The magazine for all those who love Free Flight

The BFFS DIGEST

June 2013



In this issue:

* SCC and AFFS Champs
* F1A and F1B State Champs
* Indoor HLG State Champs
* P-30 State Champs
* HLG and CLG State Champs
* Scale State Champs
* F1C, F1J and OP State Champs

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

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

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

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

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

COVER PAGE:

Des Slattery doing what he loves best, unleashing another power model, this time his Cox 051 powered Limey at Narrandera during the AFFS Champs.

PRESIDENT'S REPORT



As we head into June and having run all our major FAI State Champs events for the year I realize the year is nearly half over. The new format that has been recently adopted involving fewer flights has been well received in the main by those who have participated. With more and more big name free flighters leaving us for that big field in the sky and with old age and ill health limiting us it becomes the logical option to reduce the physical aspect of our interest so that our members can continue to enjoy their hobby for as long as possible.

A pleasing recent development has been the increase of female partners attending our events and assisting with timing as well as getting involved in some flying. The facilities at Dalby provide a much more female friendly environment than we have traditionally had with shade, toilets, complimentary tea and coffee available and a hot lunch provided. Coupled with dining outings at night it has become a pleasant social weekend away. Dale is hoping that the recent Saturday night bar-b-que held on the power week end will be a regular occurrence with our visits to Dalby. Catapult glider has now become a unisex event and is rapidly replacing the traditional HLG event as most of us lack the agility/ability to gain competitive height from hand launching.

Next year Easter falls midway through April when I assume a few of our members will be interstate making it a little more difficult to schedule all our major events in the best part of the year. The decision at the February meeting to run the mini FAI events at Dalby along with the 3 minute classes and the increasing demand on the facilities at Dalby by other Aeromodelling groups makes it a little more difficult to find suitable dates. Trying to cater for everyone's interests becomes a tricky exercise but in the main we have been able to keep a similar format to previous years that has allowed members to fly in all classes and hopefully made it easier to do so. I would like to thank the members that attended the Power weekend for their help in drawing up a draft 2014 program which should be available for distribution and comment at the AGM.

John Lewis

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

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

WANTED

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

Malcolm Campbell

IMPORTANT NOTICE

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.

More details on page 16

SECRETARY'S REPORT



The wonderful experience of flying on the big field at Narrandera is over for this year. Well the AFFS Champs have ended but there are now the NSW State Champs for F1A, B and C in early June. Some of us are lining up to get there. I've been hobbled with a foot injury for 3 months now, and that is putting back my World Champs preparations. I'm not happy about that.

In March, our club had the privilege of meeting twice F1A World Champion Per Findahl. Per and many from our club enjoyed a BBQ at my place followed by Per's presentation titled "Flight Tactics and Preparation". He also competed the next day at Coominya. Per is one of the nicest guys you'll meet in the sport. Those who went to Narrandera in March also saw top Ukrainian and Chinese flyers. Excellent practice for our World Champs team!

Cheers, *Malcolm Campbell*

LETTERS TO THE EDITOR:

Hi Malcolm! Great job you did, once more, with all these nice pictures !
Thank You. Frederic (France)

Hi Malcolm,

Excellent Digest and very timely.
You set the standards for aeromodelling digital publications that everyone else worldwide aspires to.

Cheers David

Thanks to yourself and Kathy for a great BBQ and an informative talk from Per. Best of luck for Narrandera, I'll be at Frankston, flying jets.

As usual a really great and informative Digest! (particularly the USA info). Keep up the good work.

JDT

Thanks Mal,

You have excelled again.
Kind regards

Doug Moody
Airflow editor

The Bradley Report

Thanks for the latest issue of the newsletter. I now wish I would have made it out to the February California contest to meet several of the people I read about in the newsletter.

I have finish testing the pound of February '13 rubber I bought from FAI for testing. The results varied a lot across the batch. Motor number 8 had a splice which I cut out and tied a second knot in on that motor. That doesn't matter much as it blew up at my max pull length but it did have the highest pounds reading for the batch. For the 7 motors after the splice I had a 2 or 3 motors that I would rate Very Good using my scale but other that weren't good at all.

Considering the whole batch one thing I found that I have never see before was a large variation in thickness of the rubber. I measured from .043" to .038" for thickness. I use a dial indicator and 2 pieces of rubber laid close together on a granite table with the dial indicator laid across both strips of rubber to measure the rubber thickness. I check the thickness at about every 5th motor and always across a splice. Normally I see about .001" variation through a batch, even across the splices.

All in all I don't think this is a good batch of rubber, it just has too many variables based on the test readings I saw from the 1 pound I tested. Charlie has told me there is to be another batch of Super Sport rubber in April so hopefully it will be better.

Jim

Southern Cross Cup and AFFS Championships NARRANDERA 2013

report by Malcolm Campbell



Kathy Burford was kept busy on her first visit to Narrandera, seen here retrieving Albert's glider

This year only 5 Queenslanders (plus 1 honorary Queenslander) made it to Narrandera, for various reasons. It's a pity really, because Narrandera is undoubtedly one of the best flying fields in the southern hemisphere, and definitely the best site in Australia. With our own two venues affected by water or crops, flying true 3 minute competitions in Queensland relies too heavily on conditions outside our control.

So Albert Fathers, Des Slattery, Malcolm Campbell, Kathy Burford and David Brawn drove in 2 vehicles from Queensland to the Country Roads Motel. Graham had a head start as he was in Sydney. Those that came from Brisbane had the customary stop at the Cooee Motel Gilgandra where the owners served up an excellent meal for us, under the shade of trees in the parkland setting that makes this stop so enjoyable.

Per Findahl, Tahn Stowe and Jim Christie were also staying at the Country Roads. The majority of the southerners stayed at a motel down the bottom end of town and the large Chinese contingent stayed opposite the Caltex servo on the way to the field.



Albert Fathers dominated Open Rubber and almost won Vintage as well. Des timing in the fly-off.

Albert was our standout performer, not only placing high in many events but also being available to help others on request, often to the detriment of his own success. **Des**, as usual, tried to fly everything, and the wheels came off on a few occasions. **Graham** flew far less but did well in P-30 and accrued 5 maxes in at least one of the F1B events. **Malcolm** was hindered by his injured foot, so he limped around most days, and did things on it he wasn't supposed to be doing. He did OK, but he could have done a lot better. **Kathy** was also a great helper for Malcolm and timed for others when asked. She enjoyed her introduction to P-30 and felt she could have done better in CLG. She also indicated she needs a new F1H, ensuring the 2 brought down for her would not fly again! **David** did the best he's ever done in F1A and he really did enjoy his time in the country.

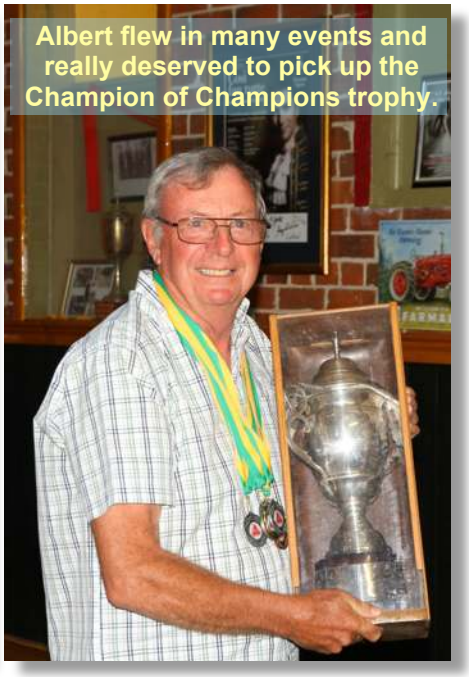
The best part of the week was the camaraderie after each days flying, and the town had some great wine specials, of which we availed ourselves. Albert took an eager group down to the Sturt Hotel each afternoon for his sabbatical. Most nights we had a BFFS BBQ with Tahn and Per as our visitors. Pre dinner and post



Graham Maynard had a good time in the rubber events, seen here launching his F1B.



Des's little Limey seen here heading towards the clouds.



Albert flew in many events and really deserved to pick up the Champion of Champions trophy.



Albert again, this time in the Combined Vintage fly-off. He almost won that too!



Malcolm Campbell checked out one of the locals near the Morundah pub.

dinner drinks ensured good nights sleep for all.

Only one day was blown out, with the ensuing rain overnight and during the next day preventing any flying on either day. The drive in the following day was a bit harrowing, and the residual mud took a bit of shifting. So on the rest day Kathy fired up the barbie and cooked a "Big Breakfast" for all of us plus Per and Tahn, and WA flyer Col Crowley who electric "pedalled" into the motel that morning. Seems he smelled the food just before he went into the coffee shop across the road.

The AFFS AGM was held on Tuesday night and a large number attended the Wednesday afternoon presentation given by our overseas guests, at the Narrandera Bowling Club. Per Findahl talked on World Champs preparation and tactics, Igor Vivchar talked of F1B developments and Slava Aleksandrov, with Vasily as an interpreter, talked of his F1C adventures. The successful afternoon ended with a Show and Tell when F1A, B and C model boxes were opened. A number stayed at the club for dinner and the majority headed for the RSL.

Only disappointment was that the Tuesday events were added to the Saturday program, and this affected those who try to fly too much (Albert, Des and Malcolm). So we had to drop



A good number rolled up to hear presentations from our overseas guests



Country Roads Motel flyers wait for the Grong Grong bus to take them to the Morundah Pub dinner.



Dinner plates were often refilled at the scrumptious AFFS presentation dinner



Des launches Albert's classic Kane vintage glider with David Brawn looking on.

a few events we dearly like. Albert missed Vintage Glider as did I and I also missed Oz Diesel, both being favourite events. I think Des managed all of his – he was very keen. So Albert put up a demo flight of his red and white Kane glider and Malcolm put up a perfect demo flight with his ageing Seraph. We both felt we had to fly on 100m lines, as you don't often get the chance to use that much line.

The highlight of the week had to be the AFFS dinner, held at the Morundah pub on the last Sunday evening. It was a fabulous success, starting with the bus that picked us all up from the various motels and deposited us safely home at the end. And then there was the meal. It had to be one of the best value and flavoursome meals ever for the AFFS event, with a spectacular variety of foods and pleasant surroundings. And all for only $40 per head. It's not often you get such good food and the opportunity to go back so many times for top-ups.

Ukrainian flyer Vasily Bescahsney was heard to say it was the best meal he has ever eaten. Of course he was also heard to say "*Gudonyamate*" and "*Mungry*" showing how quickly he picked up the Aussie slang. He had a ball. And so did Per Findahl, a total gentleman and superb glider flyer. He worked hard for his wins, but he also made it look so easy. The othe Ukrainian flyers, Igor Vivchar and Slava Aleksandrov enjoyed the experience and also showed why they are admired so much overseas. And the 3 Chinese F1B flyers and 1 F1C flyer were also very successful in the comps, loving their time at Narrandera.

And this year we had a first. A Queenslander won the Champ of Champs – Albert Fathers deservedly won the sought after trophy. As I've said before, you MUST go to Narrandera at least once. In Oz it's free flight heaven.

2013 Southern Cross Cup Champs Results

F1A

Per Findahl (SWE 15125)	180	180	180	180	180	180	180	1260	1st
Vasyl Bezchasny (UKR 112)	180	180	180	171	180	180	180	1251	2nd
Vin Morgan (AUS 19046)	155	118	180	180	180	180	164	1157	3rd
Malcolm Campbell (AUS52060)	129	137	180	180	74	180	80	960	6th
David Brawn (GBR 52517)	142	180	140	87	88	180	115	932	7th
Albert Fathers (AUS 65586)	174	180	100	84	0	164	180	882	8th

F1B

Vin Morgan (AUS 19046)	180	180	180	180	180	180	180	278	1538	1st
Wei Yuan (CHN A15-002)	180	180	180	180	180	180	180	232	1492	2nd
Richard Blackam(AUS 8740)	180	180	180	180	180	166	180	(325)	1246	3rd
Graham Maynard (AUS 9879)	180	180	178	180	180	126	114		1138	10th

F1C

Jiong Yu Zou (CHN 360006)	180	180	180	175	180	162	180		1237	1st
Viavheslav Aleksandrov (UKR 141)	180	180	180	180	143	180	180		1223	2nd
Terry Bond (AUS 3107)	180	180	180	180	180	98	180		1178	3rd

OPEN POWER

Roy Summersby (AUS 2153)	180	180	180	234		774	1st
Tahn Stowe (AUS 3184)	180	180	180	0		540	2nd
Colin Crowley (AUS 9719)	167	180	180			527	3rd
Gary Odgers (AUS 24774)	120	180	180			480	4th
Colin Collyer (AUS 3301)	180	145	55			380	5th
Des Slattery (AUS 34)	49	99	64			212	6th

OPEN RUBBER

Albert Fathers (AUS 65586)	180	180	180	350		890	1st
Jim Christie (AUS 3951)	180	180	180	239		779	2nd
Paul Rossiter (AUS20577)	180	180	180	229		769	3rd
Colin Collyer(AUS 3301)	180	180	180	138		678	4th
Gary Odgers (AUS24774)	180	180	131			491	5th
Des Slattery (AUS 34)	180	DNF	DNF			180	6th

2013 AFFFS Champs Results

F1A

		1	2	3	4	5	6	7	Total	Flyoff
1	Per Findahl	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260	365
2	Vasily Beschasny	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260	247
3	Vin Morgan	**180**	**180**	114	**180**	**180**	**180**	**180**	1194	
5	David Brawn	121	94	173	**180**	**180**	113	**180**	1041	
6	Malcolm Campbell	**180**	83	**180**	**180**	38	83	**180**	924	
9	Albert Fathers	**180**	94						274	

F1B

		1	2	3	4	5	6	7	Total	Flyoff
1	Yuan Wei	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260	342
2	Zhang Hongjun	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260	313
3	Vin Morgan	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260	259
12	Graham Maynard	89	**180**	**180**	109	**180**	**180**	**180**	1098	
13	Albert Fathers	28							28	

F1C

		1	2	3	4	5	6	7	Total
1	Slava Aleksandrov	**180**	**180**	**180**	**180**	**180**	**180**	**180**	1260
2	Colin Crowley	**180**	**180**	**180**	111	**180**	**180**	**180**	1191
3	Roy Summersby	**180**	**180**	**180**	104	**180**	**180**	120	1124

F1G

		1	2	3	4	5	Total
1	Wu Yunsheng	208	**120**	**120**	**120**	**120**	600
2	Albert Fathers	153	**120**	**120**	**120**	**120**	600
3	Yuan Wei	125	**120**	**120**	**120**	**120**	600

F1H

		1	2	3	4	5	Total	Flyoff
1	Per Findahl	**120**	**120**	**120**	**120**	**120**	600	264
2	Phil Mitchell	**120**	**120**	**120**	**120**	**120**	600	233
3	Malcolm Campbell	73	96	**120**	33	**120**	442	
4	Kathy Burford	108	63				171	

F1J

		1	2	3	4	5	Total
1	Roy Summersby	245	**120**	**120**	**120**	**120**	600
2	Terry Bond	171	**120**	**120**	90	**120**	570
3	Des Slattery	131	48	**120**	**120**		408

Open Rubber

		1	2	3	Total	Flyoff
1	Gary Odgers	180	180	180	540	356
2	Albert Fathers	180	180	180	540	344
3	Paul Rossiter	180	180	180	540	257

Open Power

		1	2	3	
1	Tahn Stowe	180	180	180	540
2	Roy Summersby	180	164	180	524
3	Colin Collyer	180	163	128	471
6	Des Slattery	180	40		220

P-30

		1	2	3	
1	Graham Maynard	118	117	120	355
2	Malcolm Campbell	82	104	118	342
3	Albert Fathers	110	107	57	274
4	Kathy Burford	88	58	92	238

Scramble

1	Phil Mitchell	425
2	Tahn Stowe	419
3	Malcolm Campbell	401

Oz-D

		1	2	3	4	5	Total
1	Fred Roberts	120	120	120	96	120	576
2	Roy Summersby	69	84	120	120	106	499
3	Martin Williams	97	91	75	95	120	478
4	Des Slattery	80	113	89	69	76	427

Combined Open

		Max	1	2	3	FO	FO %
1	Colin Collyer	180	180	180	180	326	181
2	Gary Odgers	180	180	180	180	308	171
3	Per Findahl	180	180	180	180	306	170

Combined Vintage

		Model	Year	1	2	3	Total	FO
1	Colin Collyer	Mantis	1952	180	180	180	540	257
3	Albert Fathers	Boxall	1956	180	180	180	540	249
4	Roy Summersby	Swiss Miss	1954	180	144	180	504	
6	Des Slattery	Stomper	1954	125	130	105	360	

HLG

1	Albert Fathers	15	9	24	13	31	20	75

CLG

1	Malcolm Campbell	60	32	60	26	30	51	171
2	Albert Fathers	60	48	60	38	40	44	168
3	Kathy Burford	4	4	40	26	41	45	126



Queensland F1A State Champs 20-4-2013

report by LouiedaFly



F1A flyers William Jones, Ben Lewis and Albert Fathers, with John Lewis sitting.

Saturday morning dawned clear and calm to reveal sorghum crops surrounding ¾ of our flying site. The predicted wind direction would take models over the crops flying from the club house strips and the previous day had been windy from mid morning on. With only 4 entries (all of whom would be flying F1B the next day) and with no team selection points required the decision was made to fly just 3 flights.

John was away first circling in ideal conditions but with the cool dry air the tow line was difficult to grip and slipped during the launch resulting in a poor launch and a sub max result. Ben produced a far better launch but fell just short of a max. Albert gained reasonable height and scored a little over two and a half minutes. William was flying in his first F1A contest after his ill fated attempt of a few years back. With a very cautious launch not using the bunt his model glided well putting him into second place.

The favourable wind direction resulted in models landing just into the crops or in the harvested stubble area making for easy retrieval. John decided to take no chances with the tow line slipping on his second flight holding the loop firmly at the end of the tow line and went up and off gaining good height from the launch and the first max of the day. Conditions became very tricky from this point on with the other 3 competitors all getting away well but all scoring just over 2 minutes each. This elevated John from last to first position but only temporally as John's third flight practically fell out of the sky after a reasonable launch to be down in the crops in 80 seconds.

Ben circled for some time until he was happy with the air but his new glove caught in the tow line loop and by the time it released most of the launch velocity was gone. The air was good and Ben maxed as did the rest of the field. Although the contest was only 3 flights it was lots of fun with positions changing and only 70 seconds separating first from last. Ben won narrowly from William, Albert was third and John was last.

As conditions were still good both Ben and Albert did a fair amount of testing with models that required trimming. Des put up a very impressive F1B flight showing he meant business for the next day and Ron and Sheila arrived boosting the numbers for the next day's competition. It was close to lunch before the wind picked up a little allowing George to entertain us flying his large RC Super Decathlon. Lunch was provided by our hosts at Dalby MAC and was very well received. George particularly enjoyed the meat patties offering to marry the person who made them. Most left after lunch but as far as I could tell from our motel in town the forecast wind failed to materialize making for a perfect flying day with very few models landing in the crops. Everyone seemed very happy with the easy day but by far the happiest person on the field was William who really enjoyed flying his new F1A.

Name	Flight 1	Flight 2	Flight 3	TOTAL
Ben Lewis	173	125	180	478
William Jones	166	126	180	472
Albert Fathers	155	122	180	457
John Lewis	149	180	80	409

Queensland F1B State Champs 20-4-2013

report by LouiedaFly



F1B joint winners Ben Lewis and Ted Burfein, with John Lewis and William Jones sitting.

Although the wind prediction for Sunday was very favorable the decision was made to again fly 3 flights based on the success of the previous day. Soon after 7am there were a group of flyers on the flight line but it seemed no one wanted to be the first to launch. George cracked first and looked like he would squeeze in a max but fell short. John was next away but the VIT failed to operate giving John an 11 second attempt. Luckily the model came to rest in the crops which resulted in no damage. Ron Munden flew an old model that failed to gain much height and fell well short of the required 180 seconds. After an impressive display of F1B flying the previous day, Des launched too vertical causing the model to power stall and crash breaking the model and forcing Des' withdrawal from the contest. After changing models, John maxed his first flight and after some patient waiting Albert, William, Ted and Ben also comfortably maxed.

With near perfect conditions everyone except Ron maxed their second flight, but a few had anxious moments as their models began drifting over the club house and adjacent trees. Ben DT'd at good height and landed on the grassed takeoff strip. By 9am there was a noticeable light breeze from the East. George had a flat launch and found poor air to sub max his 3rd flight. Albert was also down in under 2 minutes as was Ron but the rest of the field maxed.

Consequently, we had 4 competitors, Ben, John, William and Ted all on 3 maxes each and declared joint winners. Darren and his wife were on hand to assist William during the weekend and, with the competition over early, had time to play with an electric RC model. George also used the time to fly RC while we waited for lunch. It was good to have Peter Nash and Kerry attend as spectators as well.

Talking to our local F1C flyers the 3 flight format seems very appealing and will probably be the way to go on Saturday 25th May for the 2013 F1C champs. Dale is keen to promote some extra flying on that weekend as well as the power contests so those not interested in power can fly what they like once we get the contests out of the way. Most seemed to enjoy the 3 flight contest (particularly when flying on two consecutive days) however some may prefer to run 5 flights in F1B where there is a good chance of multiple full house scores.

In any case the 3 flight format certainly made for a relaxing weekend and the chance to get home early, unpack and wash the car that afternoon. It may be that a less strenuous format will allow more people to participate as old age and loss of health takes over. This year we only had 8 entries in F1B but if we could attract even a couple from the following group we would be back in double figures. Club members either with F1B's or may be interested such as Graham Maynard, Mark Armour, Brian Taylor, John Taylor, Van Richard Smith, Adrian Bryant, Barry Frederickson, Alan Thomas, Pieter deVisser, Malcolm Campbell and Darren Jones for example.

This was the 3rd year in a row we have had magnificent weather in April and although we have had some very windy days at Dalby it would seem this is the best time to run F1A and F1B. There is no doubt Dalby is a great FF venue, especially when we get good weather, and it has the added benefit of shade, toilets, showers and lunch laid on by the Dalby club members who look after us exceptionally well, making our flying both enjoyable and female friendly. There has been a noticeable increase in the number of partners attending our free flight events over the last few years which is great to see. Apart from the slow drive up the range due to road works a number of people commented this was the most enjoyable State Champs they had attended.

Name	Flight 1	Flight 2	Flight 3	Total
Ted Burfein	180	180	180	540
William Jones	180	180	180	540
Ben Lewis	180	180	180	540
John Lewis	180	180	180	540
Albert Fathers	180	180	116	476
George Baynes	169	180	99	448
Ron Munden	56	95	75	226
Des Slattery	-	-	-	-

Queensland 2013 State Indoor HLG Championships

by Louiedafly



The winners: John Lewis 2nd, Ben Lewis 1st, Brian Taylor 3rd

This year we combined HLG and CLG in the hope we could entice more entries. Unfortunately we didn't increase entries but made the event more interesting. Apart from Ben who is in a class of his own (or just a lot younger) there was very little difference in performance. It all came down to getting that good launch which it always has done. Ben had been to a work team building exercise the day before which involved a lot of physical activity so a stiff and tired Ben was down on his normal rafter touching launches but still well ahead of the old retired competition. John and Brian were within 2 seconds at the final count demonstrating the closeness of performance between their HLG and CLG models. Ron also went to a CLG model but as is often the case a new model requires a fair amount of trimming leaving Ron at the end of the field of four. With the increase in popularity of outdoor CLG locally it is hoped that next year we will see more models in this event. As the flexibility goes out of bodies it may be time to try that elastic band to get our models up to where they once went.

Name	1	2	3	4	5	6	7	8	9	Best of 3	
Ben Lewis	29	28	**35**	24	**34**	30	**34**	32	5	103	**1**
John Lewis	25	28	27	**30**	26	5	**29**	**30**	26	89	**2**
Brian Taylor	26	9	19	**28**	**29**	25	**30**	22	28	87	**3**
Ron Munden	14	14	**15**	**20**	13	15	**17**	11	14	52	**4**


One of Bennie's babies, Annika, shows an interest in 6" HLG. Maybe next year?

Queensland 2013 P30 State Championships

by Louiedafly



Graham Maynard says "Goodbye" to his top performing little P-30

Australia's biggest P30 contest

Over the last few years I have been overseas at this time so I was somewhat surprised to discover how this event has grown in popularity with 10 entries (I assume the biggest P30 event in Australia). For as long as I can remember we have scheduled our HLG and Scale State Champs on the same day and in recent years CLG and P30 has been added.

Normally I would not run 4 events on the one day when making up the calendar but with the small numbers we traditionally have had in Scale and HLG in the past it seemed OK to add P30. Problem is we generally take up the first part of the morning running Scale and with needing to change the flight line we started the P30 event later than normal.

To allow time to fly the remaining 3 events and keeping in mind the size of our flying site at Coominya, P30 was reduced to 3 – 90sec flights. Consequently 7 people maxed out requiring a flyoff scheduled for July 14 at 7.30 am. In some cases this may be advantageous as 3 models were lost on the day (two recovered the next day).

Conditions for most of the morning were almost perfect with light winds and abundant lift resulting in plentiful good scores. Unfortunately there was a wind change in both strength and direction late in the morning which resulted in the 3 lost models. Mark,



George Baynes puts in another strong climb



Ron Munden's "Teachers Pet" flew very well

Graham and William all had monster flights with their lightweight models taking around 5 minutes to land after the DTs operated. To date Graham's model is still missing but hopefully he will have a model to take his place in the flyoff.

With the possibility of Van, Dianne and John Taylor increasing our P30 numbers next year I will endeavor to set a day aside just for P30 to enable the 5 flights (Q'ld rules) to be flown weather permitting.

Name	1	2	3	Total
William Jones	90	90	90	270
Dale Jones	90	90	90	270
Malcolm Campbell	90	90	90	270
Ron Munden	90	90	90	270
John Lewis	90	90	90	270
Mark Armour	90	90	90	270
Graham Maynard	90	90	90	270
Keith Fisher	52	90	90	232
George Baynes	70	90	Rtd	160
Kathy Burford	46	33	80	159

Flyoff proposed July 14th 2013



Mark Armour gets away nicely



William was on pole, but Dale got away first



Good to see Keith Fisher in P-30



Malcolm Campbell brought out his 12 year old model

Queensland 2013 HLG State Championships

by Louiedafly

It seems like only a year ago we were discussing whether tip launch gliders should be in a class of their own. With only 3 entries in HLG there now seems no need to separate the two different approaches. John turned up with 13 traditional models and spent some time trying to decide which model to use. William had a couple of new tip launch models which he had trimmed prior to the event but still being inexperienced with the throwing technique was unable to extract a good result. Keith showed the benefit of both experience and prior practice.

As is often the case most official flights were not as good as some seen in practice. John came to the conclusion his throwing ability with traditional HLG models is now behind him and will pursue the tip launch approach for next year. William also is convinced of the merits of tip launch and no doubt will be more practiced for next year.

Keith was in a class of his own and deserved his easy win this year, although he told me that , in previous years having done poorly with TLG's in the first 3 or 4 rounds, he reverted to a trusty javelin model. This year, to prevent himself from doing that, he left his javelin at home, deliberately.

John managed second place leaving William in third position. It seems most have gone the easier option of using a rubber band to catapult their models instead of tired old arms with catapult glider attracting 3 times more entries this year.



Great to see! Keith's 10 year old nephew Byron Fisher launches his CLG, while his younger brother Felix looks on



Keith's little nephew Felix discovers CLG for the first time



John Lewis worked hard to fly P-30, CLG and HLG

Queensland 2013 State CLG Championships

by Louiedafly

In contrast to HLG, catapult numbers are on the increase probably due to the ease of launching making them user friendly to the fairer sex as well as the ageing free flighter. Performance seemed to differ greatly from those getting massive height from their launch to others gaining moderate height but with helpful air nearly all are competitive.

Both Malcolm and William seemed to have really worked out their launch technique. John managed to find some good air with average launches to stay just ahead of Kathy, Dale and new comer Sandra. William however with 3 maxes was out on his own and the man to beat. Malcolm went missing over the hill for a while returning like he had gone for a swim. Apparently his model flew the length of the field and landed in the adjacent lake.

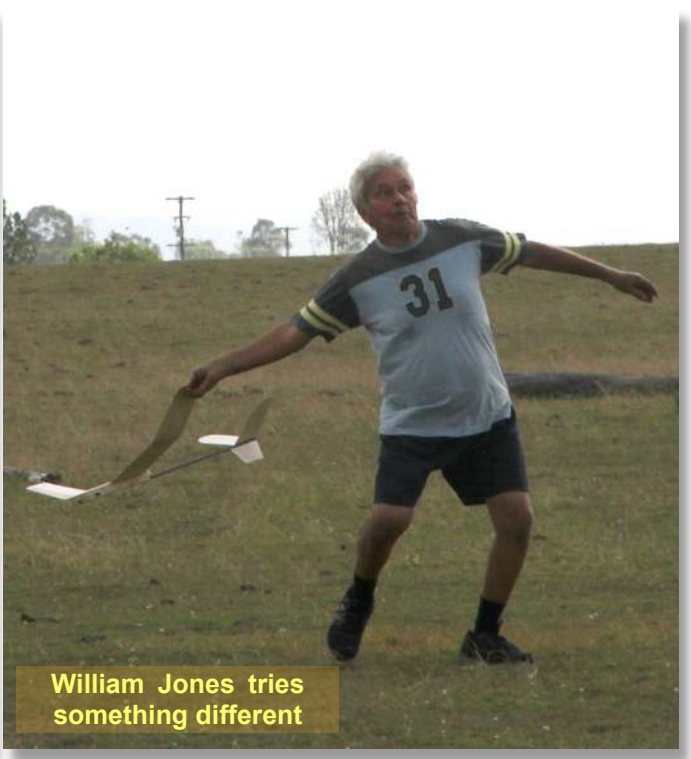
Graham also had a massive flight losing his model before recording an official time. Fortunately his model was found the next day while the Jones' were searching for their lost P-30. With 9 entries the future of this contest looks assured.

I might have to get my wife involved to join in with the other girls to give us guys some interesting competition. If we can get Shelia, Dianne, Van and John Taylor along as well next year it could be one of our best patronized events.

Results are on the page 17 ….



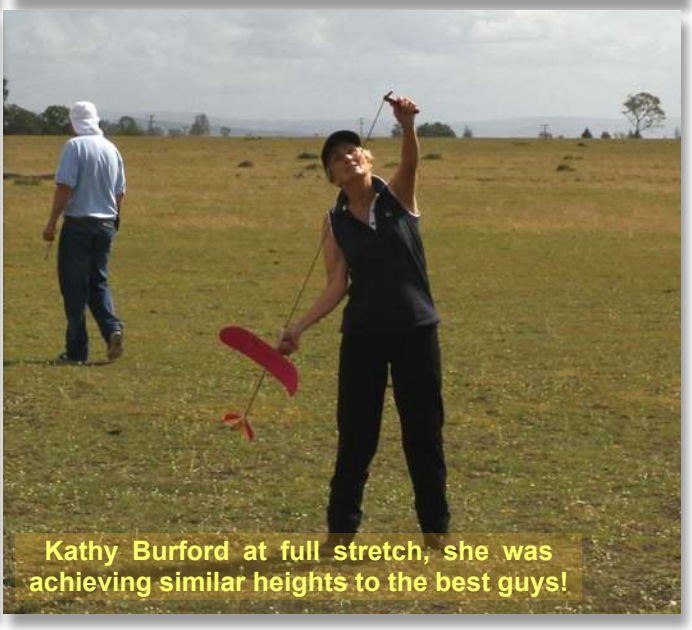
Keith Fisher winds up



William Jones tries something different



Almost everyone seems interested in John's launch - well, apart from Ron!



Kathy Burford at full stretch, she was achieving similar heights to the best guys!

Q'ld HLG State Championships 2013

Name	1	2	3	4	5	6	Total (2)
Keith Fisher	30	**36**	**44**	27	1	**60**	140
John Lewis	3	31	3	16	3	8	55
William Jones	4	**18**	**12**	4	11	**19**	49

Q'ld CLG State Championships 2013

Name	1	2	3	4	5	6	Total (3)
William Jones	**60**	48	**60**	39	36	**60**	**180**
Malcolm Campbell	**60**	**45**	3	34	32	**42**	**147**
John Lewis	25	21	**48**	12	**32**	**60**	**140**
Kathy Burford	**60**	27	27	**42**	8	**34**	**136**
Dale Jones	28	**28**	**60**	23	**29**	26	**117**
Byron	9	12	**60**	**24**	16	**23**	**107**
Sandra	**29**	18	**26**	**33**	18		**88**
Graham Maynard	**DNF**						
Felix	**DNF**						

Queensland 2013 State Scale Championships

by Louiedafly



Malcolm Campbell's J3 Cub flew very well

Not much to report here as our Scale stalwart Brian Taylor wasn't in attendance to claim what has become his event. Only Malcolm and William brought Scalies along, and William brought two. Ron Munden offered to judge and it didn't take long, with just three models - two Piper Cubs (William's was rubber powered) and a Luton Minor. It was a busy day for Malcolm, still trimming off his and Kathy's CLGs as well as getting in P-30 flights and helping Kathy in her first P-30 competiion, sadly with an out of trim model.

Malcolm flew his Cub early and it did what Cubs always do - flew like a well-trimmed sports model. William also flew his rubber Cub but only the judge saw it. The rest of us were too busy. Malcolm put up a third flight of nearly 2 minutes landing close by, and safely for the pilot (a bust of our late Scale supremo, Big Bill Thomas).

Hopefully, next year we will have half a dozen flyers in Scale. After all, one does not need to be a supreme athlete.

Scale Results:

1.	Malcolm Campbell	Piper Cub	Static	97	Flight	40	Total	137
2.	William Jones	Piper Cub	Static	102	Flight	30	Total	132
3.	William Jones	Luton Minor	Static	119	Flight	0	Total	119

Queensland 2013 State F1C Championships

by Louiedafly



Peter Nash, out of "re-tirement", for an easy win in F1C



William Jones, testing the water, in F1C

Due to ongoing road works on the Toowoomba range we experienced a 30 minute delay but were still in Dalby by 7pm in time to go out to dinner. The wind Friday afternoon was quite strong for most of the journey and into the night but when we arrived at the field just before 6am Saturday morning it was cold, dark and calm.

By 7am the four contestants were on the large grassed pylon square enjoying the warming sun. It seemed probable that the wind would come up mid morning so we elected to start with 3 flights having Open Power scheduled for later in the day. John was away first recording a 4.85sec.engine run to gain good height but the under done bunt resulted in a small stall that soon settled down to produce a slightly tight glide circle and a sub max. Peter Nash as usual gained approximately 25% more height than John on a shorter engine run to easily record a max result. Both William and Ron despite a few testing sessions prior to the event were having engine problems. John's second flight had a lean engine setting and was launched a little to the left which resulted in the low flight time after a poor transition and sinking air. Peter also disgraced himself a little with a short engine run and an off tune motor dropping him short of a max in unhelpful air.

Both John and Peter made the best of their 3rd flight gaining both good height and helpful air but travelled a long way down wind. Peter easily maxed but John was clocked off .3 second short when his wife lost sight of the model (to use her words – it


Ron Munden had a couple of F1Cs to play with

"just evaporated" out of view) and clicked the stop watch when John and Andrew both called out the model had DTed. Even though Julie then saw the model descending (after that) the score on the watch was recorded as the official time after checking with Dale who runs a tight ship when it comes to accurately recording times. Ron finally got his engine to run but it was clearly down on power and after a flat launch the model hit the ground removing one wing tip and breaking the joint on the other one.

Ron's other F1C failed to start which was disappointing as Ron has been going very well with his F1C's for the last couple of years. William finally got his engine to run but the model rolled on its back after the launch and the resulting roll had him on the ground for little more than an attempt score. After a long time of preserving William eventually called it quits.

With the wind on the increase it was decided to go to lunch ably provided by Andrew Liddle and review the conditions later in the afternoon for Open Power. The wind stayed around 5 meters per second so we used the comfort of the Dalby Club house to work on the flying calendar for 2014 and to organize the night's eating arrangements.

Saturday afternoon Dale and Shelia organized the food for a bar-b-que at the local caravan park which was a great success. The leftover food was donated to a Chilean back packer we made friends with on the night. Dale is keen to make the bar-b-que a regular feature of our weekends at Dalby as recently our flying trips to Dalby have taken on a more social atmosphere. It was suggested (perhaps jokingly) we could cook enough for the Dalby homeless as well on subsequent trips to Dalby.

Queensland 2013 State F1J Championships

by Louiedafly

The prediction for Sunday was for lighter winds and a minimum of 4 degrees so we slept in another half hour and arrived in daylight around 6.30am. Once again as we had Open Power to fly later in the day we elected for the 3 flight format which has become so popular of late and began flying at 7am in perfect still conditions.

John was away first but as was the case 2 years ago launched his recently repaired F1J with a lean setting and a resulting crash. Luckily this time nothing was broken and John's second attempt went to script with a great vertical climb, a 4.94 sec engine setting and an easy max. Not to be outdone Peter Nash with a 3.74 engine run significantly out climbed John's model for an effortless max however the glide went left taking his model towards the highway for a long retrieve. John continued his good form for another impressive climb on his second flight and another easy max. Peter's second flight unfortunately had a poor engine setting and a long overrun when the motor only partially shut down. Peter's second attempt also overrun (by.23 of a second) returning him a zero score for his second flight.

Uncharacteristically Peter was having a few problems with punctures to his ageing tissue and a misbehaving tracker. However Peter's third flight went off well enough to score him his second max. John looked like he would just squeeze in his third max from a bad launch but DTed early to be 6 seconds short. Ron continued having problems but just when he succeeded getting a nice straight climb a premature DT setting removed the wingtips at the top of the climb and a few more bits when the model hit the ground. William's models looked out of trim but he did manage his 3 flights to take third place.


Ron Munden was busy all weekend


Peter Nash's balsa Cyclon had a ballistic climb


John Lewis led the way home

John chose to continue flying his F1J in Open Power where as Ron and William chose older style Open Power Dixielander designs. Having ongoing tracker problems Peter decided to retire. It was like we needed the previous 2 contests to get things sorted out as all of a sudden both William and Ron started getting better engine runs and respectable scores. William's first Open Power flight was just 5 seconds short of a max after an early DT setting. Ron's flights were all around the one minute mark but the model looked safe in the climb but just failed to find helpful air. John flew conservatively with around 6 second engine runs with a couple of good climbs but failed to max any of his flights. The good conditions held till about 10.30am when a light breeze began building up to approximately 3 meters per second by lunch. Even though the day started colder the lack of wind helped in warming things up more quickly than the previous day.

A few Dalby club members turned up around mid morning and prepared a nice hot lunch for us. Dale still had some deserts left over from the previous night which were shared. John and Julie missed the bar-b-que the night before but when Julie expressed some disappointment missing out on the Baileys on offer the previous night Dale and Darren quickly prepared a mug of Baileys and ice for her. Everyone seemed to enjoy the weekend with William commenting he has enjoyed this year's flying more than any previously. Along with those competing Darren and his wife Seonaid came up for the weekend helping out and flying a little RC at times. Hopefully we can score some more good weather for our OR, No Frills Wake and LSq/100 weekend in September.

F1C STATE CHAMPIONSHIPS

Name	Fl. 1	Fl. 2	Fl. 3	Total
Peter Nash	4.65/180	4.33/146	4.51/180	506
John Lewis	4.85/165	4.9/107	4.79/179	451
William Jones	3.92/25	-	-	25
Ron Munden	4/4			4

F1J STATE CHAMPIONSHIPS

Name	Fl.1	Fl.2	Fl.3	Total
John Lewis	4.94/120	4.91/120	4.85/114	354
Peter Nash	3.74/120	-	4.49/120	240
William Jones	4.3/49	4.9/79	4.9/43	171
Ron Munden	3/4	-	-	4

OPEN POWER STATE CHAMPIONSHIPS

Name	Fl.1	Fl.2	Fl.3	Total
John Lewis	6.18/175	6.19/83	5.93/166	424
William Jones	7.7/175	8.2/75	8.06/60	320
Ron Munden	3/60	4/64	4/67	191
Peter Nash	-	-	-	-



BFFS Bar-B-Que at Dalby, Saturday night 25-5-2013

Attendance: Peter Nash, Darren and Seonaid, William and Dale Jones, Ron and Shelia Munden. (John and Julie will be there next time)

Menu:

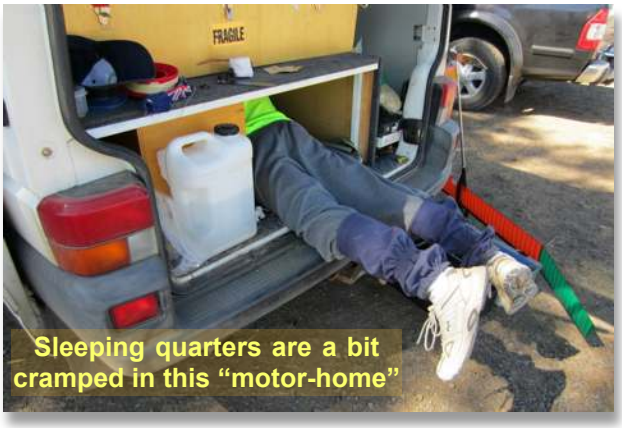
Cheese & Bickies
Sausages, marinated pork chops, pork steak, steak, chicken kebabs
Fried mushrooms and onions
Salad, beetroot, avocado
Passionfruit, strawberry, choc/caramel cheese cake
Wine, beer and Baileys on ice

Make sure you don't miss the next one!

CLUB MEMBERS TAKE NOTE - MODEL RETRIEVAL

While searching for models William, Dale and Darren came across a few local people. Apparently there have been some bird watching people coming into their properties lately. It seems they don't mind us looking for our models but emphasized they would very much appreciate us asking permission before we go onto their land. They even helped William find his model so it's probably good to let our club members know what's expected of them. The woman who lives on the edge of our field (Kay) was also helpful so Dale is going to get her a carton of beer to keep her on side.

BFFS Spy



Sleeping quarters are a bit cramped in this "motor-home"


Not quite the launch Keith was hoping for



Be careful in the BFFS loo - the ants love it.

Who was their first victim on Sunday? HINT: She wore black trousers?

The ants were black too and hid in them, inflicting 7 nasty bites that that turned to big red welts and blistered during the week.

The saying "*You got ants in yer pants*?" is true.


Dalby has some interesting vehicles, but we can't use them for retrieval!


How do you pick the best model to fly without being totally confused? Seen at the HLG State Champs.

After 100 years lying on the sea bed, Irish divers were amazed to find that the Titanic's swimming pool was still full.


Even on holidays, John exercises hard so he can fly 7 round events!

I was at an ATM yesterday when a little old lady asked if I could check her balance , so I pushed her over.

Sat opposite an Indian lady on the train today , she shut her eyes and stopped breathing. I thought she was dead , until I saw the red spot on her forehead and realised she was just on standby.


Sure hope they keep the blinds drawn at night!

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 16th	12 noon	Club general meeting plus "show and tell"	John's Place
	Sunday 24th	8am - 1pm	Dale's Fun and Friend's Club day (P20, CLG and Special Ladies event , sport flying & limited RC)	COOMINYA
MARCH	Saturday 2nd & 3rd		**C/L State Champs + C/L & F/F fun**	**MARYBOROUGH**
	Sunday 17th	8am - 1pm	2 Minute Class models – "All In" Club Contest (5 flights)	COOMINYA
	Mon 25th –Sun 31st		**Southern Cross and AFFS Champs**	**NARRANDERA**
APRIL	Saturday 6th & 7th		**DALBY COMBINED DISCIPLINES NOSTALGIC FUN FLY. (All categories + Indoor)**	**DALBY**
	Saturday 20th	7am - 2pm	**F1A State Champs (7 rounds)**	**DALBY**
	Sunday 21st	7am - 2pm	**F1B State Champs (7 rounds)**	
MAY	Saturday 4th	3pm - 6pm	Indoor Glider(HLG/Catapult (S/C) and 6" HLG)	BSHS
	Sunday 5th	8am - 11am	P30 State Champs	COOMINYA
		8am - 10am	Scale	
		10am - 1pm	HLG and CLG State Champs (best 3 of 6 flights –each)	
	Saturday 25th	7am - 12pm	**F1C State Champs (5 Rounds)**	**DALBY**
		12 - 1.30pm	**LUNCH**	
		2pm - 5pm	**Open Power (3 Rounds)**	
	Sunday 26th	8am - 1pm	**F1J State Champs (5 rounds)**	**DALBY**
JUNE	Saturday 1st	3pm - 6pm	Indoor (P-18 S/C)	BSHS
	Sunday 16th	8am - 1pm	F1G State Champs (5rounds)	COOMINYA
	Sunday 30th	8am - 1pm	½A Power (Queensland rules - 5 flights)	COOMINYA
			A1 Sailplane(Queensland rules - 5 flights)	
JULY	Saturday 6th	3pm - 6pm	Indoor (Frog Event)	BSHS
	Saturday 13th	12 noon	AGM plus "show and tell"	John's Place
	Sunday 14th	8am - 1pm	100gm Coupe Event (Club event)	COOMINYA
	Sunday 21st	8am - 1pm	Dale's Fun and Friend's Club day (P20, CLG and Special Ladies event , sport flying & limited RC)	COOMINYA
AUGUST	Saturday 3rd	3pm - 6pm	Indoor (Peanut (S/C) and No Doc Scale)	BSHS
	Sunday 11th	8am - 1pm	QDP	COOMINYA
	Sunday 25th	8am - 1pm	Reserve Day – General flying	COOMINYA
SEPTEMBER	Saturday 7th	3pm - 6pm	Indoor (F1L/Mini Stick/Delta Dart)	BSHS
	Sunday 8th	8am - 1pm	F1H State Champs (5rounds)	COOMINYA
	Thursday 19th	7am - 2pm	**Special Team Trial F1A and F1C**	**DALBY**
	Friday 20th	7am - 2pm	**Special Team Trial F1B**	
	Saturday 21st	7 - 10am	**Lsq/100 (3 flights)**	**DALBY**
		10am - 1pm	**Open Rubber State Champs**	
	Sunday 22nd	7am - noon	**No Frills Wakefield (5 flights)**	
OCTOBER	Saturday 5th	3pm - 6pm	Indoor (Hanger Rat)	BSHS
	Sunday 14th	8am - 1pm	Col Somers Vintage rally, Power Ratio Sport event (3 flights)	COOMINYA
	Sunday 21st	8am	Vic Smeed Day & KKK (Reserve day)	COOMINYA
NOVEMBER	Saturday 2nd	3pm - 6pm	General Indoor Flying	BSHS
	Sunday 3rd	8am - 1pm	Frog Precision, Combined % (Reserve day) (3 flights)	COOMINYA
	Saturday 24th	12 noon	Xmas party and prize presentation	TBA

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

We are always in need of CDs! Volunteers welcome!

2013 CALENDAR