The magazine for all those who love Free Flight

The BFFS DIGEST

March 2016



In this issue:

* Fab Feb 2016
* March Fun Fly
* Indoor Darts
* 2016 Flying Calendar
* and The French Connection

2015 - 2016 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:

F1C supremo Roy Summersby launches for Albert Fathers in the North American Cup at Lost Hills in February 2016. Albert had an enjoyable 3 comps, and Roy had an extraordinary 3 comps winning all 3 F1C events.

PRESIDENT'S REPORT



Not much to report from a modelling perspective this early in the year other than an RC motor glider I have built for Dale's Fun Day. Ironically it used to be that RC models and accessories were always available for purchase and FF models were very much a scratch built requirement particularly for competition models. Over the last few years most serious FF modellers are buying state of the art models resulting in less homemade models. Consequently I find myself building sport RC models or the occasional club contest FF model like P20 or E36 rather than FAI FF models. This is all part of a changing world where nothing stays the same including the weather patterns.

As has been the case for a very long time our membership slowly declines due to old age and poor health. Although most of us are now retired there still seems to be limited time available. I suspect aeromodelling as we knew it is slowly coming to an end with changing technologies and the younger generation focused on other forms of enjoyment. So it's a case of enjoying our hobby for as long as we can whenever we can.

2015 had a few interruptions to our program with the aborted FF Nats and some unhelpful weather in the first part of the year. Hopefully this year we will only have a few windy days to work around so if you haven't already it's probably time to start looking at getting things ready or repaired for the 2016 program. Malcolm, Kathy and Albert attended the Fab Feb contest in Lost Hills this year and as usual enjoyed the experience. Thanks also to Malcolm providing with a nicely presented flying calendar for 2016.

Recently we had our first Indoor event for the year with a good attendance. The Delta Dart contest worked out very well with some really good times achieved from the simplest of designs. We gained approval to use Sundays this year to avoid clashes with the school sports program but unfortunately we have since been advised that May, June and July dates have needed to be moved forward one day to the Saturday. Hopefully this doesn't cause too much confusion but check the adjusted program or ring me to check just prior to each event.

I hope to see as many as possible at all our events (outdoor and Indoor) this year.

John Lewis

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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



This year the FAI classes of A, B and C will fly to a 5 round format with a 4 minute first round. B and C have been flying 4 minutes for some time now and, as 4 minutes is attainable by many F1As, I feel we'll see bigger fly-offs, particularly overseas. Having recently returned from Lost Hills I can say the 4 minute first round for F1A works well, as does the 4 sec motor run in F1C. What I can also say is the 5 round format wasn't well received, with nearly all competitors favouring the 7 round format. Two of the World Cup events at Lost Hills were conducted over 7 rounds, as this is permitted. Fly-offs were still big for both the 5 and 7 round competitions.

Locally, the NSWFFS has worked tirelessly to improve the facilities at West Wyalong. The field now has showers, toilets, revamped club rooms and a caravan park! They will be running the 69th FF Nationals in May 2016.

Yes, as our President has reiterated several times last year, the average age of free flighters is increasing. Europe and Asia seem to be the only ones fielding any younger ones. My opinion is that today's youth has such a wide range of attractions they are not settling on anything in particular. Models aren't really that expensive but there are so many ways in which they can now spend their disposable income. Not many are prepared to dedicate the time either, hence the surge in small RC RTF models. Sadly, park flyers and drone racing could be the new face of aeromodelling.

I still enjoy talking to people about free flight as I always have to start with RC and CL, and then differentiate between the three disciplines. They have real trouble appreciating our models fly themselves. Even modern day RC flyers have trouble understanding that the longest part of a FF models flight is the glide phase, as they are so used to flying their models all the way to the ground.

In my opinion, we will only get more into general FF by converting them from RC or CL, or at least giving them the chance to fly in more than one discipline. We must realise our post-war glory days (50s and 60s) happened over half a century ago, and I can't see how we can make a sport flown 1 or 2 hours from the city attractive any more, except to real enthusiasts.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Malcolm,

Sitting at the breakfast table and read the BFFS Digest. You are doing such a great job.

Reading it makes me feel a little sad. I miss Australia and the entire free flight community there a lot. Maybe next year again???

April is always a bad month for me since my business takes part in a huge trade show in Germany, the HMI 2016, and that requires a lot of preparations and work. We see.

I wish you, Kathy and all my Aussie friends a peaceful Christmas and a Happy New Year.

Take care,
Michael Seifert and family MALTA

I have read the December Digest all though and thoroughly enjoyed it – not sure about the 2 .7" propellers on the E20 – they look really small. Must resist adding more classes as we have too many already and our numbers are not increasing to support all the classes. Great cover shot and nice to see Adrian (our club member of the year) involved timing as well.

The color and photos make the whole thing an attractive package as well as an easy read. As they say a picture is worth a thousand words and with the large number of photos it paints a clear picture of the club activities and member's participation. I remember Pieter de Visser saying once "*The club newsletter is the lifeblood of a club*" – I would have to agree with that.
Cheers
John Lewis

Hi Malcolm, Brigitte and I are already looking forward to see Kathy and you again on the flat and hilly sites of Lost Hills. Thank you for the December BFFS Digest. I like looking at the photos and reading the stories - all 25 pages! We wish Kathy and you a Merry Christmas and a healthy 2016, Peter and Brigitte USA

Another masterpiece, thank you Malcolm. Compliments of the season to you. I always enjoy Brian Taylor and his stable of flying machines (and yours, of course). Warwick Williams

Hello Malcolm
Both Magazines are a credit to you. I enjoy the BFFS Digest every time. Keep up the good work
Regards Ron Clydesdale

Hi Malcolm, Congratulations on getting the Digest out the day after the party at Bremner Waters. David Brawn

Hi Malcolm, and thanks once again for a great Digest. I honestly don't know how you manage to keep it up. John French

FAB FEB AT LOST HILLS February 2016



Report by Malcolm Campbell

Kathy and I met Albert and Craig at Brisbane airport and we all flew into LA early Tuesday morning. Kathy and I spent a couple of days in Beverly Hills (as you would), doing some touristy things. Albert had a grand time in Malibu before picking up the RV and departing with Craig for the field on Wednesday.

It was great to enjoy 16 degree days, after the waves of hot weather that had been sweeping across the east and south coast of Australia. We headed north on Thursday, checked into our motel and were at the RV Park on the field in time for "Happy Hour". Fab Feb at Lost Hills has to be the best free flight event on the planet. The field is great, the flying is great and the people are great. People fly to win, but not with the same passion as in a World Champs. They are also there to enjoy themselves. To fly with people from 30 countries with perhaps 10 past world champions among them is a wonderful experience. I really like the flying, but I'd be happy to go there just to watch and catch up with old friends.

FRIDAY: We joined two of the Aus RVs on the field and set out to test all models. The field looked the best for many years with plenty of grass covering the dust, thanks to some decent rain the week before. Southern California is still in the grip of a long drought. There were pockets of modellers spread all over the vast field enjoying the excellent test conditions. I have often heard the overseas visitors get more testing in a week at Lost Hills than they do in a year at home. We had an early Denny's meal with Rob Wallace and Antony Koerbin.

SATURDAY: IKE events and Kiwi Cup for A, B and C It was a beautiful day 3 – 18 deg C and blue sky. The Kiwi Cup was run to the new FAI format of five rounds, with the first being 4 minutes. The two World Cup events that followed later in the week also had the 4 minute first round max, but were flown to seven rounds – and all the competitors liked the extra rounds!

It's a pity so many old time classes are flown concurrently with the FAI events, because the old models look great in the air and there are always big gas ships to admire as they claw their way into the sky. Electric models, rubber models and simple balsa gliders also took up various parts of the field.

F1A 57 flyers- Albert had Palm trouble and had to run with 3½ mins making 4 minutes more difficult. I had a big fail in R3 with 93 secs and Phil dropped two, but we both maxed the first and final 4 minute rounds. Albert was the best of the Aussies. With excellent weather there were 32 in the first fly-off and 22 went on to make 7 minutes with



Kathy watches, Malcolm waits at start of Kiwi Cup



Roy Summersby launches for Albert Fathers

Antony Koerbin one of them. The next fly-off was scheduled for 6.30 am Sunday. This was won by Jama Danier with 8 m 21 s from Per Findahl with Roland Koglot just 4 secs behind Per.

F1B 48 flyers - Vin and Craig flew very well in F1B maxing out but both failed to complete the 7 minute round, finishing just 10 secs apart in 13th and 12th places. Results were decided after one fly-off with 30 of the initial 48 flyers participating. B was convincingly won by Alex Andriukov from Canadian Tony Mathews with Marty Schroedter just 14 secs behind. **CLG** - Kathy and I joined Rob Wallace to fly catapult, with mixed results. By Aus standards my flights were OK but in the US, it's a 2 minute max.

F1C 15 flyers- Roy Summersby signalled his intentions early, maxing out and powering through the 7 minute fly-off by flying for 10 minutes. For this "error", he was made to retrieve his own model. Roy won the second fly-off by 19 secs from Artem Babenko, with Russian champion Larissa Savukhina 14 secs in arrears. Alan Jack had a horror start to the fly-off, first with engine troubles and then an over-run. He was not happy.

After the A/B/C fly-offs, it was back to Denny's for an early tea with the Kiwis, and in bed by 9.30 pm.

SUNDAY: Minis and CLG A similar day to yesterday, with more excellent weather.

F1H is popular at Lost Hills so 18 flyers was not surprising. R1 was "last to ground", to avoid the need for a fly-off. Kathy and I had a few maxes each but my model started to misbehave (again) and I put it away. One day I'll turn up with something that's reliable. Phil had a much better day, making the first fly-off and placing 8th.

F1G is also popular in the USA with 18 contesting and 7 maxing out. With time to the ground in R1, there was just 5 seconds separating the first 4, with Tiffaney O'Dell winning by one second and Peter Brocks and Stepan


Fred Terzian helps the budding CLG beginners


Fantastic launch by Craig Hemsworth


Competitors in Lee Hines' 12" CLG event


Roy Summersby was a "Stand Out" in F1C all week


Beautiful Satellite 1000 didn't last the week



Kathy waits for air in F1H. She flew very well all week.



Enes Pecenkovic's beautiful Super Talon



Plenty of action in Gas classes, but I was too busy

Stefanchuk sharing second place from Blake Jensen 4 seconds behind.

CLG is good to watch at Lost Hills and better to compete in if you have time, or a retrieval bike. On Sunday, Ken Bauer led the way recording 5 two min maxes with his stubby foam and carbon winged model. I recorded one max (2 min), a near max and another pretty reasonable flight, but Kathy struggled to get past the 40s. One of Lee Hines' best CLG wandered into the open door of Phil Ball's car, just as he shut it! He was not happy but the model is now fixed and apparently flying well again.

MONDAY: F1E on Holloway's Hill

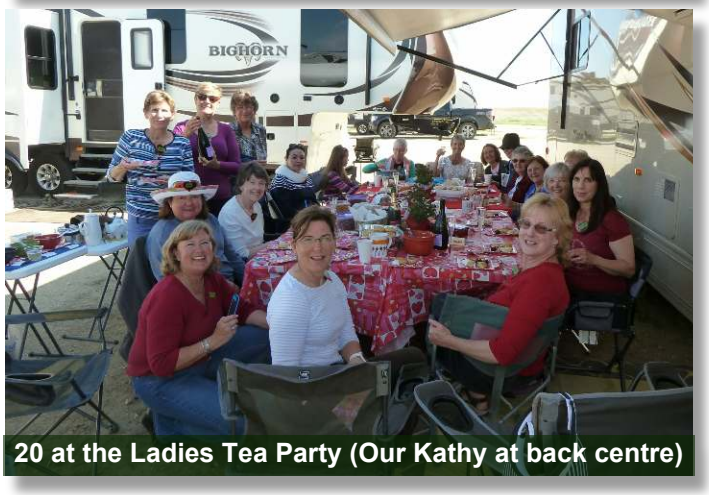
We caught up on the washing and then headed off to Holloway's Hill to watch the Kiwi F1E event. There seemed to be a few more competing this year, 11 in fact, and the light winds tested them, with the first round time reduced to 2m 30s before being set back to 3 minutes for remaining rounds. The Hill attracts spectators from all categories and



F1E was flown on Holloway's Hill near the entrance to the field


With VIT, F1E launches this way (Gorban)


Without VIT, a flat launch is used in F1E



20 at the Ladies Tea Party (Our Kathy at back centre)



Jim Parker holds Ken Bauer's SBT (Slinky Black Thing)

has a certain relaxed fascination. Launch styles vary from floating off after a level launch to a spirited steep launch controlled by a VIT. Peter Brocks had a strangle hold on this event for many years but this was to change. Bob Sifleet won this year from Swiss bothers and busy F1A/F1B flyers Dominik and Christian Andrist.

TUESDAY: Ladies Tea Party (LTP)

Today Kathy went to the LTP, organised for many years by Janna Van Nest. This year it attracted 20 attendees and an overload of food, causing the men to be called in on completion at 4.30 pm to assist in reducing any wastage.

In the morning, Walt Ghio was down on the field with Dick Meyers letting interested parties fly his Voodoo combat wing, with another session planned for Thursday.

WEDNESDAY: North American Cup Another beautiful warm day with blue sky.

F1A 55 flyers - I put into two good practice launches only to stall off the top when it counted and be down in 3m 36s in the 4 minute first round. Maxed rounds 2 – 4 but struck issues in R5 when the stab push-rod jammed and the timer didn't start, getting 53 secs! R6 was also a disaster for me.

All events were shortened by 1 round when models started to land in the orchard, so R6 which became the final round due to increasing winds. Phil maxed out and Albert had his best event for some time, with 5 maxes. Half the entrants contested the fly-off, won by Slovakian Ivan Bezak from Roland Koglot with third place being


91 and still very competitive in F1C - Gil Morris

eventually awarded to Sergey Makarov after an early morning fly-off with Avner Studnik.

F1B 51 flyers - It was great to learn that both Craig and Vin had maxed out in B along with an amazing 39 others. Only three went on to crack 8 minutes with Ukrainian Oleg Kulakovsky winning from USA flyers Ron Felix and Walt Ghio. Craig recorded 26th and Vin 34th. There were some big names well down the order.

F1C 15 flyers - Roy maxed out again along with 10 others, then only 3 made the 9 minute fly-off, these being Roy,

Artem Babenko and Reinhardt Truppe. Reinhardt had done well considering most of his fleet was damaged by baggage handlers, when the end was knocked off his flight box. Airline staff "gently" stuffed it all back in and taped up the damage.

Peter Alnutt and Tony Mathews always put on a good show for "afters", with various champagne brews, salty potato chips, meats and savouries to devour. Some found its way back into Roy's van where the party continued until Roy realised he had an early morning fly-off, so we left them to wash up and headed back to Days Inn.

THURSDAY Practise day and F1E North American Cup

In the early morning F1C fly-off, Roy creamed them with a dominating display to finish over 150 secs clear of Babenko, with Truppe a further 100 secs behind. We met up with Roy later in the morning and it was obvious he'd been drinking the good stuff again. He was exceedingly happy. One comp to go!

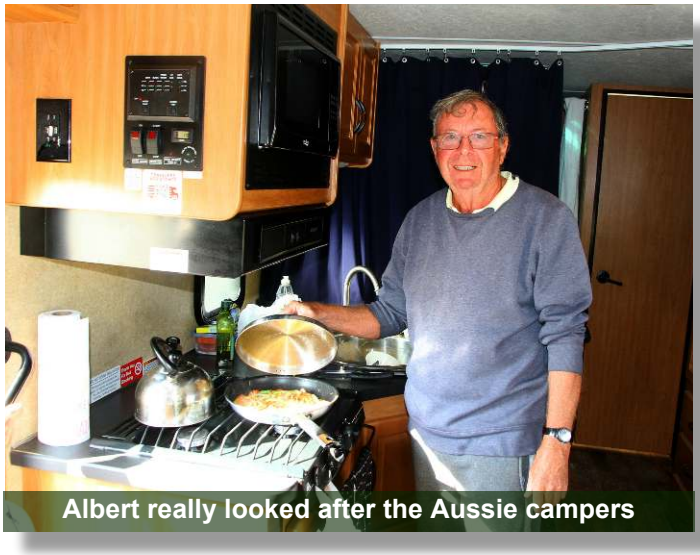
We arrived at the field late to find to find Albert cooking omelettes for the boys, a job he did admirably for the whole week. I think they all needed some food, to counter the effects of the booze. It may just have been the magic ingredient to keep Roy sparking on all four.

Walt Ghio had the Voodoo out again and both Ken Bauer and Craig Hemsworth had some fun on the end of the line. Still no streamers appeared. I then spent 4 hours with two of my models, under the watchful eye of Lee Hines. What little breeze there was came from various directions. At 3pm we registered for Maxmen and then ascended Hollaway's Hill to learn the F1E results, and to help them pack up. We then zipped home for a shower before returning to Phil and Noels with a pizza, boneless chicken wings and wine to compliment Phil's BBQ'ed ribs and salad. It was a lovely meal but we left early to get ready for the next day.

FRIDAY F1A Maxmen 59 entries

Another great day with minimal breeze.

F1A The wind was so calm, I kept my long model out for the first 3 rounds before changing in R4 and doing a terrible launch, for 86 secs (too much "welly"). I adjusted my



Albert really looked after the Aussie campers



Voodoo men - Walt Ghio, Ken Bauer and Craig Hemsworth



Top F1A flyer, Aviv Ballisiano, on his way to 120 m


Jama Danier pioneered this full body launch,


and the technique is spreading

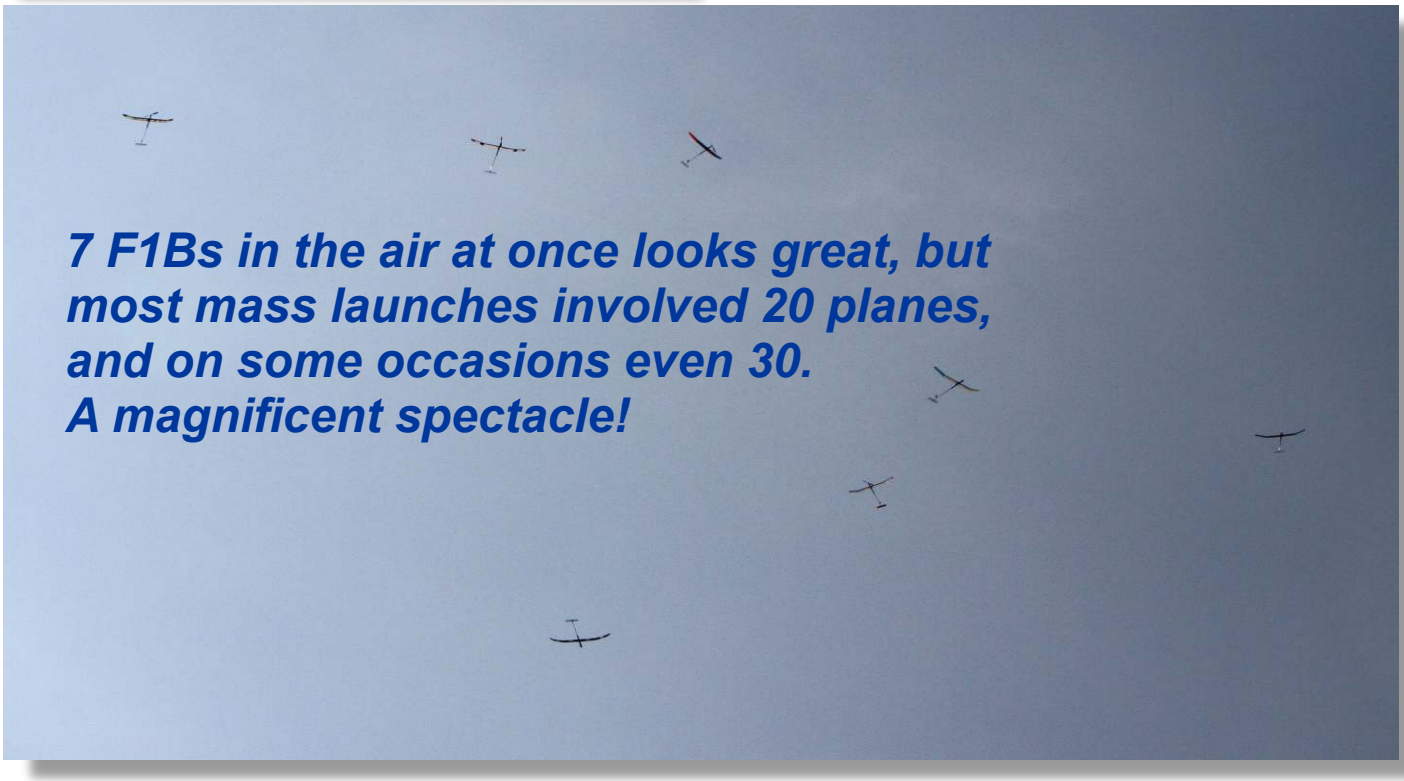

Top Russian F1C flyer, Larissa Savukhina

launch technique and maxed the rest, but the damage had been done. Albert continued to fly well and Phil did the best maxing out. The fly-off was big with 36 in it, and 10 made the 6 minutes. Swiss flyer Christian Andrist gingerly climbed a nearby 30 m quarry hill and creatively launched from there to assist in making the 6 minutes. A 10 min fly-off was held the next morning. 20 secs separated the first 3 places, with Roland Koglot winning from Sergey Makarov and Christian Andrist.

SATURDAY F1B and F1C Maxmen

Another top weather day, with light winds that crested 2 m/sec for the later rounds.

In **F1C** (18 flyers), Roy continued his amazing form, maxing out to join 6 in the fly-off, including Russian lady Larissa Savukhina. Only Babenko joined Roy in the final, as Parker missed the 6 mins by 5 secs. Roy went on to beat Babenko by 38 secs in the two man shoot out, recording a time of 7m 28 s in the early morning fly-off. This was a real reason for celebration – Roy had won every F1C event over a week of tough international competition – a trifecta – and he was the first one ever to do it. This caused



someone who should know to say (in a strong Nordic accent) "*Roy Summersby is the greatest F1C flyer in the world*".

In **F1B** (56 flyers), Craig and Vin started off well but Vin had a disastrous 29 secs in R2, when the rear hammer didn't let go of the tail after VIT and Vin had to hit the button to avoid a crash on the flight line. A worn stop and a slightly wider tail had performed faultlessly all week, until then.

The air on the day was massive, with many clusters of models sharing the same thermal. I counted over 30 in some of my photos. One memorable mass launch occurred when Charlie Jones, at the top of the flight line, bravely launched first to trigger a wild flurry of activity all the way down the line. While many launched when Alex did, Craig and Vin pioneered their own lift and did so very well. With 38 in the first fly-off Craig put up a 4m 39s flight well short of the 6 minute target, finishing a creditable 17th . With 10 still in it, Walt Ghio launched early in great air to convincingly win the second fly-off from Chinese Hong Lu and in form Brit Russell Peers.

SUNDAY The Minis (G, H and J)

Another beautiful day, with a much appreciated 10 am start, caused by two equally important events – Roy Summersby claiming the F1C trifecta after clinching his third F1C win for the week, and then the fairy-tale wedding of Dick and Betty. Dick Myers and Betty Davis had known each other from kindergarten, stayed friends through their married years and reunited their friendship after they lost their partners. Celebrant Janna Van Nest set up a gorgeous outdoor chapel and married them on the field with over 40 watching on. I

F1H had a surprise result further down the order, with Kathy beating Phil, myself and Rob Wallace and was sitting on 4 maxes when 9+ m/sec caused a line shift. It knocked her rhythm and she failed to pick adequate lift in the final round finishing 13th out of 19 flyers, a big number for F1H anywhere. 8 maxed out although only 3 started the second fly-off, convincingly won by Aviv Ballisiano with another Israeli Shmulik Sitton 74 seconds behind. Per Findahl placed 3rd although his model did not enjoy good air.

F1G had 15 entries with an all-male result. Nine made the fly-off with old timer Carrol Allen finishing ahead of Peter Brocks with Blake Jensen 3rd. **F1J** had few entries.

And so ended an absolutely brilliant week of free flight, with the best weather for many years and healthy entries in all major events.

LDAs now dominate F1A results with massive launches around 120 m. Many combatants now emulate Jama Danier, totally disregarding their bodies as they hurl themselves to the ground to gain extra launch height. Flyers seem to have absolute confidence in their trim as they accelerate their models hard, just as they turn the corner, resulting in massive speed as they accelerate towards the launch. LDA flappers are now the flavour although "top shelf" in price and still with a few teething problems.

F1B competition is also very close but with little change to model design. LDA sections and good rubber were the main area of development, making for great height and assuring big fly-off fields.

F1C still has some reliable non-folders but the folders launch higher and now have the glide. Wingspan of a climbing folder is now under a metre, guaranteeing a rapid climb. It's a pity the F1C numbers are down, but they seem to handle the 4 second motor run quite well.

MONDAY Departure day

Albert and Craig had departed the previous afternoon. Phil and Noels would be the last to leave the field on Monday. We had a leisurely drive to Roger Morrell's place where we met up with Antony and Rob. Roger dropped Rob to the airport in the afternoon and Roy and Vin then arrived. Seven of us went to a local restaurant near LAX and we were first to leave, although we knew Vin and Roy's flight left before ours. We dropped off the rental, booked in for the flight and met Albert at the departure gate. The cold I had inherited from various modellers had really kicked in by then and I wasn't feeling well (still pretty ordinary 2 weeks later). Kathy wasn't much better. Well, the flight home was good, although Albert had to wait another day for his flight box because it wasn't loaded.

As I've said before, you don't have to compete at Lost Hills. If you enjoy free flight you will not see better competitions anywhere in the world. Like the Goodwood Revival or the Phillip Island Classic Festival of Motorsport are to car racing fans, Fab Feb is the US way of celebrating free flight. It's a great way to spend a week in the Californian sun in February.



F1A fly-offs at sunset were inspiring



F1A Kiwi Cup

58 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Jama Danier	CAN	240	180	180	180	240	420	501		1941
2	Per Findahl	SWE	240	180	180	180	240	420	465		1905
3	Roland Koglot	SLO	240	180	180	180	240	420	461		1901
11	Antony Koerbin	NZL	240	180	180	180	240	420	394		1834
34	Robert Wallace	NZL	240	168	180	180	240				1008
42	Albert Fathers	AUS	188	180	180	180	237				965
48	Malcolm Campbell	AUS	240	180	93	175	240				928
51	Phil Mitchell	AUS	240	180	180	137	101				838

F1B Kiwi Cup

49 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Alexander Andriukov	USA	240	180	180	180	240	420	441		1881
2	Tony Mathews	CAN	240	180	180	180	240	420	399		1839
3	Marty Schroedter	USA	240	180	180	180	240	420	385		1825
12	Craig Hemsworth	AUS	240	180	180	180	240	344			1364
13	Vin Morgan	AUS	240	180	180	180	240	334			1354

F1C Kiwi Cup

16 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Roy Summersby	AUS	240	180	180	180	240	420	440		1880
2	Artem Babenko	UKR	240	180	180	180	240	420	421		1861
3	Larissa Savukhina	RUS	240	180	180	180	240	420	404		1844

F1H

20 entries

Place	Given Name	Nat	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total
1	Saar Issakov	ISR	271	120	120	120	120	120	240	360	1471
2	Avner Studnik	ISR	211	120	120	120	120	120	240	360	1411
3	Brian Van Nest	USA	205	120	120	120	120	120	240	360	1405
8	Phil Mitchell	AUS	266	120	120	120	120	120	240	53	893
12	Rob Wallace	NZL	148	120	108	120	120	120			588
16	Kathy Burford	AUS	107	107	114	120	120	12			473
17	Malcolm Campbell	AUS	124	120	120	97	41	DNF			378



F1A North American Cup

55 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Ivan Bezak	SVK	240	180	180	180	180	180	0	493		0	1633
2	Roland Koglot	SLO	240	180	180	180	180	180	0	405		0	1545
3	Sergey Makarov	RUS	240	180	180	180	180	180	0	402	466	0	1542
9	Phil Mitchell	AUS	240	180	180	180	180	180	0	358		0	1498
31	Rob Wallace	NZL	240	180	180	180	160	180	0			0	1120
32	Antony Koerbin	NZL	240	180	180	149	180	180	0			0	1109
36	Albert Fathers	AUS	196	180	180	180	180	180	0			0	1096
51	Malcolm Campbell	AUS	216	180	180	180	58	113	0			0	927

F1B North American Cup

51 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Oleg Kulakovsky	UKR	240	180	180	180	180	180	0	529			1669
2	Ron Felix	USA	240	180	180	180	180	180	0	524			1664
3	Walt Ghio	USA	240	180	180	180	180	180	0	487			1627
26	Craig Hemsworth	AUS	240	180	180	180	180	180	0	326			1466
34	Vin Morgan	AUS	240	180	180	180	180	180	0	280			1420
41	Roger Morrell	NZL	240	180	180	180	180	180	0	200			1340

F1C North American Cup

17 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total
1	Roy Summersby	AUS	240	180	180	180	180	180	0	540	384		2064
2	Artem Babenko	UKR	240	180	180	180	180	180	0	540	233		1913
3	Reinhardt Truppe	AUT	240	180	180	180	180	180	0	540	130		1810



F1A Maxmen

59 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	TOTAL
1	Roland Koglot	SLV	240	180	180	180	180	180	180	360	389	2069
2	Sergey Makarov	RUS	240	180	180	180	180	180	180	360	377	2057
3	Christian Andrist	SUI	240	180	180	180	180	180	180	360	367	2047
19	Phil Mitchell	AUS	240	180	180	180	180	180	180	294		1614
24	Antony Koerbin	NZL	240	180	180	180	180	180	180	274		1594
37	Robert Wallace	NZL	240	180	180	178	180	180	180			1318
43	Albert Fathers	AUS	222	180	180	180	155	180	180			1277
49	Malcolm Campbell	AUS	240	180	180	86	180	180	180			1226

F1B Maxmen

56 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	F1	F2	TOTAL
1	Walt Ghio	USA	240	180	180	180	180	180	180	360	352	2032
2	Hong Lu	CHN	240	180	180	180	180	180	180	360	324	2004
3	Russell Peers	GBR	240	180	180	180	180	180	180	360	318	1998
12	Roger Morrell	NZL	240	180	180	180	180	180	180	296		1616
17	Craig Hemsworth	AUS	240	180	180	180	180	180	180	279		1599
51	Vin Morgan	AUS	240	29	180	180	180	180	180			1169

F1C Maxmen

18 entries

Place	Name	Nat	R1	R2	R3	R4	R5	R6	R7	F1	F2	Total
1	Roy Summersby	AUS	240	180	180	180	180	180	180	360	448	2128
2	Artem Babenko	UKR	240	180	180	180	180	180	180	360	410	2090
3	Faust Parker	USA	240	180	180	180	180	180	180	355		1675

F1H Maxmen

19 entries

Place	Name	Nat	R1	R2	R3	R4	R5	F1	F2	TOTAL
1	Aviv Balassiano	ISR	120	120	120	120	120	300	276	1176
2	Shmulik Sitton	ISR	120	120	120	120	120	300	202	1102
3	Per Findahl	SWE	120	120	120	120	120	300	83	983
13	Kathy Burford	AUS	120	120	120	120	80			560
15	Robert Wallace	NZL	120	120	120	120	56			536
17	Phil Mitchell	AUS	120	120	120	104	0			464
18	Malcolm Campbell	AUS	120	93	41	111	0			365

Dale's Fun Fly Day

Coominya
20 March 2016



report by Malcolm Campbell

Forecast weather for Coominya remained windy throughout the lead-up week including Sunday morning but on arrival at 7 am the air was dead calm and buoyant. William Jones was soon trimming their P-20s although only Dale competed (*see missing F1G wings later!*) and Malcolm was testing three refurbished vintage gliders. With winds under 1 m/sec, the Armours were flying their little indoor Delta Dart. Graham Maynard ran up a few motors and tested his F1G but did not compete.

Dale started recording **P-20** times early, expecting the weather to deteriorate, but it didn't. Albert introduced Joanne, Adrian's daughter, to the joys of flying P-20s, and she put in excellent times, with one long walk after a failed DT. John, Ben and Des must have had a late alarm, as they arrived well after 8 am. The ladies were the only ones to max out, with John falling 6 seconds short. Des forgot how many turns to put on his P-20, so he approached his only max cautiously. Brian once again flew his Dad's refurbished Goblin. It was good to see juniors Annika Lewis and Max Armour timing, with Max also competently launched his Dad's A1.

The **2 Minute Class event**, postponed from the blown-out previous weekend, started after the P-20s. There truly was a mixed bag of planes entered, with 3 F1Gs, 3 A1s plus a sole ½A and an E-36. So Malcolm, Kathy and Mark flew A1s, John flew an E-36, William and Joanne flew F1Gs and Des pulled out his Cox-powered Limey. Dale would have also flown except (William) left her wings at home! You only get one warning William; don't do it again!

Joanne's 1st launch was a disaster. Her Dad's hi-tech F1G proved too difficult for her and she hooked it hard



William tests his P-20



Dale launches to tie for first place



Novice Joanne Bryant ties for first - thanks Albert!



Max Armour launches for father Mark

left, breaking a prop blade to retire early. Top marks for effort. William steadily racked up good scores, taking his tracker on each flight, indicating he was getting good distance each time.

The air was tricky with big lift surrounded by big downers. Kathy's first flight was a beauty, gaining great height and nearly landing out of the paddock, just in front of the dam. Mark went up perhaps 15 seconds later picking the edge of the thermal and was down in 80 secs. Malcolm's Aiglet didn't go as high but landed well past the dam and was concealed in long grass until Kathy's eagle eyes located it. Distracted, he hadn't finished installing the tracker. Subsequent flights for Kathy looked good; top of line, good launch and down in 50 and 62 secs. Malcolm had a similar experience – edge of thermal flight and 68 secs, then a better flight only to hit wind shear resulting in a vertical dive mid-flight to half line height and 69 secs.

Des put up one memorable flight, with the little Cox engine powering strongly to the end of the tank, so the 2 min engine run gave Des and son Peter a long retrieve, fortunately tracker assisted. It was found near the road. His remaining flights were with the engine timer on and fortunately the retrievals were less demanding; although he did not put in a third flight. John's little E-36 went up on rails securing an easy second place.

Dale's morning tea was excellent under the club shade tent, thoughtfully brought along by Des, with lots of healthy food and a small quantity of chocolate coated things for the sweet toothed brigade. Seventeen hungry souls made short work of the food. The Goody Bags, always eagerly awaited, did not disappoint. Dale always includes useful things.



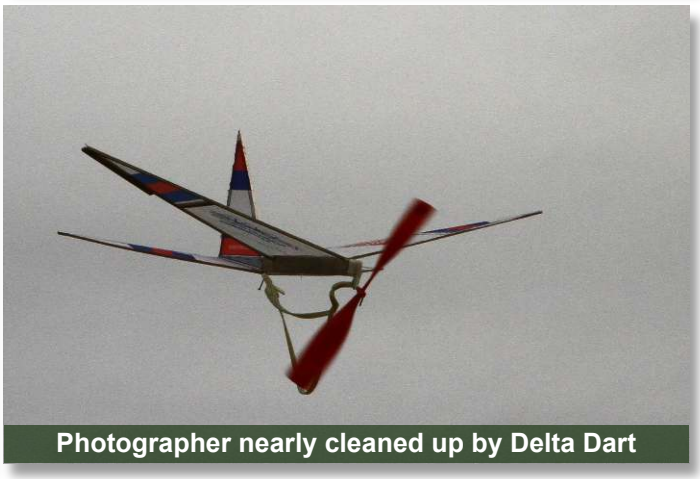
Joanne's first F1G launch - note eyes shut!



Looks like one of my golfing shots. Exit one F1G.



Des is supposed to look bushed after this retrieve



Photographer nearly cleaned up by Delta Dart



The hungry hordes about to commence grazing



A nice spot to relax on a humid day

We were so lucky with the weather, proving that forecasts can be wrong. Flying from the dried up lagoon area, the grass was short and green but, for those like me, Kathy and Des with long retrieves, the ground under-foot was lumpy, and we all came home with sore feet.

Humidity was the only thing that sapped energy and I'm sure those who had long retrieves would have been glad to get home. I was, because the F1 GP was televised in the afternoon, and it was a cracker!


Mark Armour on a test flight

P-20

Pos	Name	F1	F2	F3	Total
1	Dale Jones	60	60	60	180
2	Joanne Bryant	60	60	60	180
3	John Lewis	54	60	60	174
4	Des Slattery	46	50	60	156
5	Brian Taylor	31	39	41	111

2 Minute Class

Pos	Name	Class	F1	F2	F3	Total
1	William Jones	F1G	120	112	112	344
2	John Lewis	E-36	85	101	120	306
3	Malcolm Campbell	A1	120	68	69	257
4	Kathy Burford	A1	120	50	62	232
5	Des Slattery	½ A	57	120	dnf	177
6	Mark Armour	A1	76	60	25	161
7	Joanne Bryant	F1G	0	dnf		
8	Dale Jones	F1G	dnf	***No wings William!***		


Seen 2 km from our flying field *John Lewis photo*

The Dark Side of the Fun Day

Dark Side Enthusiasts (DSEs) took up one side of the paddock, with John and Ben flying their new motorised gliders. Larry Brownlow had an older style powered glider, a couple of high wing sports models and a Mustang. Des and Peter flew a couple of bipes and Des shared around his OT powered Black Magic. Only downside to the DSE's flying is they occasionally held up the A1 towline launches.



Team Slattery had a ball with their sports RC



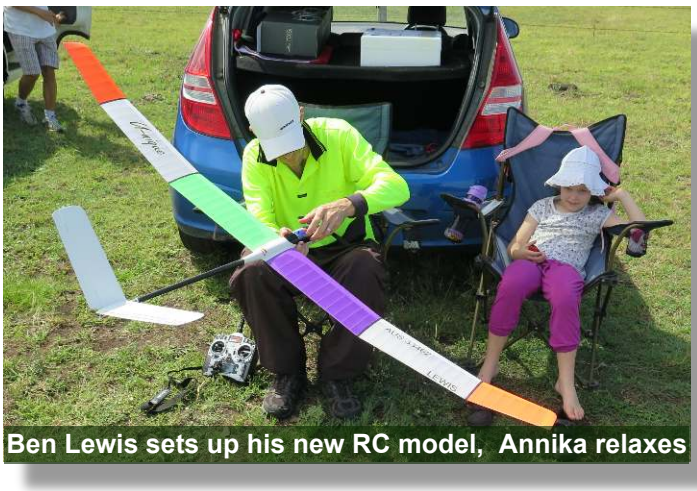
Des sees the funny side of a focused William



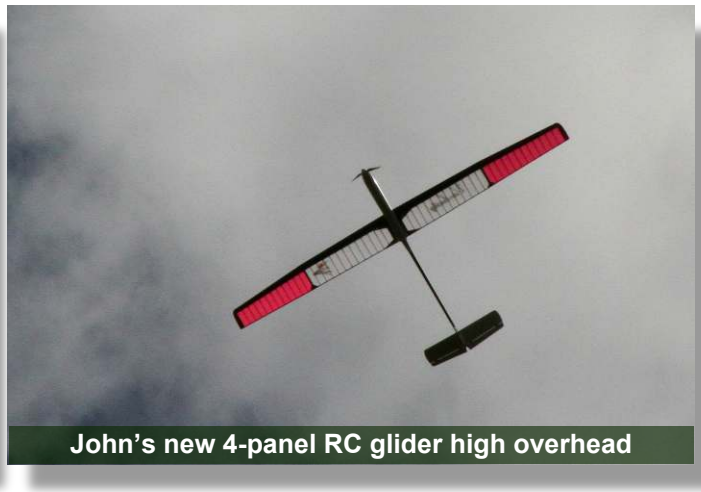
OT powered Black Magic did many circuits



Peter Slattery's little bipe was hyperactive



Ben Lewis sets up his new RC model, Annika relaxes



John's new 4-panel RC glider high overhead



The first BFFS event for the year was held in the State High Sports hall as in previous years but for the first time on a Sunday. Unfortunately a small group of Basketball players had also booked the hall for Sunday afternoons so we dropped the centre net and operated with half the hall. This was not really a problem for most of the Delta Dart models that, in the main, flew in tight circles.

John Lewis got away to an early good start with a new model that flew well with no prior trimming. John's first two flights were promising but as the afternoon wore on his scores declined. Ron Munden was also performing well with a slightly moth eaten tail plane scoring around one minute flights. Brian Taylor improved as the day wore on but was unable to get to John or Ron's scores.

Larry Brownlow made a slow start trying to get his model to turn right. After a suggestion to trim his model to fly in left hand circles the model made a dramatic improvement to score a couple of 70 second flights to easily win the contest. Both Ben and Annika were flying slightly heavier models that quickly climbed to the roof but were unable to threaten the top three place getters.


Larry Brownlow winds the winning Delta Dart


Ben Lewis increases the height of the hall!

Following the Delta Dart contest we had a mass launch with John Lewis being the last one down. It would seem the ease of construction and general flying of these models provides for a lot of fun and bodes well for the future of this class.

Ben made a Tutor for his daughter Annika (a class the late Ron Morrison tried to promote) that, after some initial trimming difficulties, flew exceptionally well.

The basketball players seemed quite fascinated with the Delta Darts particularly one guy who happens to be my next-door neighbor! A couple of days later I provided him with materials to build a couple of models so hopefully we will see him along at Indoor on future days.

John Taylor helped out as usual timing flights and taking some photos. So we had a good start to the year with 5 more Indoor days left on the calendar. Mark them in your diary and come along. I was contacted by the school with a request to shift our May, June and July Sundays back to Saturday. As far as I know April and August are still OK for the published Sunday dates.



Darts in dangerous territory



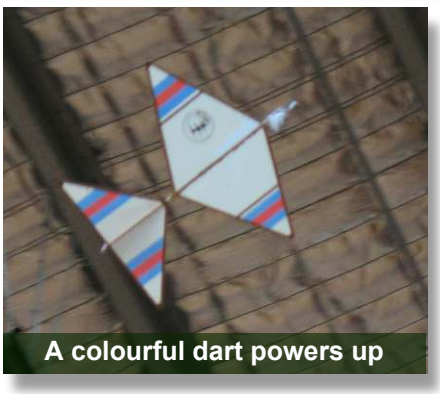
Big blades and nets made for a tricky day



Ben winds Annika's Bostonian



The BFFS Darts Team - Brian, Ron, Larry, John, Ben and Annika



A colourful dart powers up

Name	R1	R2	R3	R4	R5	R6	Total
Larry Brownlow	11	5	73	55	70		143
John Lewis	68	68	57	66	59	50	136
Ron Munden	46	61	52	41	63	54	124
Brian Taylor	21	34	46	47	46	53	100
Ben Lewis	29	36	44	39	26	45	89
Annika Lewis	17	19	40	38	42	43	85

EIGHTEEN YEARS AGO

Or 12 months after returning to aeromodelling

by Malcolm Campbell

I dug this article from the archives. My first contact with aeromodelling was over the 1959 – 1962 period. In those days, I flew predominantly control line with my brother John, John Lewis, Van Richards-Smith and the late Ron Chernich. My brother, John Lewis and I were also known for releasing roughly built FF models from our backyard and tracking them on push bikes. In 1998, I returned to this great hobby after a 35 year absence, and have since stayed involved. This story covers the first 12 months of my return. Sadly, a few of the modellers mentioned have caught their last big thermals.



2000: Malcolm with Jan Thomas and Des Slattery



2000: Malcolm with his P-30 at Nowra

It's hard to believe that 12 months have elapsed, but it was 31 August 1997 that I started to lay out the body panels for my Vic Smeed Madcap – my first free-flight model in 35 years.

A lot of water has passed under the bridge since then, and I have at last found an absorbing hobby and a great bunch of friends. How many hobbies can boast that most members each have over 30 years experience?

In the last year, I think I have built one model a month – even my wife is now saying, "*Why don't you go out and fly them instead of building more, we don't have enough room to store them*". Sound familiar?

Since the Madcap, there have been in chronological order, a P30, a Kiel Kraft Senator, another P30, copious Hanger Rats and HLGs, a Pink Elephant, a Coupe and now a Seraph nearly completed. Really keen to try a 300 foot line!

There are many flyers to model on – Col Somers for his absolute calm under pressure, Des Slattery for his enthusiasm and dedication, Howard Gostelow for his rascally fun on the field (fill it up, leave the muffler at home and who needs a DT?), John Lewis for across the board skills to win any class, Larry Brownlow for precision in Scale and giving Alan Thomas a hard time in the "fly out of sight" classes and Peter Nash for a professional approach to the really hard classes. In fact, the list doesn't end there.

The learning curve has been steep and, with each model, I try to lift my standard. Newcomer Mark Armour has introduced a benchmark with his second model, but there are many in the club that have a very keen eye for detail. John Lewis has been very skilful in suggesting the models to build and each one is (cunningly) more difficult than the last – a good teacher. But Big Bill Thomas wants me to try Scale – seems too hard at the moment, although they usually don't need DTs!

Thermals are an even greater challenge. Can't grow a beard like Col's so I can't use his effective detection method. Whether it's the long pony tail or an old head on young shoulders, but Ben Lewis seems the one to scab off. And of course father John Lewis seems to find them even when they're not there!

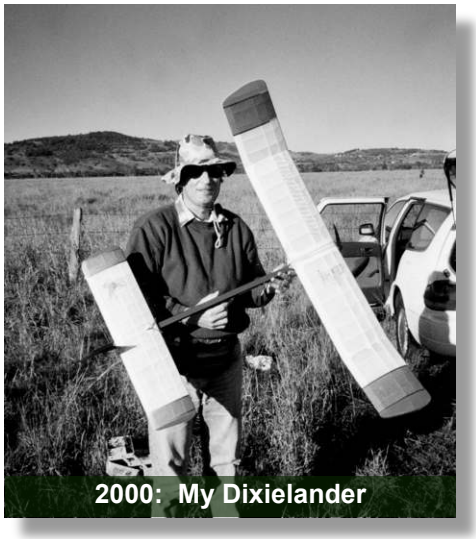
Rules I have learnt:

- Don't build two left halves of the same model – unless you intend to build two planes
- Plans twist when photocopied, so don't pin down without your trusty straight edge
- Straight planes fly best, and sheet balsa isn't always straight

- Keep everything – one day it will be useful
- Buy lots of snazzy tools for the model bench, but make sure they can be occasionally used to fix household problems – and then advertise the fact
- Cyno sticks to anything, except the joint you're wanting it to join. It seems best at gluing two fingers together, but it is also great at gluing fingers to and through delicate structures. Brian Taylor, never fear, I am too clumsy to challenge your ultra-light world of Indoor Scale, EZBs and P18s!
- I'm very keen on using aliphatic resin, but the Dude reckons it goes soggy in water, so with him, Dessy and Ron Munden swimming the Lowood River this year, I've pulled back a bit on its use to once again sniff the vapors of C23.
- Inkjet printers make wonderful labels on Jap tissue, but don't spray water on them until they are doped firmly on!
- No sanding block is long enough to fix rough work.
- Measure twice and cut once

And on competitions:

- Winning is great, but having fun while competing is even better
- Scrambles are real fun, but I MUST get fit before the next one, because I wore out Dessy in the last 60 minute one, and 30 minutes on my own seemed an eternity.
- My best times to date have been watching the sun gleaming through my A2 wings at 800 feet at Dubbo and again at Fernvale. To quote the Dude when following our unisex P30s circling in unison at 500 feet, "*It doesn't get much better than this*".
- Dubbo was such great fun, it's tough to think we have to wait another seven months to the next AFFS Champs
- The Nationals at Toowoomba and Oakey will be a real highlight –



2000: My Dixielander

and a great chance for BFFS members to repeat the Dubbo result

Well, I hope I haven't taken up too much space Col (*Col was the newsletter editor of the day*), and it wasn't meant as boasting on any achievement to date, it's just that I felt like penning an article to highlight my enthusiasm for such a great hobby.

Malcolm Campbell from 18 years ago!



Kathy Burford at full stretch at Lost Hills 2016



Kathy launches for Malcolm at Fab Feb 2016



E-36 is popular in the USA



THE FRENCH CONNECTION

Photos courtesy of Frederic Nikitenko

RUBBER DAY AT VIABON, FRANCE IN MARCH 2016

Modern Coupes


Ceres F1G


F1G winner, Emilie Thizon


Gavin Manion's F1G

Low Wing Coupes


Gerard Ambroso's F1G


Mike Woodhouse's F1G

Battered Coupes


Peter Tolhurst's F1G

Old Coupes


Aubry's old coupe


Peter Tolhurst's old coupe


Gavin Manion's old coupe

P-30s


Mike Woodhouse's P-30

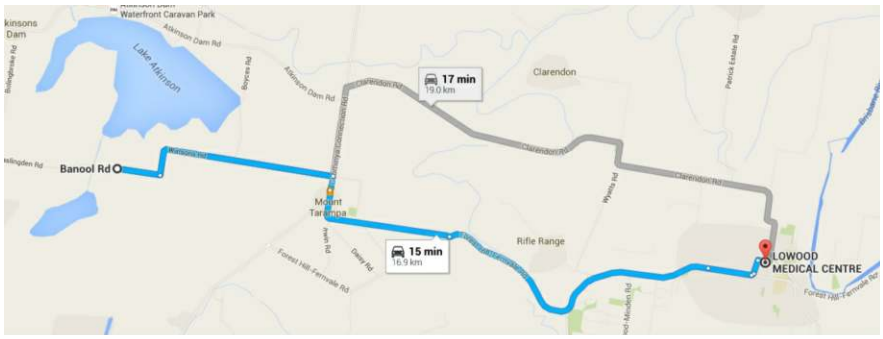

Michael Rigault's P-30

Junior P-30


Youngest competitor in P-30

EMERGENCY DIRECTIONS





LOWOOD MEDICAL CENTRE
8 Michel St, Lowood
Phone: 07 5426 1560



EMERGENCY LOCATION ADVICE
Phone 000
BFFS Flying Field Coominya

We are on a large open paddock. Entry is via a gate on left hand side of Banool Road, if you are travelling west. ***(Banool Rd comes off Watsons Road that comes off the Coominya - Esk Rd.)***

GSP coordinates of the gate are:
-27.445664, 152.438099 from GOOGLE, or
27º 26' 44.4" South 152º 26' 17.2" East

My name is: _____

And my mobile is:





Big Gas ships at Lost Hills Feb 2016



CLG beginners and mentors at Lost Hills Feb 2016



Super shot!

When I worked at BMP, the Head of Television commuted in from Brighton every day.
He started reading The Exorcist on the train.
He said he thought it was the most evil book he'd ever read.
In fact, he said it was so evil he couldn't finish it.
So, at the weekend, he went to the end of Brighton pier and threw it as far as he could.
So I went to the bookshop.
I bought another copy.
Then I ran it under the tap.
And left it in his desk drawer.
For him to find.

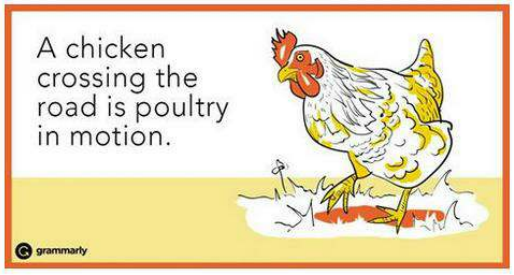


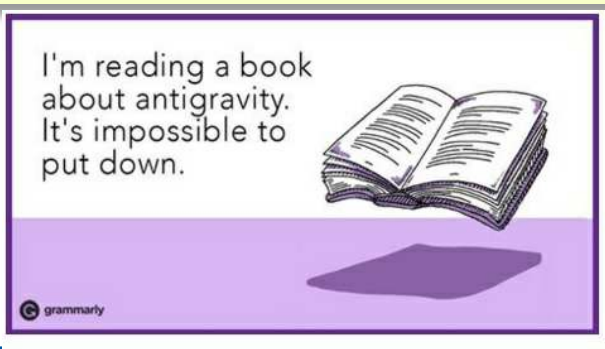
Seven wheelchair athletes have been banned from the Para-Olympics after they tested positive for WD40.

A boy asks his granny, *"Have you seen my pills, they were labelled LSD?"*
Granny replies, *"Bugger your pills, have you seen the dragons in the kitchen?"*

I decided to change calling the toilet the John and renamed it the Jim. I feel so much better saying I went to the Jim this morning.

I changed my car horn to the sound of a machine gun. People move out of the way much faster now!







BFFS Spy





1993 World Champs at Lost Hills- Jon Fletcher, Pieter and Julie de Visser with Jan and Dave Thomas

BRISBANE FREE FLIGHT SOCIETY

MONTH	DATE	START	EVENT	LOCATION
January	Sat 30th	*12pm - 4pm*	Club meeting plus "show and tell"	John's place
March	Sun 6th	*3pm - 6pm*	**Indoor** Delta Dart Club Event	BSHS
	Sun13th	*7am - 2pm*	2 Minute class models (all in 3 flights)	Coominya
	Sun 20th	*7am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
April	Sat 2nd	*7am - 12pm*	F1C (2014 rules – 5 flights) State Champs	Dalby
		1pm - 4pm	Open Power (3 flights) State Champs	
	Sun 3rd	*7am - 12pm*	F1J (5 flights) State Champs	Dalby
	Fri 8th – Thu 14th		Dave Anderson Memorial and AFFS Champs	Narrandera
	Sat 16th – Sun 17th		Southern Cross Cup	West Wyalong
	Sun 24th	*3pm - 6pm*	**Indoor** HLG/Catapult State Champs	BSHS
May	Sun 1st	*7am - 2pm*	Scale, HLG and CLG State Champs	Coominya
	Sat 14th	*7am - 12pm*	F1A State Champs (5 rounds)	Dalby
	Sun 15th	*7am - 12pm*	F1B State Champs (5 rounds)	Dalby
	Sat 28th	*3pm - 6pm*	**Indoor** F1L (EZB) State Champs	BSHS
	Sun 29th	*7am - 2pm*	F1G (5 flights) State Champs	Coominya
June	Sun 5th	*8am - 2pm*	P30 State Champs (3 flights)	Coominya
	Sat 11th	*3pm - 6pm*	**Indoor** Hanger Rat State Champs	BSHS
	Sun 19th	*8am - 2pm*	A1 Sailplane and E36 (both 3 flights)	Coominya
	Sat 25th	*12 - 4pm*	AGM plus "Show and Tell"	John's place
July	Sun 3rd	*8am - 2pm*	100gm Coupe (3 flights)	Coominya
	Sat 9th	*3pm - 6pm*	**Indoor** P18 (club sponsored) State Champs	BSHS
	Sun 17th	*8am - 2pm*	F1H State Champs (5 flights)	Coominya
	Sun 24th	*8am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
August	Sun 7th	*8am - 2pm*	Combined % (3 flights)	Coominya
	Sun 21st	*8am - 2pm*	Col's Comb Vintage (3 flights)	Coominya
	Sun 28th	*3pm - 6pm*	**Indoor** Peanut Scale State Champs	BSHS
September	Sun 11th	*8am - 2pm*	Frog, KKK and Vic Smeed Rally (each 3 flights)	Coominya
	Thu 15th	*7am - 12pm*	F1A & F1C Team Selection Trial (5 rounds)	Dalby
	Fri 16th	*7am - 12pm*	F1B Team Selection Trial (5 rounds)	Dalby
	Sat 17th	*7am - 9am*	LSq/100 (3 flights)	Dalby
		9am - 1pm	Open Rubber (3 flights)	
	Sun 18th	*7am - 12pm*	No Frills Wakefield (5 flights)	Dalby
October	Sun 9th	*7am - 2pm*	BFFS Mini Power and E36 (both 3 flights)	Coominya
	Sun 23rd	*7am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
November	Sun 6th	*7am - 2pm*	QDP (3 flights) + ½ hour Walking Scramble	Coominya
	Sun 13th	*7am - 2pm*	General Flying and Reserve day	Coominya
	Sat 19th	*12noon-4pm*	BFFS Xmas Party	Bremer Waters

CONTACTS:

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- Malcolm Campbell 07 3278 7164
- Albert Fathers 0755 343490

2016 FREE FLIGHT CALENDAR Ver 3