so the first thing was to work out how to copy the existing F1H shells. Years ago I used to make F1C props and used Selleys plasti- bond (heavy duty bog) to form the moulds. So I decided to use the same technique making a balsa box, waxing the shells with a high quality carnauba wax that provides high gloss and excellent release and parting properties, pushing the waxed shells into the wet plasti- bond and scraping away the excess. The shell that has the cover cut out is a little more tricky and uses a thin sheet of balsa to build up the inside of the box where the cut out is required to form the recessed portion and the hole for the hatch to sit in.

The whole set up is very basic but then it's probably a one off application and only for a fun model. For the hatch I used some 14 thou unidirectional carbon (spar material) and vac formed a layer of carbon/Kevlar cloth to stop splitting. Using my small Emco compact lathe I made a few little things like a tracker tube, tow hook mount and hatch retaining post. Since I was building a new set of 6 panel F1B wings for Ben I decided to build a slightly narrower set for my A1 as well. The VIT arm is also made using the lathe plus a little filing here and there and some 10ba brass screws.

I don't know if the model flies any better than a conventional balsa model of yesteryear but it looks pretty in my eyes at least and it was a lot of fun to build.



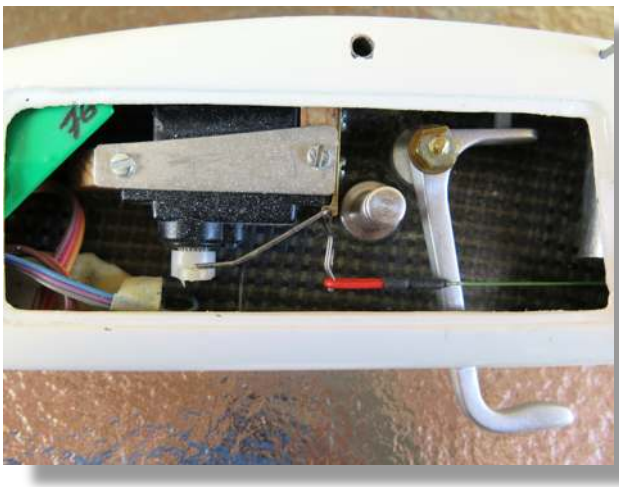


Pod and wing construction



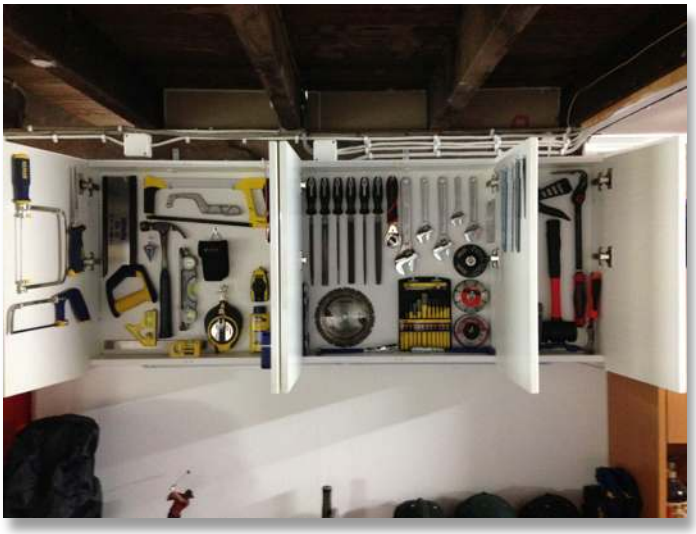





More shots of John's new A1

Ben's Shed - like father like son





Brian Taylor's Dad's refurbished Veron Goblin

I kid you not. And it flew much better than expected!

VERON

"GOBLIN"

20 SPAN SUPERLIGHT DURATION MODEL
FOR SIMPLE & EASY CONSTRUCTION

MANUFACTURED BY

MODEL AIRCRAFT (Bournemouth) LTD.
NORWOOD PLACE, BOURNEMOUTH

SKETCHES SHOWING FORMATION OF NOSEBLOCK FROM SMALL SQUARES OF ⅛" BALSA. LAMINATE TOGETHER WHEN SET, SAND & ADD ALUMINIUM NOSE FERRULE LOCATE 20 SWG SHAFT & COWASHER, BEND WIRE AS SHOWN & CEMENT INTO FACE OF PROPELLOR. CHECK FIT INTO FUSELAGE NOSE.

F.N. TOP & TRAILING EDGE IS 3/16" x 3/16" TRIM TO OUTLINE.

INCH THAT SHAFT DOES NOT DIG IN NOSE FERRULE & THAT PROPELLOR RUNS TRUE

COTTON BINDING

EITHER OFFSET FERRULE IN NOSE BLOCK OR SAND FACE OF FUSELAGE TO GIVE PROPELLOR SHAFT A SLIGHT AMOUNT OF DOWN THRUST AS INDICATED

ALL LONGERONS & CROSSPIECES IN FUSELAGE CONSTRUCTION ARE 3/32" x 3/32" BALSA

REAR RUBBER FIXING IS SHORT LENGTH OF 1/16" DOWEL THRU' R 2's, ENSURE CLOSE FIT IN 1/16" HOLES.

WHEN FIN & FILLET HAS BEEN COVERED & DOPED, CEMENT TO STERNWAY. COVER F.N., DOPE & S.M.EASILY CEMENT TO CENTRE RIB OF TAIL.

COTTON BINDING & CEMENT.

FORMER SHOWN, IS AT A-A. OUTER LINE SHOWS F/U MAXIMUM WIDTH.

R2's ARE 1/16"

CEMENT FILLET

MAKE FIRST SIDE WITH VERTICAL BRACE & SECOND SIDE WITH HORIZONTAL WING SUPPORT.

1" DIAMETER WHEELS. RETAIN WITH SOLDERED OR CEMENTED WASHERS OR TIGHT BOUND FUSEWIRE

SKETCH SHOWING SIMILAR CONSTRUCTION OF WING & STABILIZER TIPS. SPARS ARE TAPERED TO 1/16" x 1/16" AT TIPS FROM LAST RIB. 1/16" CORNER GUSSETS ARE ADDED & TRIMMED TO SHAPE.

ACTUAL SHAPE & TRUE SIZE OF 20 S.W.G. U/C WIRE BENT AS SHOWN ABOVE TO FIT FUSELAGE CROSS SECTION AT A-A & BIND WITH COTTON TO CROSSPIECES.

TRACK FROM WHEEL CENTRES IS 5"

CEMENT FILLETS

THREE SKETCHES SHOWING PROGRESSIVE ASSEMBLY OF FUSELAGE. TWO SIDES ARE BUILT, THE SECOND IMMEDIATELY OVER THE FIRST, BOTH ON WAXED TISSUE OVER THE PLAN. WHEN JOINING TWO HALVES CUT CROSSPIECES IN PAIRS. TOP SIDE HAS HORIZONTAL WING SUPPORT INSTEAD OF A CROSSPIECE.

CUT AWAY TOP LONGERON

1/16" SHEET TRIANGULAR FILLETS FROM SCRAP & 1/16" x 1/16"

L/EDGE IS 3/32" x 3/32"

TRIM & SAND TIPS TO OUTLINE

GRAIN

SPAN IS 18" x 7/16"

TAPER SPAR TO 1/16" x 1/16" AT TIP

RUBBER BANDS SECURE WHILST CROSSPIECES ARE DRYING

CHECK FUSELAGE FOR SQUARENESS

TAKE OUT CROSSPIECES & PUT IN HORIZONTAL TO MATCH SECOND SIDE. CHECK THIS IS CORRECT BY SIGHTING OVER PLAN

TRAILING EDGE IS 1/16" x 1/4". SLOTS ARE 1/16" DEEP.

DIHEDRAL IS 2" AT EACH TIP.

1/16" SLOTS ⅜" T/EDGE

FROM 1/16" x 1/16"

1/16" x 1/16"

LEADING EDGE IS 3/32" x 3/32". RIBS ARE BUTT JOINTED

SLOTS FOR G1

MAIN SPARS ARE 1/16" x 3/16"

CANT CENTRE RIBS FOR DIHEDRAL

1/16" x 1/16"

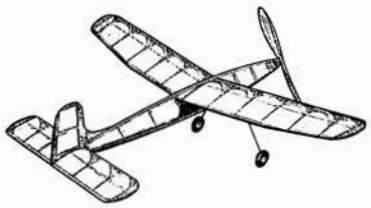
DESIGNED, DRAWN & TRACED BY P.L.S. SEPT '49.

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VERON

GOBLIN

RUBBER DURATION MODEL



BUILDING INSTRUCTIONS

First, study the plan and identify all the parts on the 1/16" printed wood sheet. Familiarize yourself with these and all other instructions. The tools needed are small pliers, a few pins, either steel-backed razor blade or Balsa knife and fine sandpaper. The fuselage, wing and tail panels are built directly over the plan.

WINGS.

Lay the plan directly on the building board and cover with waxed tissue or greaseproof paper to protect from the cement. Pin on edge the two 12" lengths of 1/16" × 3/16" balsa above spar positions, and pin in place the leading and trailing edges. Pins are set either side of strips—not through the wood. Make good close fit of "scarf" joints in trailing edges. Cut 1/16" slots for ribs in trailing edges. Cement ribs in place. Centre two ribs are canted for dihedral. Add tips and small 1/16" scrap corner gussets. Allow to set hard and, when dry, remove from plan. Place trailing edge along edge of building board and sand to streamline section shown. Trim gussets and tips to give rounded contours and sand smooth. Lay one wing panel flat on board, cement centre section ribs firmly together with dihedral gusset C.1 in place and other tip supported on block 4" high—giving normal dihedral of 2" under each tip.

FUSELAGE.

Select four even quality longerons. Pin two in place over plan side elevation. Cut uprights in fours and cement one set in place. Add sheetings R.1 and R.2 level with bottom of longerons. Build second side immediately over first. Ensure R.1 and R.2 are level with top of longerons. Second side has horizontal strut in wing bay. When set, remove from plan and split apart with razor blade. Cement and temporarily pin in place four crosspieces to one fuselage panel at X and Y. Add other panel and likewise pin and cement—see drawing. Rubber bands around fuselage will retain whilst drying—check for squareness. Draw longerons together and cement at rear. Add other crosspieces. Likewise draw nose together. Add horizontal 3/32" × 3/32" for wing support on right hand side. Cut away top longeron in stern bay. Bend undercarriage 20 S.W.G. wire to shape and bind in position. Add wheels. Ensure that ⅛" dowel for rear rubber fixing is tight fit in holes R.2.

NOSE ASSEMBLY AND AIRSCREW.

Laminate together 1/16" balsa pieces N.1 to N.7 as shown in sketch. Trim and sand to fit tightly in fuselage. Drill hole and add metal nose ferrule, cementing firmly. Insert shaft and check for free running.

Locate airscrew on shaft with cup washer against rear face of airscrew to provide bearing against ferrule; bend shaft with two right angles as shown to engage into airscrew, cement firmly in place.

TAIL SURFACES.

Pin in place over plan three strips of balsa for leading edge, spar and trailing edge, sizes as shown. Add ribs and tips and corner gussets. When set remove from plan, sand trailing edge, then trim and sand tips to correct outline.

FIN.

Build directly over plan from parts F.1 and F.2 with all sizes of strips shown. F.3 is added later. Sand only the edges smooth and check for flatness.

COVERING.

Cut tissue into strips about ½" wider all round than the individual panels with grain lengthwise. Use tissue paste (Photo-paste) for adhesion and use sparingly. Rub tissue paste lightly over outer edges of individual wing panels, centre section to tips, undersides first. Stick tissue lightly to centre rib and stretch evenly towards wing tips, as well as tightly between leading and trailing edge. Obviate any warps by even tension. Complete opposite lower panel, then cover top sides likewise. Similarly cover tailplane, underside first. Cover fuselage from nose to stern each side separately in four strips.

Shrink tissue with water from a mouth or scent spray, do not brush with water. When quite dry, give one coat of thin shrinking dope to wings and tail surfaces and two to fuselage, noseblock and airscrew.

The model must be doped before the rubber motor is inserted and any attempt made to fly it.

ASSEMBLY.

Cement fin upright and very firmly to centre rib of tailplane, then cement tailplane to stern bay, checking alignment of fin by sighting along top of longeron. Add fairing F.3. Cut away tissue over wing slot and locate wing. This is retained only by rubber band around fuselage. Correct incidences are built into this model. Check that all surfaces are symmetrical and level with fuselage.

Join ends of rubber motor with a double "granny" knot so that loop untensioned is just 10½" long. This will keep the motor tight between nose and tail, thus preserving the balance of the model on the glide. Lubricate the motor with commercial rubber lubricant. Tie length of cotton loop around end of rubber and let motor down into fuselage through nose. Engage rear end of motor with piece of ⅛" dowel—this can be seen clearly through tissue; pull out other end by means of cotton, and engage front end of motor with noseblock shaft.

Do not insert motor into an uncovered fuselage or structural failure will result.

FLIGHT TESTING.

Check for balance. Model should hang slightly nose down when supported by finger tips near root rib of wing about 50 per cent. of the wing chord back.

Choose a calm windless day for first flight tests in preferably a grassy field. Face into wind and gently launch the model slightly nose down, and observe the glide. The model should glide evenly and steadily downwards to the ground about 15 to 18 feet in front of you. Any tendency to stall (nose up with "see-saw" action) or diving should be corrected by moving wing from central position in slot slightly backwards or forwards respectively. Glide again, and if faults are still apparent, pack up leading or trailing edge of wing with small pieces of 1/32" or 1/16" balsa. Glide should be with a slight turn to the right, achieved by a thin strip of gummed paper tape adhered to trailing edge of the fin.

Now wind about 50 turns on to motor and launch model level into wind. The model should climb gently to the right before settling into an even glide. If satisfactory, wind up motor to 100, 150 and 200 turns for consecutive flights. If model tends to climb and stall with increased power, add slight downthrust by packing top of nose-block, but do not alter wing position or settings. Maximum safe turns on a lubricated motor will be about 350 to 400.

When you have successfully completed and flown this model, perhaps you would like to build something bigger and better. Ask your local **VERON** dealer to show you our more advanced competition

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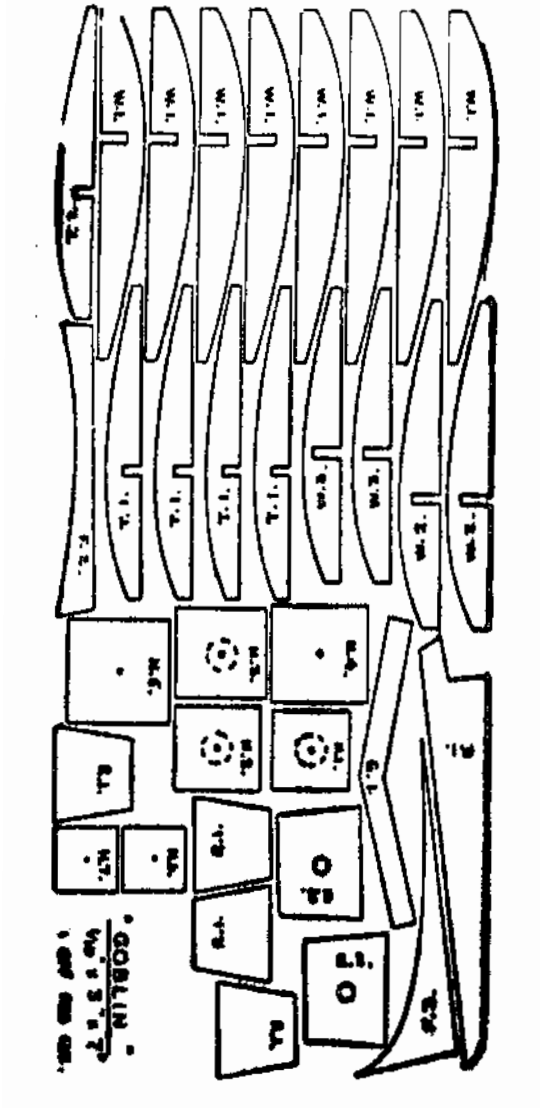
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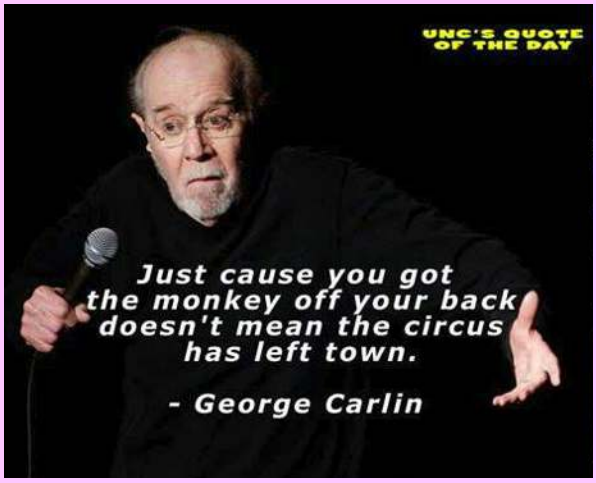
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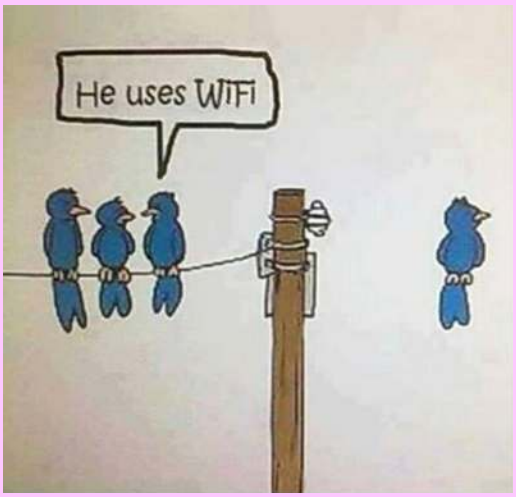
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Not many jokes this time



I danced like no one was watching but someone was watching, thought I was having a seizure and called an ambulance.





I love long walks on the beach with my girlfriend, until the LSD wears off and I realize I'm just dragging a stolen mannequin around a Wendy's parking lot

A win in Mongolia



Aussie glider flyer **Phil Mitchell** placed 3rd in F1H and 2nd in F1A at the Pan Oceanic Championships in Mongolia.

He then went on the win the Mixmen contest, recording a 9 minute fly-off flight against F1A, B and C aircraft. Vin Morgan placed 3rd in F1B.

BFFS member Albert Fathers was one of six Aussies who attended and had a great time, but don't ask him about the ravine!

BFFS Spy



Master Mariner Brian Taylor



Seen on Ron Munden's head!



It may not be free flight, but they're groovy looking planes!



Whoever says size doesn't matter is DEAF! This is for a V1 Doodlebug.





The Good Old Days







DESCRIPTION

DATE 21-7-02 VENUE COOMINYA CONTEST DIRECTOR K CATEGORY ADMINISTRATION F

COMPETITOR	1	2	3	4	5	6	7	8	9	10
G SMITH	120	120	79	102	120	541	6			
V RICHARDSMITH	75	74	120	120	120	509	7			
RICHARD SMITH	120	39	45	57	72	333	11			
R CHERNICH	119	120	120	120	9	478	9			
[illegible]	120	83	97	120	88	508	8			
[illegible]	96	110	117	120	120	563	4			
[illegible]	120	120	120	120	120	600				
[illegible]	120	117	117	120	120	597	3			
[illegible]	67	43	56			166	14			
[illegible]	120	120	120	120	120	600				
[illegible]	90	85	87	59		321	12			
[illegible]	120	43	43	120	120	446	10			
[illegible]	107	120	120	120	76	563	5			
[illegible]	112	120				232	13			
[illegible]						148	15			





Not Wivenhoe, this is early days at Coominya

Yes, it's Wivenhoe Pocket

THE FRENCH CONNECTION



F1H, the British corner, John Cooper (centre) with Martin Dilly concentrating



F1A, Bernard Trachez



F1A, Martin Dilly and David Beales



F1A, David Brawn's old timer



F1A, Gloria Godinho holding Jean's glider



F1B, Jean-Luc Drapeau



F1B, Morandini, Myriam waiting and Wilfried checking the air



F1B, Roel Lucassen from Netherland



F1B, Rudolf Trumpf from Switzerland



F1C, Bernard Boutillier, French TV interview



F1C, John Cuthbert from England



F1C, Pierre Marrot



F1G, Challis from England



F1G, Simplicity-3 electronic timer, Gorban's model



F1G, Tomy timer on René Boucher's model

BRISBANE FREE FLIGHT SOCIETY

MONTH	DATE	START	EVENT	LOCATION
February	Saturday 15th	12pm – 4pm	Club meeting plus "show and tell"	John's Place
	Sunday 23rd	8am-1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
March	Sunday 9th	8am-1pm	2 Minute Class models – "All in" Club Contest (3 flights)	Coominya
	~~Saturday 29th~~	~~7am-12pm~~	~~F1A State Champs (5 rounds + 2 for team selection)~~	~~Dalby~~
	~~Sunday 30th~~	~~7am-12pm~~	~~F1H State Champs (5 flights)~~	~~Dalby~~
April	Saturday 5th	3pm-6pm	Indoor (IHLG/ICLG State Champs)	BSHS
	Saturday 12th	7am-12pm	F1C State Champs (5 rounds + 2 for team selection)	Dalby
		1pm-4pm	Open Power (3 flights)	Dalby
	Sunday 13th	7am-12pm	F1J State Champs (5 flights)	Dalby
	Friday 25th –		Southern Cross and AFFS	Narrandera
May	Friday 2nd		Southern Cross and AFFS	Narrandera
	Saturday 3rd	3pm-6pm	Indoor (F1L/MiniStick/Delta Dart Club Events)	BSHS
	Saturday 17th	7am-12pm	F1B State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 18th	7am-12pm	F1G State Champs (5 flights)	Dalby
	Sunday 25th	8am-1pm	Scale, HLG & CLG	Coominya
June	Saturday 7th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 8th	8am–12pm	P-30 (3 flights 120sec max)	Coominya
	Saturday 21st	8am–12pm	F1H State Champs (5 flights)	Dalby Dalby
		From 2pm	A1 Sailplane (3 flights)	Dalby
	Sunday 22nd	8am-2pm	F1A State Champs (5 rounds + 2 for team selection)	John's Place
	Saturday28th	12pm – 4pm	AGM	
July	Saturday 5th	3pm-6pm	Indoor (P-18 State Champs)	BSHS
	Sunday13th	8am–12pm	100gm coupe (3 flights)	Coominya
	Sunday 27th	8am - 1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
August	Saturday 2nd	3pm-6pm	Indoor (Peanut Scale State Champs)	BSHS
	Sunday 10th	8am–12pm	1/2A Power (3 flights)	Coominya
	Sunday 24th	8am–12pm	QDP (3 flights)	Coominya
September	Saturday 6th	3pm-6pm	Indoor (General Indoor Flying)	BSHS
	Sunday 7th	8am–1pm	Col's Vintage Rally Combined	Coominya
	Sunday 21st	8am–1pm	% (3 flights)	Coominya
October	Sunday 5th	8am-1pm	Vic Smeed and KKK	Coominya
	Thursday23rd	7am-2pm	F1A & F1CTeam Selection Trial (7 rounds)	Dalby
	Friday 24th	7am-2pm	F1B Team Selection Trial (7 rounds)	Dalby
	Saturday25th	7am-9am	LSq/100 (3 rounds)	Dalby
		9am-12pm	Open Rubber State Champs (3 flights – flyoff 7am Sun)	Dalby
	Sunday 26th	8am – 12pm	No Frills Wakefield (3 flights)	Dalby
November	Sunday 2nd	8am – 12pm	Frog rally and P-20 (3 flights 60sec)	Coominya
	Sunday 9th	8am-12pm	Club reserve day (general flying)	Coominya
	Saturday22nd	12 noon	Xmas party and presentation	TBA

CONTACTS:

- John Lewis 3848 4280
- Malcolm Campbell 3263 9339
- Albert Fathers 0755 343490

2014 CALENDAR

ANSWER: The gadget is a Dremel collet impeller, and it's used to extract dust away from the job you're working on. Definitely one for the Christmas basket!