The magazine for all those who love Free Flight

The BFFS DIGEST

June 2014



In this issue:

* *Build your own electronic timer*
* *A new FF field in NSW*
* *State Champs competition reports*
* *3 months Indoors*
* *Construction Tips*

2013 - 2014 Management Committee

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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:

Club member Ted Burfein has shown true talent this year with stellar performances in F1B at the big international event at Narrandera. In difficult conditions he amassed 6 maxes, spoilt by a bad prop fold in round 6.

PRESIDENT'S REPORT



I guess the 6th month means we are half way through the year and time to pay our dues for the next 12 months. The year began with unfavourable weather which made for a slow start to our flying calendar but after the last weekend we have caught up. What a difference perfect weather makes in terms of flying enjoyment. We have had a couple of really enjoyable days at Coominya notably the Scale and P30 days while the F1C and F1B days at Dalby were held in perfect conditions and the F1A and F1H events held in near perfect conditions. It was great to see Phil Mitchell in action and the really good roll up at Dalby for the Glider and F1B weekend. Indoor numbers have picked up a little and great to have John Taylor back providing CD and timing assistance. It is also good to hear NSW have acquired a permanent flying field for free flight. The lake at Coominya has reduced considerably in size and it appears the lower paddock may provide a suitable area for both rubber and power classes. There is still a lot of flying remaining in this year so get along whenever you can and make the most of this wonderful activity.

Cheers

John Lewis

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It pays to take the lid off some things from time to time

We're a small club and I need your 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!

THANK YOU

This month a really big THANKS goes to John Lewis for all his newsy competition reports and to Brian Taylor for his excellent article on electronic timers.

Malcolm Campbell

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

We're at the halfway mark of 2014. I hope you're kicking goals? Our flying calendar has been pretty up in the air (excuse the pun) with floods causing a delay to the F1A/H weekend at Dalby and strong winds doing the same to F1B, although F1G was flown on the Sunday. Club events earlier in the year have been affected by wind and rain and those I talk to down south have had similar problems.

Albert Fathers will be the only Queensland competitor in the Asian - Oceanic Championships to be held in Mongolia in July. Albert is also the Team Manager so he will be busy. I pulled the pin in May, as I have too many things on my plate to make the trip. I wish them well and look forward to hearing of their great adventure in a primitive land.

The glimmer of hope hinted at in my last editorial has become a reality. Free Flight in Australia now has a permanent home, at West Wyalong, at the same field that was rejected by the MAAA. This acquisition was made possible by a benefactor whose name will be announced when the time is right. The NSWFFS trialled the field this month when they ran the NSW State Championships (for F1A, B and C).

Des and I checked out the field on our return from Narrandera. It is large (800 acres) with a slight slope and there is work to done removing some trees. The "clubhouse" could benefit from some TLC but the bones are there; there is even an old tennis court! It cannot be compared to Narrandera for size, but we all knew that.

Closer to home, the Seven Mile Lagoon is now carrying water, so our chance for a 3 minute field has once again vanished. Cedric tells us we can use it if it dries up, but we simply cannot enter it through the gate near the old toilets. We can only approach it from the top paddock, with flight gear being carried in.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

A lovely tribute to Ron Chernich, both by Van Richards-Smith and by Model Engine News. I last saw Ron in 1964 so it was interesting to see a window into his very full life. A very smart man, admired by many.

John C

Malcolm,

Very nice Digest. I really like the Lost Hills report. Unfortunately I could only come for three days this year. But we are planning already for next year. Some of my German friends want to join so we might be a nice group of 6 or 7 of us Germans. All F1B guys of course.

I will be in Australia for work just before the Easter weekend. Would love to come to Narranderra but no time. Life gets more and more hectic for me. Hope to meet you soon, regards to Kathy
Best regards
Michael Seifert

Too much good stuff in that - I've flagged it for a proper reading later.

John

Hi Malcolm,

Thanks for that. Another masterpiece.
Regards,
Howard

Hi Malcolm,I have been enjoying your BFFS mag since we last communicated, good work. Funny you should mention the Kurtis Kraft Indy Roadster. We finished it yesterday and will be giving it a go at our next GEAR Meeting next Thursday at Q R. Will attempt to send you a couple of pics now. Regards,
Warwick Williams

Hi Malcolm,

Thank you for another great issue of the BFFS Digest. Always top quality and an enjoyable read. Nice to catch up with you and other modellers in Brisbane last week.

Plans are well in hand to maintain Ron's wonderful and unique modelenginenews.com and will let you know as soon as Tony OHagan and I can finalise the details. Might take another month or so, but as Gordon Burford used to say....*'It will happen*!'

kind regards, David Owen

Hi Malcolm !
Thanks again.
It's just perfect.
Frederic (FRA)

Hi Mal,

Great job on BFFS Digest as well as FFDU! Leeper

Sometimes hard to find the time but another excellent production. I will try to launch better next time, and the next time and the next time.

Regards 007

Hi Malcolm
Thanks for the BFFS Digest, it looks very well put together - a credit to you.
Best wishes.
John Cooper (UK)

Looks really good to me, you do a great job.
Cheers Wayne

Always enjoy the digest :-) Harry S

F1A STATE CHAMPS

21st June 2014



Phil Mitchell and Ben Lewis. Flying buddies from years back.

report by LouiedaFly *CD John Taylor*

After being postponed due to heavy rain in March we were lucky enough to get some reasonable weather in which to fly F1A. Some light rain the night before made for some slightly sticky retrieves in round one and two with the dreaded black soil. The day began calm but by round 3 the wind was gusting to 7ms with around 5ms average. As is often the case at Dalby the wind began to abate from 11am onwards, although it was sometimes upwards of 5 m/sec for the final 3 rounds. Light winds were prevailing by late afternoon for the flying of F1H.

In round 1 John was away first but only gained minimal height with his launch in the still conditions and almost glided into the trees next to the club house before landing in the car park just short of a max. Ben was less fortunate having his model unlatch prematurely falling off the line to be down in less than 100 seconds. William had a total disaster with his model disintegrating on impact after the model went out of control on the tow. Albert like John gained insufficient height on his first launch falling a few seconds short of a max. By comparison both Malcolm and Phil in particular comfortably made their first round max, with Phil's LDA M & K model gaining far greater launch height than anyone, going off at 90- 95 metres).

In round 2 everyone got away in good air however Ben's problems continued by DT-ing prematurely at 2 minutes after choosing the wrong scroll on the timer. Both Malcolm and Albert suffered in round 3 as the wind picked up creating some turbulence closer to the ground. Round 4 was good for everyone except John who made a mess of his launch. Similarly round 5 was full of maxes except for Albert who fell 30 seconds short. Round 6 and 7 were flown for team selection points with Phil, Malcolm and Albert easily maxing these rounds.

As was suggested to me the day before, Phil is in a class of his own when it comes to F1A in Australia and his perfect score looked like a walk in the park as his fired off 7 effortless maxes. Both Malcolm and Albert scored well too, clocking over 1200 being a useful contribution to their team position aspirations.

As usual the Dalby club members looked after our needs and it turned out to be a beautiful sunny day, with very pleasant temperature in the low twenties.



What stubble remained was easy to walk over. Kathy retrieves Malcolm's model.

	Name	R1	R2	R3	R4	R5	R6	R7	Total
1	Phil Mitchell	180	180	180	180	180	180	180	1260
2	Malcolm Campbell	180	180	156	180	180	180	180	1236
3	Albert Fathers	170	180	165	180	150	180	180	1205
4	John Lewis	173	180	180	116	180			829
5	Ben Lewis	99	126	180	180	180			765
6	William Jones	1	-	-	-	-			1

Last men standing, winners in the State Champs and Team Selection Trial





Malcolm was very happy with his Superbone. It performed well in the first 2 rounds.

F1H STATE CHAMPS

21st June 2014 *report by LouiedaFly* *CD John Taylor*





It was always going to be a hard ask to fly another 5 flights straight after 7 rounds of F1A but the weather continued to improve after lunch providing us with light winds. The temperature was extremely pleasant as the sun sat at around 30 degrees producing an orange glow with a distant rainbow.

Potentially we had seven competitors but William was somewhat fatigued after searching most of the morning for his son Darren's glider lost the day before and Phil seemed happy to sit and watch. Ben, John and Mark were quickly away scoring a max a piece and Kathy flying a low tech model was close behind. Malcolm's model, although looking like a serious contender, developed a mind of its own and refused to behave on the tow resulting in a couple of attempts, bouncing of the roof of the shade structure over the pit area on one occasion where Sandra thought she would be safe. As the model flew perfectly on Friday's test, the only explanation was a near flat NiMH battery that wouldn't hold its charge.

As the contest progressed it became apparent that the Lewis team was in control with four maxes a piece and looking good to make it 5 each when John lost his model due to a faulty tracker (see page 2). Ben made his fifth max while John resorted to a reserve model only to find it was unflyable due to a flat battery. Finally resorting to an old mechanical zoomer John was unable to make the fly-off leaving Ben in first place.

As day turned into night John's model was found and our attention focused on the evening meal. Ron, Sheila, George, Sandra, John and Ben managed to get into the Leagues club while Malcolm, Kathy, Phil and Noels went to the Chinese restaurant. From all reports everyone had a great meal and a well earned sleep in preparation for the following day.

	Name	1	2	3	4	5	Total
1.	Ben Lewis	120	120	120	120	120	600
2.	John Lewis	120	120	120	120	88	568
3.	Mark Armour	120	84	120	90	94	508
4.	Kathy Burford	104	75	89	57	84	407
5.	Malcolm Campbell	11	-	-	-	-	11

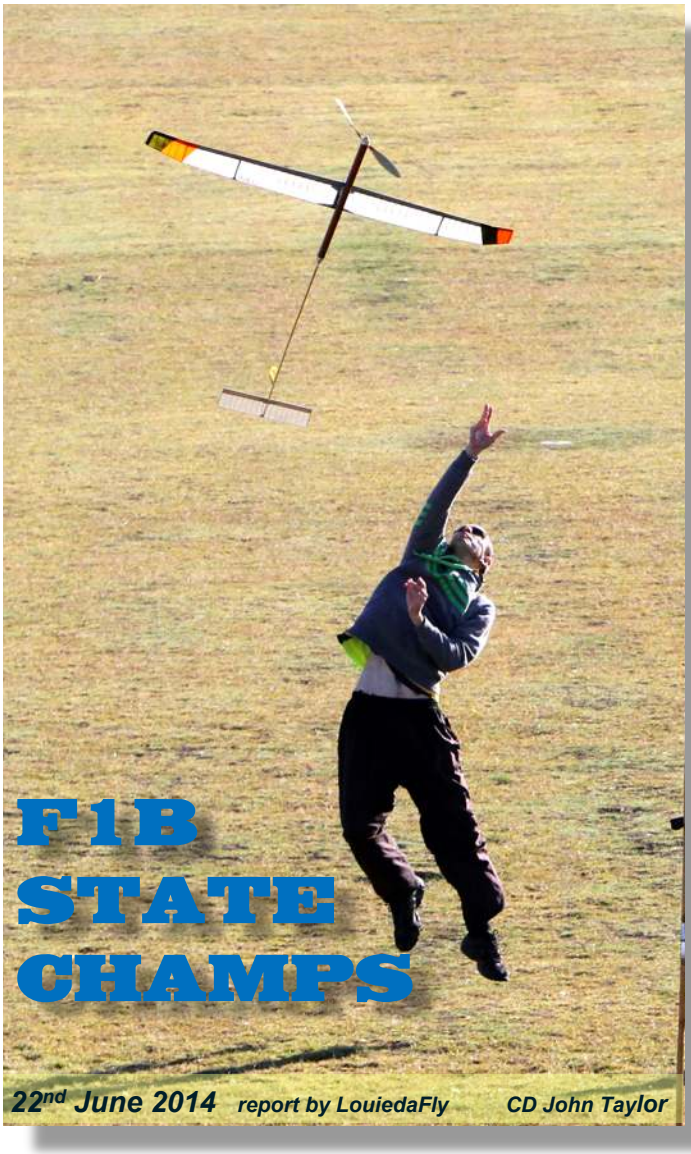


This is a magnificent photo, not just because of the way it captures this wonderful creature in flight but for a completely different reason. It freeze frames and captures an amazing aeronautical phenomenon. This bird is about to land or carry out a very low speed manoeuvre ---- can you tell me how I know????

1. Have a look at the small fluffy feathers near the wing root [near its shoulders if you like] see how they are all ruffled, standing up and casting a shadow. This is where 'lift' is first lost in slow flight and the laminar flow of air separates from the smooth surface of the wing and 'burbling' of the air goes in all directions --- hence the loss of lift and then a stall. But birds a very clever and don't stall like we humans are apt to do in slow flight.

2. Now note the feathers of the ends of its wings these feathers are called the alula or bastard wing and are not generally considered to be flight feathers in the strict sense; though they are asymmetrical, they lack the length and stiffness of most true flight feathers. However, alula feathers are definitely an aid to slow flight. These feathers—which are attached to the bird's "thumb" and normally lie flush against the anterior edge of the wing—function in the same way as the slats on an airplane wing, allowing the wing to achieve a higher than normal

.....continued on page 8



F1B STATE CHAMPS

22nd June 2014 *report by LouiedaFly* *CD John Taylor*



Mark, Ben and William remained close throughout all flights



Mark Armour flew well in the rounds but fell short in the first fly-off

Driving out to the field visibility was down to fifty meters due to thick fog. By 7am the fog had cleared but we had a light easterly breeze which was the opposite of what was predicted. John was away first with a comfortable max landing about 500 meters away from the road. Ben and Mark had similar flights soon after however George missed his max by 3 seconds. Ted was a little more unlucky to miss out by one second flying just before 8am.

4 maxes were recorded in round one and by the end of round 4 there were still the same four people in contention for a possible fly-off. John soon made this three finding poor air to be down in just over two minutes on his fifth flight. Graham also found the down air on his 5th flight to spoil an otherwise good score while Ted pulled out after round two with two sub max scores. George also succumbed to the sink on his fifth flight however Ben, Mark and William made it through to the fly-off at 11.30am.

Both Ben and William comfortably made the 5 minutes however Mark missed the helpful air to drop into 3rd spot. The second fly off was scheduled after lunch. William had a malfunctioning switch and resorted to a re-



John Lewis stayed in the race until R5 caused an error



Graham Maynard also had a good day, post surgery

serve model but a sudden increase in wind and the prospect of a long 7 minutes retrieve probably contributed to William's failure to make his flight. Ironically Ben found the dreaded sink to score a flight of just over two minutes but sufficient to win the event.

Except for a few gusts of wind after lunch it was a perfect day with an average wind speed of around 1 m/s for the nine competitors. A very special thanks to John Taylor, who gave up his weekend to CD for us all weekend and did an excellent job and the Dalby club members for their catering and hospitality.Unfortunately A1was delayed due to the



Although unwell all weekend, William put on a good show



Ted had a shocker and decided to wait for another day



Albert tried hard all day but failed to max



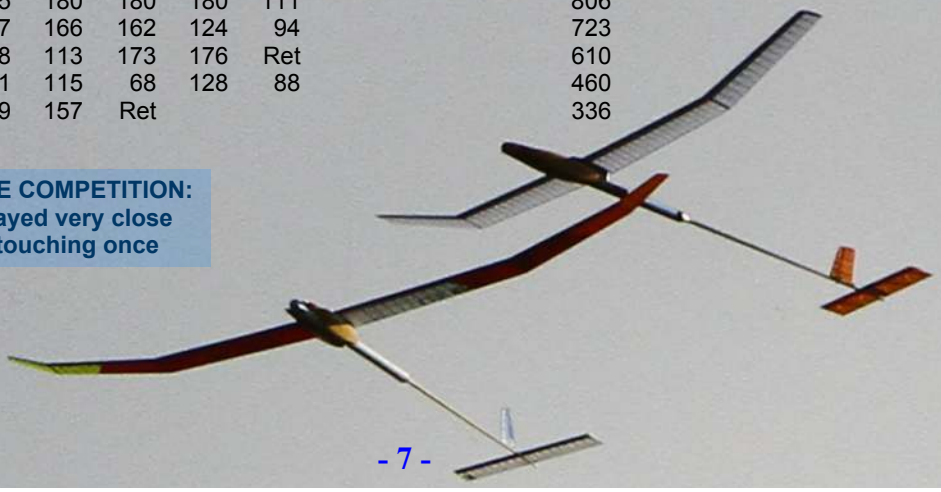
George also tried hard but never caught up



Ron needed two models but smiled on regardless

Name	R1	R2	R3	R4	R5	Fly-off	Fly-off	Total
1. Ben Lewis	180	180	180	180	180	300	127	1327
2. William Jones	180	180	180	180	180	300	-	1200
3. Mark Armour	180	180	180	180	180	220		1120
4. John Lewis	180	180	180	180	126			846
5. Graham Maynard	155	180	180	180	111			806
6. George Baynes	177	166	162	124	94			723
7. Albert Fathers	148	113	173	176	Ret			610
8. Ron Munden	61	115	68	128	88			460
9. Ted Burfein	179	157	Ret					336

IT WAS A VERY CLOSE COMPETITION: Graham and Mark stayed very close on this flight, even touching once



A1 CLUB EVENT



report by LouiedaFly *CD John Taylor*

Unfortunately A1 was delayed due to the F1B fly-offs and, with many keen to get home in daylight, we were left with only 4 starters. Still it was, as with the day before, a very pleasant part of the day. By the time the now weary Lewis's were ready to fly both Kathy and Malcolm were setting the pace with a max a piece.

Having models not flown, for 20 years as in Ben's case, both John and Ben were grateful their models towed quite well but not well enough for the more practiced Malcolm and Kathy, who were the dominant duo in this event.

Ben managed a nice max when he launched into a group of circling birds but that was the only max the Lewis team could find. Kathy by comparison scored two maxes and Malcolm was one second short of doing the same. A great ending to a great weekend.

	Name	1	2	3	Total
1.	Kathy Burford	120	105	120	345
2.	Malcolm Campbell	120	119	72	311
3.	Ben Lewis	63	120	22	205
4.	John Lewis	70	41	89	200

2014 Champion of Champions points table

Name	F1C	OP	F1J	F1G	Sc	HLG	CLG	P30	F1A	F1H	F1B	Total
John Lewis	3	3	4	3		5		4	2	4	2	30
William Jones	4	1	2	4	1	2	2	5			4	25
Ben Lewis				5		3			1	5	5	19
Peter Nash	5	5	5									15
Des Slattery		2	3		4	4	1					14
Malcolm Campbell						3		3		4	1	11
Ron Munden	2	4		2				1				9
Mark Armour								2		3	3	8
Kathy Burford							5			2		7
Albert Fathers							4		3			7
Brian Taylor					5	1						6
Dale Jones					2			3				5
Phil Mitchell									5			5
Graham Maynard											1	1

The race is on!

2015 World Championships progressive points table

F1A

Phil Mitchell	3780
Malcolm Campbell	3756
Vin Morgan	3667
Albert Fathers	3539
Tahn Stowe	3486
Martin Williams	1138

F1B

Vin Morgan	3780	5040	6300
Richard Blackam	3780	5040	5888
Craig Hemsworth	3765		
Ted Burfein	3720		
Paul Rossiter	3719		
Terry Bond	3702		

F1C

Terry Bond	3303
Roy Summersby	3268
Neil Pollock	2255
Gary Pope	1988
Howard Gostelow	324

.....continued from page 5

angle of attack – and thus lift – without resulting in a stall. By manipulating its thumb to create a gap between the alula and the rest of the wing, a bird can avoid stalling when flying at low speeds or landing.

3. So in conclusion, his/her wing is about to stall as shown by the small fluffy feathers near its shoulders standing up and he/she has extended the long feathers at the ends of its wings to prevent the stall and therefore the bird must be in very slow flight.



Queensland State Champs 2014 Power Weekend Dalby

12 – 13 April 2014

report by LouiedaFly



Peter Nash was in fine form all weekend

A couple of days before the weekend a category 5 cyclone developed in north Queensland causing concern we would be either blown out or washed out again (as was the case a couple of weeks prior, when our glider events had to be postponed after six inches of rain). As it turned out we had the "perfect storm", or was it the lull before the storm, as the Saturday was calm, cool and perfect. Even the field was in perfect condition and with lunch provided it was flying (free flight) in business class comfort. Sunday (according to the weather report) was supposed to be even better but as the cyclone degenerated into a rain depression most of the east coast of Queensland began to get rain. With threatening skies we started to get the odd drop around 9am but were able to get through our flights being only slightly damp for an early lunch. I guess in aircraft passenger terms Sunday was more like premium economy comfort with a hot lunch, tea and coffee supplied by our Dalby hosts and date loaf supplied by Shelia Munden in the club house while light rain fell outside.

F1C got away on time with Dale Jones taking care of CD duties. John was away first but under bunted producing an initial stall which settled down into a sub max result. Being a model from the 70's John's model was always going to struggle against the superior fire power of Nashy and William but forgetting to hook up the DT line in round 4 didn't help his overall score. Peter Nash (as would be expected) gained greater height on his first flight and looked good for an easy max only to DT early landing 8 seconds short around 30 meters from where he launched. With Peter's one mistake over he went on to max all his remaining flights to easily win the event. William had his engine running well this year and with a new launching style and a short engine run got good height to take the lead in round 1. William continued to take things cautiously with a series of short engine runs and finished his 5 flights without difficulty ending up in second spot. With short retrieves and the smell of methanol in the air William was one happy boy. Uncharacteristically, Ron Munden was having engine problems (needle valve broken off inside the spray bar from the previous weekend testing) on his best model and then glow plug problems. With the motor dying soon after launch Ron's reserve model hit the ground



William Jones is shaping up as a threat in F1C



Ron Munden's F1C comp was short-lived



Peter Nash was again a class act in F1J

doing minor damage but it was enough for Ron to decide his F1C event was over for 2014.

Open Power was flown after F1C and although a slight breeze had sprung up none of my retrieves were more than 100 meters. Nashy was up up and away and never looked threatened flying an older F1C model, however, Ron flying a Dixielander was only 6 seconds behind Peter after they both dropped their last flight. John continued flying his F1C model in Open Power and like Peter and Ron scored two maxes but was just under 2 minutes on his sub max flight to drop into 3rd spot. Des also scored 2 maxes but his first flight of 82 seconds landed him in fourth place. Des was happy enough I suspect as his 20 minute plus first flight (attempt) when the motor didn't shut down and the DT and tracker didn't work landed safely in the next paddock. Luckily the lack of wind meant we could keep the model in sight to the ground.

William was flying an old Open Power design which flew well enough but just didn't get high enough to threaten the top contenders. After a leisurely lunch (I think there were more Dalby club members looking after us than BFFS members in attendance) we packed up in the comfort of the shade and went back to the motel for a shower and an afternoon nap. Ron, Shelia, Julie and John finished the day off at the Dalby League's club for a typically large and yummy country style meal. Probably one of the best days we have had at Dalby. Or did I die and end up in free flight heaven?

Sunday was **F1J** day and on our arrival there was a slight breeze blowing around 6.30am and heavily overcast skies. John's first flight went left rolled on its back and settled into the glide OK but it was an over run after the motor failed to shut off cleanly – John played with the tuning for a while so it was suspected there was insufficient fuel left to flood the motor off properly. The rest of John's flights



Des Slattery was in his element



William plans to be more competitive next year



John Lewis's attractive F1J

went more to plan but shorter engine runs for the first two flights resulted in two sub max scores. By comparison Peter Nash was all class and fired off 5 successive maxes. As the wind increased in strength and light rain started falling both Peter and John were starting to notice the sticky black soil attaching itself to their shoes as they walked two thirds of the way to the road on their last 2 flights. Apart from that bit of discomfort being greeted with a hot coffee and lunch after their last flight made it another good day. Des flew and old style model (1/2A) as did William. Des had to get home early but made his five flights enjoying short retrieves. Des began with a more serious Cyclon powered F1J but after gaining good height on the climb it spiraled in doing minor damage for an attempt. William's 1/2A style model was a little underpowered and as the rain started falling I think it dampened his enthusiasm so he retired to the comfort of the clubhouse.

With lunch over early we were home in time to unpack, clean the car and start thinking about flying more power in the future. A very special thank you to the Dalby club members who once again looked after us so well. Let's hope the rest of our flying season for 2014 is as enjoyable as the 2014 power weekend.

F1C Results

Name	R1	R2	R3	R4	R5	Total
Peter Nash	4.1 - 172	4.5 - 180	4.6 - 180	4.6 -180	4.5 -180	892
William Jones	3.8 - 174	3.9 - 180	3.8 - 147	3.9 -122	4.1- 133	756
John Lewis	4.0 - 141	4.2 - 142	4.3 - 91	4.5 - 27	4.7- 177	578
Ron Munden	4.6 - 26	-	-	-	-	26

Open Power

Name	F 1	F 2	F 3	Total
Peter Nash	7.7-180	7.2 - 180	6.5 - 156	516
Ron Munden	10 - 180	9.7 - 180	9.4 - 150	510
John Lewis	5.5 - 180	5.4 - 117	5.6 - 180	477
Des Slattery	6.1 - 82	7.2 - 180	9.9 - 180	442
William Jones	9.5 - 91	8.8 - 99	8.8 - 160	350



F1J

Name	R1	R2	R3	R4	R5	Total
Peter Nash	4.5 - 120	4.3 - 120	5 - 120	4.4 - 120	4.4 - 120	600
John Lewis	3.5 - 112	3.8 - 102	4.5 - 120	4.3 - 120	4.1 - 120	574
Des Slattery	5 - 107	5 - 60	4.7 - 58	4.6 - 32	4.7 - 77	334
William Jones	4.5 - 62	5 - 99	-	-	-	161
Ron Munden	crashed	before	the	event	started	-



F1G State Champs 18 May 2014

report by John Lewis CD Dale Jones

Although the forecast for Sunday was a lot better than the previous day (F1B was postponed due to strong winds) there was a sense of urgency to get our flights up in case conditions became un-flyable.

Ron was away first, having a less complicated model to set up, and recorded a time of around a minute in a light breeze heading towards the Cecil Plains highway. John, Ben and William all maxed gaining good height with Russian styled purchased models. As the morning progressed the wind speed picked up but conditions remained flyable for the light weight models. William encountered a stall and like Ron sub maxed his second flight while both John and Ben comfortably maxed.

With the wind speed now around 4 meters per second Ron dropped his third flight badly while Ben, William and John maxed. William was still having stalling problems but the air was good enough to keep his model in the air for the required 2 minutes. Ben considered retiring due to the increasing wind but when John dropped his fourth flight Ben sensed an opportunity to win the event and continued with an easy max.

William added some plasticine to the front of his model greatly improving the trim to also easily max. Ron made his best score close to the required 2 minute max. The last flight was made in slightly improving conditions for Ben flying last, when the cloud covering had cooled the air and a constant breeze made it difficult to pick lift. Ben launched in a slight lull but the model failed to gain its normal height sub maxing and ruining Ben's hope of a full house.

By the time we had packed up and had lunch the sun had come out and there were extended periods of completely still conditions. It seems we were two days too early for good flying conditions but at least we were able to fly F1G in reasonable conditions. Retrieval distance was less than 1 km for all flights on the Sunday except one of Williams that cleared the road with a flight in excess of 3 minutes.

Special thanks to the Dalby club members that looked after us on both days, providing lunch, and making their wonderful facilities available to us once again.*2014 Scale,*

No photos today. Too busy, serious competition.

Name	1	2	3	4	5	Total
Ben Lewis	120	120	120	120	102	582
William Jones	120	82	120	120	120	562
John Lewis	120	120	120	77	120	557
Ron Munden	58	58	42	110	44	212



BIG T SALE



Item	Description	Price
1.	SIG ABC Scrambler Kit complete (open power classic)	$60
2.	Galaxy Geodetic 585 Kit complete (open power model)	$50
3.	Airsail Kit 1939 Heron Gas Buggy - 1.0 to 2.5cc power model 48" span kit complete	$45
4.	K&B 21 FIRE Glow new, suitable for Item 1 or 2	$75
5.	E36 Setup including 1/2A Maverick power kit + Texas timer package including electromechanical timer unit, power package including motor, LiPo battery and prop, and, matched LiPo charger unit. Worth over $300AUD	$200
6.	Seelig 4 funct F1C timer (excellent condition)	$45
7.	Seelig 5 funct F1C timer (New)	$55
8.	Seelig 5 funct F1C timer (excellent condition)	$45
9.	Tadus (Polish) 5 funct F1C timer (New)	$55
10.	Yabo short F1A mechanical model, has been repaired, spare boom and various spare parts.	$375
11.	F1A short wings and fuse with simple circle hook suitable for setup for circle practice model.	$120
12.	Vasily 4 panel mechanical F1H model - little use good condition.	$325



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NSW State Champs F1A, B and C Inaugural meeting at the new West Wyalong field - June 2014





Ted did very well in F1B

Albert, Ted, Malcolm and Kathy drove down to West Wyalong to try out the new State owned free flight field and were most impressed with what we saw. The field is quite large, easy to walk on and very close to town.

Currently with sheep grazing the grass is low and relatively easy to tow on. Bike riders suggest a sprung bike. A set of styles makes the one fence easy to navigate.

The wind blew across the field and varied between 2 and 5 m/sec. It was pleasing to see only a few crossed into the next property. More pleasing was that no models were treed, fenced or drowned over the weekend, even though the property has a few small dams on it.

The results of the three events flown appear below. More details in the June FFDU.



Albert found the short grassto his liking

F1A	Total
Malcolm Campbell	1260
Vin Morgan	1217
Martin Williams	1138
Tahn Stowe	1117
Albert Fathers	897
Matt Hannaford	871

F1B	Total
Vin Morgan	1260
Terry Bond	1259
Ted Burfein	1244
Leigh Morgan	1177
Donna Gray	1133
Matt Hannaford	1125

F1C	Total
Terry Bond	900
Gary Pope	699
Roy Summersby	540

CAUTION 90,000V

By Pierre Chaussebourg

At an F!E competition in March Guillaume Vaucelles put his model on a pylon, in the bottom of the eastern slope of Tourtenay. The power is 90 000 volts!

model stayed there for about one hour, and suddenly, they heard an explosion, and saw a big black cloud of smoke...

Later on, the people from EDF (Electricité de France) came to change the "isolateur" (that glass part between the line and the pylon). They explained to the modellers that when something like that happens: a model on a pylon, it is absolutely necessary to keep away from the pylon: they said no less than 20 meters around, as the model is charging, and suddenly, there is an short circuit between the line and the model, and the current is following the pylon down to the earth. If somebody is there, around the pylon, and too close to it, he may be killed.

When a model is on the lines, it is less dangerous, as the short circuit is between lines and the model which is destroyed before falling to the ground.



Scale, HLG and CLG State Championships

Report by John Lewis CD Dale Jones



Scale Supremo Brian Taylor with his Grasshopper

Ideal conditions greeted us at Coominya for this year's event. Last year we had some difficulty getting through all the events after needing to shift the flight line as well as having P30 included on the day. This year we had near calm conditions for Scale, HLG and CLG, however, the scale event took up most of the morning. Five entries in Scale is the best we have had in recent times. All of the models were well trimmed, however, due to ill health William elected not to refly his Luton Minor after failing to reach the qualifying time on his first attempt. It was hard to separate the contestants in flying realism but some of the smaller models were inclined to tip over on landing even though the paddock was in pristine condition with neatly clipped couch. One competitor commented to Cedric (the owner of the paddock, who dropped in while we were flying) that it was far better than their lawn at home.

Surprisingly the scores were quite close but it probably came as no surprise that Brian won again with his Piper Grasshopper. Des was second with his Avro and Malcolm third with his Piper Cub J3. As one of the scale judges I felt the criteria for fidelity to scale left a lot to be desired – more like something thought up in a HR department. Dale flew the only rubber powered model and although possibly disadvantaged due to its small and lightweight nature it flew quite well. The criteria for flying also severely penalized Malcolm's score.

Both HLG and CLG were flown in a designated square area but with 15



1st: Brian Taylor PIPER L4



2nd: Des Slattery AVRO 560



3rd: Malcolm Campbell PIPER CUB J3

flying both CLG and HLG at the same time the area was quite crowded and could have been a little larger. No maxes were recorded in HLG with perhaps the old age of the competitors diminishing the performance of these models. John won HLG, Des was second and Ben third.

By comparison the flight times for CLG were a lot higher with a sprinkling of maxes. There were 9 flying in CLG which has become very popular with ages ranging from Ben's daughter (Annika) 6 to Des in his 80's. Kathy narrowly won GLG two seconds ahead of Albert with Malcolm further back in third place. Kathy failed to record a 4th max in her first flight, with her model DT'ing early, while still at 50 feet. Highest launches came from the first three place getters, all transitioning in different ways but substantially higher than most of the other competitors. Coincidentally, these three flyers attended Stan Boddenbohm's glider school at Lost Hills this year.

Most importantly everyone seemed to enjoy the day with a few other members not involved in the competitions testing other models. It was also a family day with Ben's family in attendance as well as William and Dale's son and daughter in law adding to the numbers. Also good to see Cedric who indicated he was happy with us using his property.



Dale Jones little rubber Piper Cub flew well



William Jones Luton Minor had motor trouble, and damage



Scale judges John and Albert worked hard with a difficult set of criteria



John was keen to test his Senior Moonbeam, but ran out of time



An excellent roll-up for Scale and balsa glider day

SCALE RESULTS

PLACE	NAME	MODEL	STATIC	FLIGHT	TOTAL
1	Brian Taylor	Piper L4 Grasshopper	882	435	1317
2	Des Slattery	Avro 560	723	589	1312
3	Malcolm Campbell	Piper Cub J3	810	369	1179
4	Dale Jones	Piper Cub	544	337	881
5	William Jones	Luton Minor	846	0	846

HLG

PLACE	NAME	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Best of 3
1	John Lewis	14	17	**20**	**32**	**33**	15	85
2	Des Slattery	9	**28**	15	13	**20**	**18**	66
3	Ben Lewis	15	8	4	**26**	**23**	**16**	65
4	William Jones	**25**	3	**19**	4	14	**16**	60
5	Brian Taylor	14	**19**	**16**	15	**20**	14	55
6	Albert Fathers	10	**14**	11	**19**	13	**17**	50

CLG

PLACE	NAME	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Best of 3
1	Kathy Burford	**48**	**60**	**60**	**60**	38	48	228
2	Albert Fathers	34	**60**	**46**	27	**60**	**60**	226
3	Malcolm Campbell	46	46	**55**	**60**	**50**	40	165
4	William Jones	12	**53**	**46**	6	34	**60**	159
5	Des Slattery	**48**	30	**34**	**39**	30	5	121
6	Ben Lewis	3	4	19	**21**	**29**	**24**	74
7	John Lewis	**20**	20	16	**25**	**25**	2	70
8	Dale Jones	**25**	14	**22**	5	**21**	21	68
9	Annika Lewis (Jnr)	3	**18**	3	14	**15**	**20**	53

THREE MONTHS INDOORS

reports and photos by John Lewis

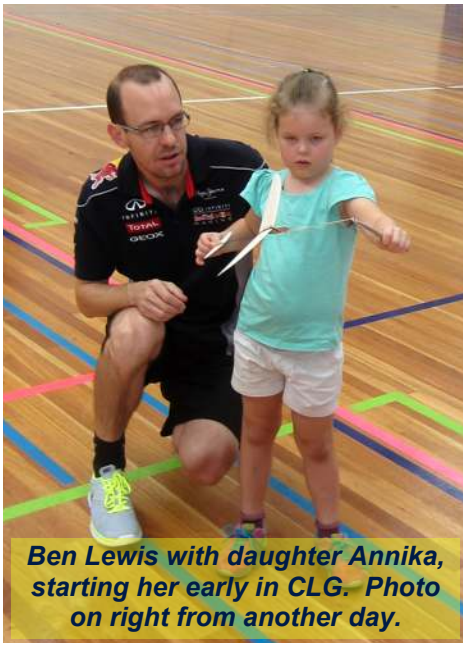


After some frustration with the weather affecting our outdoor events this year we were at last able to run our first free flight event for the year in good conditions.

It was a little warm inside the hall with some buoyant air noticeable. Ben's first official HLG flight was his best ever PB (50.54) with the same model he set the Australian IHLG record at Nudgee in 1994 (20 years ago) with a time of 42.8. After the large cooling fans were installed in our current venue we all thought it would make high times a thing of the past.

Disappointingly, we only had a handful of people present to make use of our flying venue. Brian had a new catapult glider which was quite consistent in practice and a lot easier to get near the ceiling than his conventional hand launch gliders although he did have an out of trim period for some of his official flights. I suspect Brian will pursue the catapult approach over the more strenuous hand launch in future events.

John had an average day and was unable to get close to the ceiling resulting in scores of around 30 seconds just a little lower than Brian was achieving. Ben had made a catapult glider for his daughter who had lots of fun and consistent flights of around



Ben Lewis with daughter Annika, starting her early in CLG. Photo on right from another day.

10 seconds. Newcomer Tim Johnston had a couple of hanger rats that by the end of the day they were behaving well, flying a meter under the ceiling. I think Tim learned quite a lot on the day in regards down and side thrust, incidence and CG adjustments.

With only 5 more days scheduled for 2014 make the effort to come along if only for a look and a chat if you don't have a model. There are many indoor designs that can be put together in an hour or so which can provide lots of satisfaction and fun to fly, so hope to see you there.



Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Best 3
Ben Lewis	**50.54**	**45.6**	**37.5**	34.5	32.7	31.4	32.5	35.2	5	133.6
Brian Taylor	30.4	31.2	12.7	10.1	6.1	**31.2**	**32.1**	**31.4**	-	94.7
John Lewis	29.2	**30.2**	29.4	18	4.5	29.8	28.1	**30.6**	**32.8**	93.6
Anika Lewis	8.1	10.3	**11.2**	**10.9**	**10.8**	10.4	5.8	8.3	8.1	32.9

F1L club event in MAY



Numbers have been down for quite awhile on the local Indoor scene but Saturday 3rd of May, reversed that trend a little. Traditionally we don't have many flying EZB (F1L) models due to their more challenging nature. This time we had 5 contestants all making respectable flights with some other flyers testing other models on the side.

Following up from last month's hand/catapult launch contest Ben and daughter Annika had their own mini contest at one end of the hall with a couple of new catapult gliders. Tim Johnston continued to improve his Hanger Rat times with new Hanger Rat but the major focus was on the F1L event. On arrival it was a bit disappointing to find the entire floor space was covered with tables and chairs in preparation for the State High entrance exam the following day. It was very pleasing that everyone just got on with flying without complaint rationalizing that the lightweight models would probably land unscathed on the obstacles.

Although mini stick and Delta dart were scheduled on the day the only official event held was F1L. A fair bit of time was spent doing initial trimming and rubber selection but once things were sorted out there was always at least one F1L model in the air clawing its way to the ceiling. Van made a number of good flights with his best just under 3 minutes, even so Van's scores left him in 5th position. Ron's best flight was over 3 minutes but still only good enough for 4th spot.

Brian made the most flights of the day with his best two over the three minute mark but due to the high times being recorded he only managed third place. Craig has been absent for some time but has recently retired so hopefully he will be a regular in future. Craig had the most competitive models with his best flight

over 5 minutes. Craig had a few hang ups making full use of John's 10 meter pole with an extension piece added and standing on a table. He was able to retrieve his best model sustaining some damage to the wing. Craig's best flight was achieved with his back up model. John had a new model which flew off the board and was lucky enough to achieve a couple of 4 minute plus fights to win the event.

Regardless of the scores and places it was a most enjoyable days flying. John was so inspired he went to Bunnings the next day, purchased a few lengths of 3/8" balsa and made a new model box for a couple of F1L models. Hopefully we will have a clear floor space in June for the Frog event or will we just keep flying F1L models extending the enjoyment.



Maybe you'll have one ready for next year?

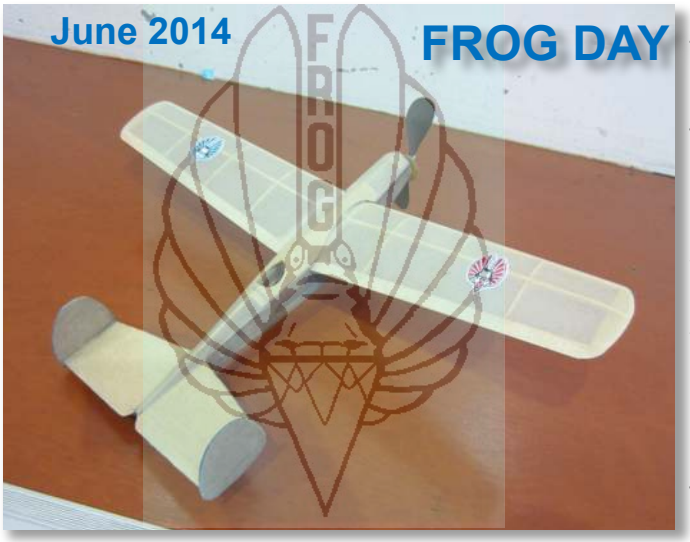
F1L results

Name	R1	R2	R3	R4	R5	R6	Best 2
John Lewis	**252**	86	**299**				551
Craig Byrne	**202**	84	200	62	**319**		521
Brian Taylor	186	**187**	**193**	117	57	115	380
Ron Munden	**192**	**156**	79				348
Van Richard-Smith	**122**	58	105	**173**	112		295

Ben and Annika's Catapult event

Name	R1	R2	R3	R4	R5	R6	Best 3
Ben	**17**	10	**18**	17	**18**	7	53
Annika	16	**17**	15	**17**	10	**17**	51

(Looking good for 20 second flights with a clear floor.)



Good to see John Taylor back from cruising the world. John can always be relied upon to fly a stop watch as can Ron who both provide their timing service throughout the afternoon while reminiscing about past modeling experiences. Tim Johnston is quickly learning the tricks for trimming Hanger Rats and is trying his hand at EZB. Ben and Annika continue to improve with catapult gliders while Des John and Brian flew the Frog class of model. Both John and Des flew Linnets which both performed exceptionally well with John's times a shade higher than Des. Des originally covered his in blue Jap tissue but after storing the model under a fluorescent light it appears nearly white. Brian had a smaller Frog design and a few beautifully built scaley monsters as well. John and Ben also participated a little with their RC helicopters, making it a low key fun afternoon.






June may have not attracted too many competitors, but it didn't stop the serious ones.
Brian Taylor worked on his scale models and Ben Lewis kept training little Annika for the CLG events.

CONSTRUCTION CORNER



BOXES

report by John Lewis



This one is a little different in that it's made from 9.5mm balsa with 2mm ply front and back. I'm still waiting for the front catches which I have sourced from England – should be here in 7 days according to the supplier. I got the idea from Vic Stewart who many years ago made a box for his EZB's from balsa. I thought at the time – why would you waste balsa on a model box but actually getting it from Bunnings it's probably no dearer than the western red cedar I normally use and is nice and light which sort of gets you ready to handle the ultralight weight contents. It is all dovetailed together of course and will hold 2 F1L models eventually – one on each side.



You can count on John Lewis to have a box for everything. This one's for his and Ben's Wakes.





And here are John's rubber strander, and his EZB jigs





FIDDLING WITH ELECTRONIC TIMERS – Part 1

by Brian Taylor

I decided to look into electronic timers when I had 2 mechanical timers fail to DT, fortunately the planes were retrieved. I was looking for something simple and easy to build from readily available parts.

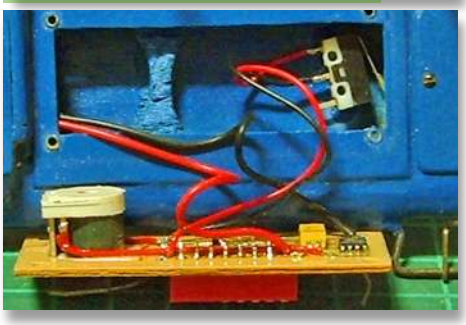
I had an old F1H that used a KSB timer and had a 12v buzzer working off a 9v battery, so I had a ready power source for an electronic timer. This F1H was built in the dark ages before radio beacons.

I read a report by Ken Bauer in a Symposium report from 1997 about electronic timers and included was a circuit for a simple timer that used an electromagnet to hold down the DT arm.

The electromagnet I had was not the lightest but it worked.



BTT1 - Brian's first electronic timer, for his F1H glider



This timer was reset by a length of piano wire looped around the existing tow hook and soldered to the arm of a small micro switch. The long release arm proved to be unnecessary because the 9v battery provided plenty of holding power.

I needed to replace a couple more mechanical timers but space and weight was limited so decided to redesign the circuit board layout to be a direct replacement fit for a KSB timer.

Finding an appropriate electromagnet was challenging but I eventually found a suitable relay I could cannibalise from a Dick Smith shop. This was when they still sold electronic components.





The main drawback with this type of timer is the release mechanism because any hard knock could release the arm. It worked fine on the F1H using a 9v battery for power but I needed a timer for an F1G so it had to be light.

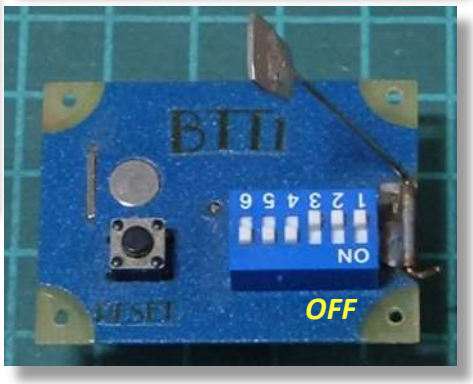
The only suitable batteries readily available at the time were 3v lithium button cells and after a bit of testing and a few flattened batteries I found that the 2032 was the most suitable for single cell use.

The sudden knock from the folding propeller could release the DT arm but by making the DT line hook as low to the pivot point as possible it all worked.

The DT arm was made from a length of piano wire, a piece of brass tube and the armature from the cannibalised relay. The brass tube was then just soldered to a copper pad on the front of the circuit board.

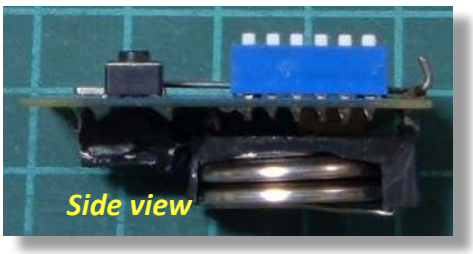
This timer is on a sports power model

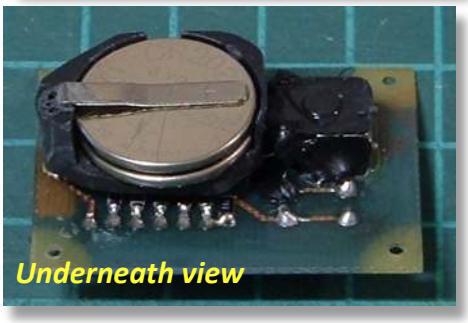




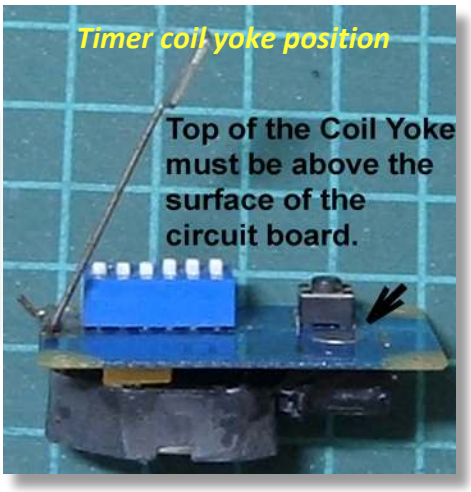
The DT time is altered by switching resisters in or out of the circuit using the DIP switches.

Liquid electrical tape was used to protect the coil.

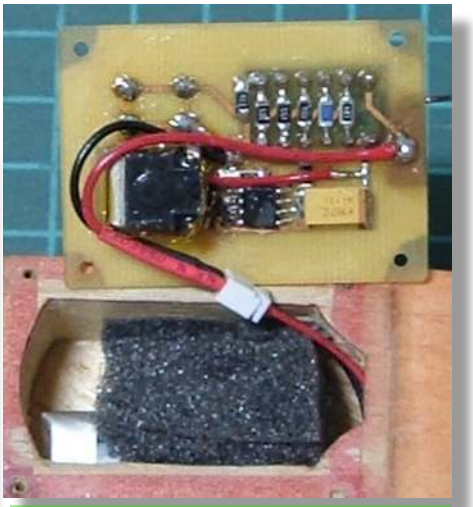




The dual cell battery holders I had could fit 2 x 2025 batteries but 2 x 2032 batteries were a bit of a squeeze. The battery holders had to be ground down to allow them to fit in the space left by KSB timers and also to save weight. Timer weight including 2 x 2025 batteries is 15.4 grams.



The next project was to fit one to an old No Frills Wakefield. Weight was not problem here so I used 2 x 2032 batteries. This worked fine but with the advancement in lipo batteries I eventually replaced the 2 x 2032 batteries with a small 2S lipo pack because they're rechargeable.

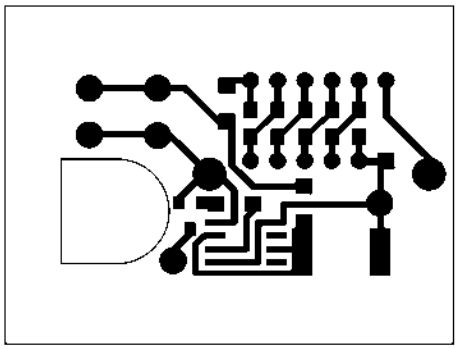


BTT1 timer, now with a 2S 138mah lipo battery

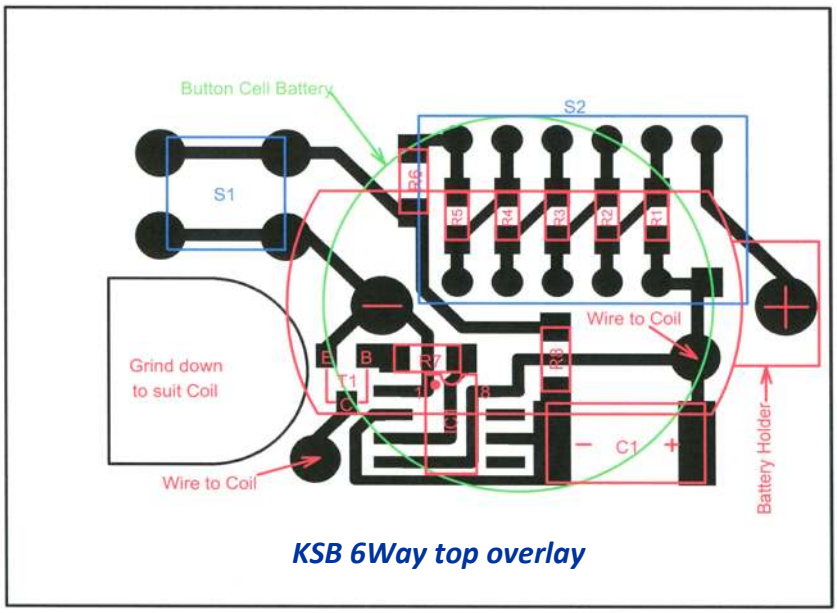
With servos and batteries becoming smaller and lighter and new easier to program microcontroller ICs appearing, it was time to have a go at servo timers.

That will be in part 2.

ED: Don't miss it!



KSB 6Way latest full size circuit 4 x 3 cm



KSB 6Way top overlay

R1	180K 0805	C1	100uF Tantalum
R2	360K 0805	S1	Tactile switch (reset)
R3	750K 0805	S2	6 way DIP switch
R4	1.5M 0805	T1	BC847
R5	3.0M 0805	IC1	ICM7555
R6	91K 1206		Relay Coil 700W
R7	10K 1206		
R8	0W Link 1206		

BUILDING A MOTOR PAN *by John Lewis*

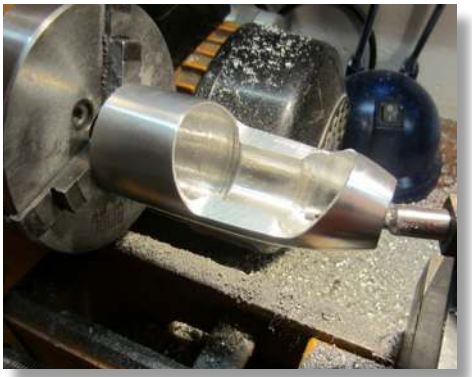
I remember attending the Camperdown Nationals many years ago and being impressed by the turned motor mounts used by the top flyers of the day like Mike Pettigrew and others. Mike's models were gloss black with a polished aluminium pan and looked the business. However Peter Nash with a much plainer model was well ahead on performance which is the model I fly today.

I have turned a number of engine pans over the years and recently became inspired to make another one after attending our recent power weekend at Dalby. Having a couple of new Cox Tee Dee .09 motors I decided it was time to finish off a power model. I had built the wing and stab many years ago.

Using my portable band saw first job was to cut an 80mm length from some 36mm stock turning bar. Using my Emco compact 5 lathe I drilled a half inch hole through the length of the bar.

After marking out the approximate shape for the cut out and establishing the center line along the edge of the bar I clamped it into my mill. Using a ½" cutter I removed the waste down to the center line on both sides.

Then back to the lathe I roughly shaped the outside and removed most of the rear section with a boring bar. During this process I also increased the hole size in the bearer region to 20mm. A little trimming with a dremel motor tool and some filing cleaned up the inside angle cutouts.













Most of the front outside and inside shaping was done holding the back of the pan using a turned mandrel that held the pan via an interference fit.

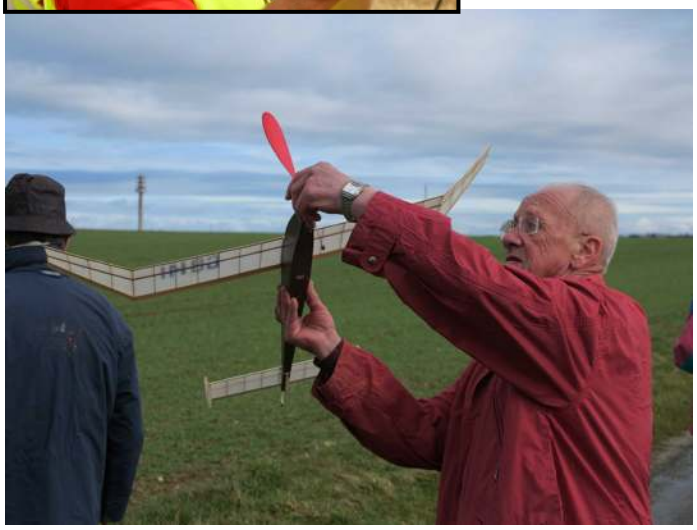
Once the bulk was removed the now lighter pan was held internally by the chuck jaws. I have on past occasions used a 4 jaw chuck to spin the pan out of center to remove the material beneath where the motor sits. Generally I end up cleaning up some of this area with a spherical cutter on the Dremel so this time I used the Dremel to cut away all the material in that area. Surprisingly it didn't take that long. Using a ½" sanding drum on the Dremel finished off the inside roughed out area. Using my small Toyo drill press I carefully drilled the mounting holes and tapped them at 2.5mm. Finally the pan was polished up using steel wool.

So there you have it – a day's work making something you really don't need but makes your model look great and there is no need to worry about fuel soaked bearers. The fuselage is basically a long cone (carbon/Kevlar and balsa) which joins the pan and a standard F1A boom. I guess it's the challenge of making something a little difficult that's gives satisfaction when you achieve what you imagined.



THE FRENCH CONNECTION

More great shots from the trusty lens of our good French Friend Frederic Nikitenko



Jacques Delcroix



Yves Aubry



Philippe Lapierre



Pierre Marrot



Roger Garrigou

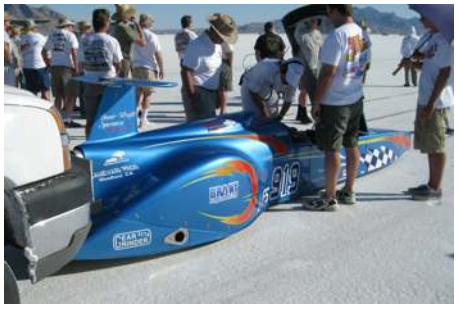


Yves Aubry



Bonneville Beauties

Ex-BFFS member and hobby shop owner Warwick Williams travelled to Bonneville in 2010 to capture shots that brought back memories for me, when as a pre-teenager, I used to love reading the American "*Hot Rod*" magazine. Perhaps you too remember those times?














Warwick's last local creation was a replica of a Maserati 250F. He has now turned his talents to an Offy Indy car replica, powered by a Datsun engine.



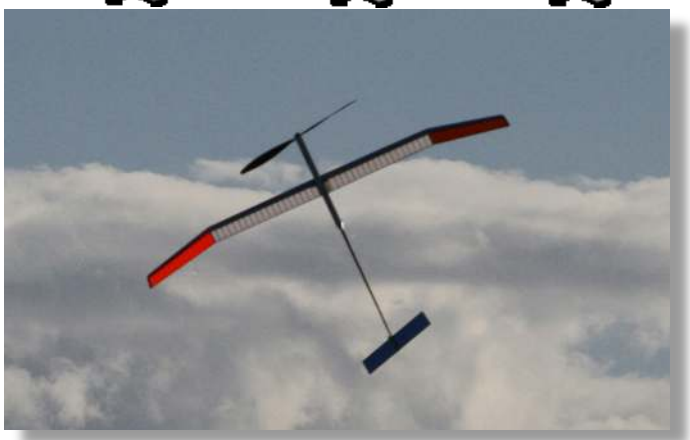



BFFS Spy





Too much of a hurry with the numbers?



Trimmed to stay low in the power burst



Is this John's new retrieval vehicle?



Failure to launch



Innovative BT retrieval system



I'm sure you'll work it out!



Brian crosses to the dark side, and tries not to get wet



The milky way, as seen from Mars

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:

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2014 CALENDAR