

## A happy retrieval story from Dalby F1J day

Des's C/F Cyclon powered F1J flew away in R5. Incidentally, he placed 3<sup>rd</sup> behind Roy and Terry, beating John Lewis, Graham Maynard and myself. A brief story singing the praise of the "Morgan tracker system" follows:

Thanks to John Taylor's detailed map of the area and our determination, we finished the weekend on a high. But we didn't finally pick the model up until 4.30pm Sunday. 12 hours and 20kms of walking paid off! Three 2.5 hour searches both Sat and Sun gave no signal, a 9pm search Sat night was also unsuccessful. But we were actually pretty well on line with those searches – it was just further out. The final 3.5 hour search gave results. I used every bit of my acquired tracker "skills" plus the hour I lay in bed Sat night regurgitating the signals I'd heard that morning as the model flew away and we tracked it until we heard no more. It's so easy to dispute a signal when you haven't used one for long. Never ever distrust your tracker – it's always right! Isn't it?



This was one big turkey dam



It was on the other side!

So on the Sunday afternoon, we drove about 9kms from the flight line, driving down to the sorghum paddock at the very end, which was still close to the line. No signal in the paddock but I noticed a large turkey dam nearby on the way out of the paddock behind trees and, on scaling it realised it was the very large one beyond the cotton fields at the end of Ritter's Road that we'd covered on Saturday and early Sunday. From the SW corner, Des got a very faint signal! Our first since losing it. We tracked it through lightly timbered grasslands to the Condamine River, took note of landmarks and, as the river was unattractive to wade/swim across with electronic gear, drove 15kms around to a farm the other side. The young farmer there was enthusiastic and interested and led us past the 2 dams on his property (we chased his quick little quad bike and his highly energetic Kelpie at speeds of 40 kph on black soil road) and then we walked north a further 2kms and to regain the line and signal, recognising landmarks we saw from the other side of the river. After another careful 15 minutes of tracking we had the model!

Perseverance paid off! Des was overjoyed as he'd never be able to afford to buy another model so good. The timer had failed (maybe wrong scroll?) and the DT was still set. It had glided in over the top of tall trees, missed several irrigation channels and was nesting up to a large metal truck on open ground. It had completed an 11+ km journey over some large expanses of water, cotton fields and tall trees and missed them all, with minimal tailplane tip damage to speak of. It was one of my most satisfying retrieves to date and Des said it was the most difficult one he has ever searched for.



We got home about 9pm to Brisbane, just a tad tired! Des has a "wall to wall" smile on his face!

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## The Four Goldberg Brothers

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show Lo, Norm, Hi, and Max on the controls.

So, now you know....



## BRIAN'S INDOOR PAGE

A wondrous place where facilities are civilized and sun ,wind and rain will never be a problem.

### 6" HLG Club Event 4th March 2009

	Best two of six						Total
Ben Lewis	24	12	11	25	11		49
Brian Taylor	18	20	15	4	18	18	38
John Lewis	1	17	16	17	16	17	34
Ron Munden	5	13	5	11	14	13	27



Have you started building your Frog Senior / Junior series models yet?

The Indoor Frog Trophy Contest is on Saturday 4th July, from 3pm to 6pm

Gain some inspiration from this excellent Frog website: <http://www.houseoffrog.co.uk/index.htm>

For me, this was where it ALL began, 50 years ago!



PUP



SPEEDY



SCAMP



MINNOW



MIDGE



SKIPPY

### INDOOR TOWLINE GLIDER - food for thought?

The following rules are proposed (consistent with AMA rules):

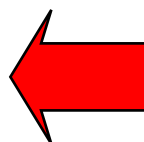
- The projected wingspan, measured perpendicular to the fuselage shall not exceed 18 inches
- The wing chord shall not exceed five (5) inches
- The dimensions of the horizontal stabilizer shall not exceed four (4) inches chord by 12 inches span
- The fuselage length shall not exceed 24 inches
- The minimum flying weight shall not be less than 3.1 grams



### Birthday on the way? Here's an idea!



A sanding machine that all serious modellers need - a finisher belt and disc sander ideal for modelling and all for under \$200 GST included. You get them from Hare and Forbes. *John Lewis*



If this interests you, let me know. I can publish two plans in the next edition of the BFFS Digest



**Ronald John MUNDEN** was born in London in 1937 and is now a sprightly 72 year old. He will be married to Sheila for 50 years in September 2009. He has 4 children and 8 grandchildren. Ron has been aero modelling on and off for 60 years. He takes up his own story.....

I was born in London's East End and was moved to Dagenham (Becontree) at the outbreak of WWII. I saw many aircraft from both sides during the war and had several close encounters with the dreaded V1 buzz bomb. This probably started my interest in building model aircraft, like many other young boys of the era.

My first "stick and tissue" model was a **Keel Build Kit** – a Spitfire – which did not fly. This was built in 1946 when Ron was 9 years old. My father helped as much as he could. My next attempt was a spruce and oiled silk model with a bent wooden prop and rubber band that would fly for about 10 or 15 seconds. Then came a **Keil Kraft Achilles** kit followed by a **Keil Kraft Ajax**. I was hooked.

My cousin Ken was also building models about the same standard as myself. My Uncle George decided it would be good for us to join a club and with his help we joined **Barking Model Aero Club**. I was about 11 years old and Ken about 12. Our modelling immediately improved. We had club meetings once a month at a local school where seniors taught us the basics and we flew rubber models of all types. We flew round-the-pole, rubber, jetex, and small power models and, of course, rubber powered free flight. The club's main interest was control line which I was never able to manage (I got sick) and so it was that I stayed with free flight. Our local flying field was Fairlop aerodrome, a disused flying site which was frequented by most of the London fliers.

We frequently saw and mixed with fliers like Bill Dean, Henry J Nichols, Mike Gaster, Vic Jays, Gadget Gibbs, Stoo Stewart and occasionally people like John and Hugh O'Donnell, the Yeabsley brothers (famous for their Sunspot gliders), Bob Copland, Ted Evans, Dave Posner and others of the same calibre would be seen on a regular basis.

It was exciting times for a young lad. The president of the club at this time was Johnny Nunn, who was also a salesperson for Mercury Models. Occasionally, we received new model kits to build and try. Some club members names I recall are Eric Cooper, Terry Cavanagh, Norman Young, Clive Walby, the Spinks brothers, Bob Brown, Bert Cope and Jackie Holt. Of course there were many others and time marches on and my memory doesn't. They all had a part in my early days as an aero modeller.

In 1951, the club took part in an exhibition at Wembley Stadium flying control line models, one of which was a Juggernaut Jet powered scale Vampire, which caught fire and burned. Also in 1951, the Nationals were held at Fairlop. I flew in the Nordic event, a precursor to A2 and F1A. There were 165 entries and I cycled 14 miles (22 klms) to get to Fairlop with a box on my back.

I started work in 1952 as an apprentice fitter and turner at Plesseys and continued modelling until 1955 when I was called up for National Service in the Army. I didn't get deferred and had to go. I went to Germany and Cyprus and was discharged in 1957. Fairlop had been closed down by the council. I did some modelling but could only fly in the local park.

I got married in 1959. With marriage, my job and young children, I didn't do much modelling, although I did build a Garter Knight coupe – and the dog chewed it up!

Times were tough in the UK so we immigrated to Australia in 1966, landed in Sydney and bought our first house and started modelling again. I joined the Macquarie Model Aircraft Club in 1967 and our flying field was at Minto. And so began my flying in Oz, meeting people around the country like Alan Edwards, Barry Lee, Barry Bowerman, Dick Everet, Colin Cox, Arthur Butler, Tom Prosser, Basil Healy, John Quigley, Wayne Hadkins, Warwick Kew, Roy Sommersby, Bill East, Vin and Leigh Morgan, Ivor F, Tahn Stowe, Bill Gordon, Greg Peters, Dennis Parker and Gayle Wyer. And there were so many more I cannot recall all their names, and of course all my club mates in the Brisbane Free Flight Society.

What a wonderful hobby to have and meet and associate with all these marvellous people and in a lot of cases their families. I thank you all for the privilege.

Photos of Ron's flying activity in recent years appear on the next page.

*I was intrigued to learn that Ron has a brother, Dave Munden, who was the drummer for "Brian Poole and the Tremeloes". He has been drummer for The Tremeloes for over 50 years now. I remember them well from my youth in the early 60's. He looks and sounds like Ron, but he can also sing! Maybe you remember "Do you love me?", "Twist and Shout" and "Someone, Someone" There was even a number called "Sheila" Ed.*



**Ron flies all classes of free flight:**

- F1A, F1H and Vintage Glider
- F1G, F1B and Vintage Rubber
- F1J, F1C, Open Power and Vintage Power
- EZB, P18 and HLG indoor
- and sometimes Scale



## Club Member Profile    DESMOND SLATTERY



Des Slattery was born in 1934, a fact glorified by his AUS 34 flight number. He purchased his first balsa etc. from Swifts Model Shop Adelaide St. in 1948.

He flew soda siphon powered aircraft at Air Force Ball Clouland, suspended on cable length of ballroom from balcony to balcony. These little "jets" were timed at close to 100 mph (160kph) Also that year he bought first motor, a Frog 100. He built a Control Line model and learnt to fly. He built a Gossamer Free Flight Model soon after that.

In 1949 he started work as apprentice Carpenter. F/F was flown at Wacol where the Arthur Gorrie Correctional Centre now stands.

He flew with Col Somers, Russ Watson-Wills, Allan Thomas, Bill Weeks, Sam Holmes, Peter Weaver and others. Wacol was where the first State Champs were held in 1949; Des attended but did not compete.

The Stardusters Model Aero Club Was formed in Col Somers' shed with Col first secretary and Des the treasurer. In 1950 he won the Gorrie Trophy, gained 2<sup>nd</sup> place in Open Power at the Qld. Chanps. His first Nationals was the 4<sup>th</sup> at Adelaide in 1950-51. He travelled there and back by train 2<sup>nd</sup> class, sitting up. His models went by air. He



### Des Slattery 1949-51

These are photos of Des from the 1949 - 1951 era. The chap sitting bolt upright in the photo on the right is Col Somers. Des is on the left. How many people do you know in this photo?

says he had a marvellous time. He crashed in F/F but got 2<sup>nd</sup> in Intermediate Stunt C/L. Des was the first Queenslander to place in a Nationals.

In 1951, he joined Newtown Model Aeronautical Association of Q'ld. At the Jubilee Champs he placed 1<sup>st</sup> in Intermediate Stunt. He also set a Queensland B Class Speed record with Col Somers' M.S. powered "Lindy". Des spent 6 months in the first intake of National Service and this was served in the Air Force at Amberley.

In 1952, the models he displayed in the Qld. Industries Fair earned him a Silver Medal. Keith Mulling and Des rode motor bikes from Brisbane to Bendigo to fly in 6<sup>th</sup>. Nationals. They carried Team Racers on pillion seat and Col Somers and other club members took other models by train. These were the times when most competitors stayed together. At Bendigo they camped in the Show Grounds. Hessian palliasses were filled with straw and this was your bed! A marvellous time was had by all, model repairs would go on all night. After the Nats., Keith and Des toured Victoria then motored up to the top of Mt.Kosciusko, then back up the coast road to Brisbane.

1953 saw a lot of display flying for Red Cross, Ambulance, Warwick Rodeo and Brisbane Speedway. Queensland ran the Nationals at Toowoomba. Most stayed at the Show Grounds sleeping on army stretchers in the cattle and pig sheds and, again, a good time was had by all. This is also a very memorable time for Des because he became engaged

to Noela Hughes, who is still the most important part of my life. For the next two years besides a lot of flying and building I worked full time as a carpenter, with two nights and Saturday mornings at Gorries Hobby Shop.

In 1955 Des was awarded a Silver Medal at the Q'ld Industries Fair. In November 1955, he married Noela and started building his home on week ends and any spare spare time he had available. Not much was done with aeromodeling in that time. The next 18 years went so fast for Des, but it was probably the most exciting time of his life. Building the house it's like a model that takes a long time by the time it is really finished. With three wonderful children, Bryan (Doctor) Catherine (Teacher) Peter (Bio-Engineer), Des was a very proud father. With school committees, sporting teams, education, universities etc., working full time as a carpenter Des bought a milk vending business and worked it as well! The milk run was a success and he sold that one and bought a larger one .This meant giving up the carpentry job.

This was good for a while but with education costs etc., part time jobs in car parking, taxi driving, newspaper delivery and small goods was necessary to defray the bills. In this period he also built a retirement home for his wife's parents and built an extension on his parents' house. During this period he kept in contact with aeromodeling by attending odd events and building the occassional model for Arthur Gorrie's shop. From 1959 along with Col Somers, he became involved with motor racing as an official at Loowood, Lakeside and Surfers Paradise. He was on the committee which formed The Queensland Motor Racing Officials Association and did flag marshalling duties, communications, the starting grid and acted as starter.

In 1973, Des returned to aeromodeling as his principal hobby. In 1974 he joined Telecom installing equipment in telephone exchanges across Queensland before transferrinb to the Building Branch as a Building Inspector until retirement in 1993.

Des rejoined the Newtown Model Aero Club and regained his original MAAA number, 34, which he had received at the 7<sup>th</sup>. Nationals at Toowoomba. Des took up Radio Control and enjoyed this until the Warwick Nats.in 1982-3 where he renewed his interest with Free Flight. He also convinced Col Somers back into areomodeling. In 1984 Des became one of a group to form the VINTAGENTS (S.A.M Chapter 84 Old Timer Radio Flying). Since then he has competed at many State, National and International competitions.

**The following is a record of placing's that Des has trophies or certificates for:**

Queensland State Champs Free Flight	7 first places, 16 second places and 17 third places
MAAA Nationals Free Flight	5 first places, 2 second places and 9 third places
AFFS Champs Free Flight	4 first places, 3 second places and 13 third places
Southern Cross Cup Free Flight	1 first place, 2 third places
MAAA Nationals Control Line	1 second place
Queensland State Champs Control Line	2 first places
Queensland SAM Champs R/C Old Timer	6 first places, 8 second places and 7 third places
Vintagent's and other R/C Old Timer Events	18 first places, 16 second places and 11 third places

**Highlights of awards:**

- 1<sup>st</sup>.F1A in Free Flight World Cup 1993
- Member of team to win SAM 1/2A Texaco International Postal Challenge (first time this trophy had been taken out of USA.)
- Being awarded, jointly with Col Somers, the Model Aeronautical Association of Queensland "Trevor Sidaway" Trophy.

He is still building and flying, enjoying both as much as ever, but says he is not that competitive any more.

Des and Noela are devoted to their three children and seven grand children in a way that would make his family very proud. At 75 years of age, Des feels life has been very good to him and looks forward to the future.





More candid shots of "Mr Versatility" Des Slattery doing what he enjoys most 50 years on



Seen in the Technical Museum at Kensington when I was over there in 2004. The model on the left is a 1988 replica of the 1937 Bob Copland wakefield. It took the duration record of 28 minutes at the Fairey aerodrome (now Heathrow) and went on to record 33 minutes in Yugoslavia



Club president, John Lewis, has devoted years of his teaching life pioneering and promoting aeronautics in the Queensland state high school system. This has taken off in a big way - pardon the pun.

He is seen here, at Brisbane State High School, demonstrating his control line Nobler to students and fellow teachers.

Students learn design and construction as well as metrological and all the other aspects of the sport that we take for granted. Think about it. Our great sport has a lot to offer and is an excellent teaching vehicle, particularly for some one with the skills of John Lewis.





## 2009 BFFS FLYING CALENDAR

Detailed Calendar available  
upon request.



<b>FEBRUARY</b>	Saturday 14 <sup>th</sup>	12 noon	<b>Club general</b>
	Sunday 22 <sup>nd</sup>	8 am	<b>Dale's Fun and Friend's Club Day COOMINYA</b>
<b>MARCH</b>	Saturday 7 <sup>th</sup>	3pm	<b>Indoor</b> (practice and trimming)
	Saturday 21 <sup>st</sup>	7am 1pm	<b>F1J State Champs DALBY</b> <b>F1H State Champs</b>
	Sunday 22 <sup>nd</sup>	7am)	<b>F1C &amp; OPEN POWER STATE CHAMPS DALBY</b>
<b>APRIL</b>	Saturday 4 <sup>th</sup>	3pm	<b>Indoor 6" HLG</b>
	Tues 7 <sup>th</sup> – Wed 8 <sup>th</sup>		<b>Southern Cross Cup NARRANDERA</b>
	Thursday 9 <sup>th</sup> – Monday 13 <sup>th</sup>		<b>AFFS Champs NARRANDERA</b>
	Sunday 26 <sup>th</sup>	8am 10am	<b>Scale State Champs COOMINYA</b> <b>Combined HLG, CLG, DLG State Champs COOMINYA</b>
	<b>MAY</b>	Sunday 10 <sup>th</sup> Saturday 23 <sup>rd</sup> Sunday 24 <sup>th</sup>	8am 7am 7am
<b>JUNE</b>	Saturday 6 <sup>th</sup>	3pm	<b>Indoor Mini Stick and F1L /EZB State Champs</b>
	Saturday 13 <sup>th</sup>	12 noon	<b>Control line MARYBOROUGH</b>
	Sunday 14 <sup>th</sup>	8am	<b>Precision and All in Vintage MARYBOROUGH</b>
	Saturday 27 <sup>th</sup>	12 noon	<b>AGM</b>
<b>JULY</b>	Saturday 4 <sup>th</sup>	3pm	<b>Indoor Frog Trophy Contest</b>
	Saturday 11 <sup>th</sup>	7am	<b>F1G State Champs DALBY</b>
	Sunday 12 <sup>th</sup>	7am	<b>Big Bird Competition for F1G DALBY</b>
	Sunday 27 <sup>th</sup>	8am	<b>Dale's Fun and Friend's Club Day COOMINYA</b>
<b>AUGUST</b>	Saturday 1 <sup>st</sup>	3pm	<b>Indoor Delta Dart Competition</b>
	Sunday 18 <sup>th</sup>	8am	<b>QDP / Electric Power State Champs COOMINYA</b>
<b>SEPTEMBER</b>	Saturday 5 <sup>th</sup>	3pm	<b>Indoor HLG State Champs</b>
	Saturday 19 <sup>th</sup>	7am 10am	<b>Lsq / 100 Wakefield DALBY</b> <b>OPEN RUBBER State Champs DALBY</b>
	Sunday 20 <sup>th</sup>	6.30am 7am	<b>OPEN RUBBER FLYOFF</b> <b>NO FRILLS Wakefield DALBY</b>
<b>OCTOBER</b>	Saturday 3 <sup>rd</sup>	3pm	<b>Indoor Peanut Scale State Champs and No Cal Scale</b>
	Sunday 11 <sup>th</sup>	8am	<b>Col Somers Vintage Rally COOMINYA</b>
<b>NOVEMBER</b>	Sunday 1 <sup>st</sup>	8am	<b>Reserve Day / Club – Fun Day</b>
	Saturday 7 <sup>th</sup>	3pm	<b>Indoor P18 Club Event</b>
	Saturday 14 <sup>th</sup>	12 noon	<b>Christmas party / prize giving &amp; short general meeting</b>





# CLUB CONTACTS



## Are your details up to date?

If not, email them to me at [actrain@ozemail.com.au](mailto:actrain@ozemail.com.au)  
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#### Ron Chernich:

### REMEMBER:

Any Digest contributions  
are greatly appreciated

