The magazine for all those who love Free Flight

The BFFS DIGEST

June 2016



In this bumper issue:

* *The Dave Anderson Memorial, AFFS Champs and SCC*
* *F1C, F1J and Open Power State Champs*
* *HLG, CLG, TLG and Scale State Champs*
* *F1A and F1B State Champs*
* *69th Free Flight Nationals*
* *Indoor F1N and F1L State Champs*
* *2016 Flying Calendar*

2015 - 2016 Management Committee

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Vice-President	Des Slattery
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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:

William Jones who has flown just about everything in BFFS competitions is one of our best rubber flyers. P20s are a cute little class with a 60 sec max that is easy to achieve. Fly-offs are common place, and they only need 4 gm of rubber!

PRESIDENT'S REPORT



After a good start to this year's flying season with Dalby turning on great weather for our Power, F1A and B State Champs we have recently been plagued with extreme weather forcing the postponement of some local contests. F1G will now be held on Sunday 26th June and P30 will be held on 3rd July in conjunction with the club 100gm coupe contest - weather permitting. We were able to hold two indoor events (F1L and Hanger Rat) over the last couple weeks with attendance down to 3 in F1L but a good role up for our Hanger Rat State Champs. Unfortunately I didn't get these reports finished in time for this newsletter but they will be available for your reading pleasure in the next edition.

Also over the last few weeks the FF Nationals were held in West Wyalong with Malcolm, Kathy and Albert attending. There is a full coverage including some great photos in this month's edition.

During my working years I looked forward to retirement with the expectation of increased building and flying opportunities only to discover there seems to be less time for both. There always seems a birthday party to attend or something to do with the grandkids as well as travelling etc. The decline in the number of hobby shops perhaps reflects the decreased demand for building materials with pre made models becoming more available and performing exceptionally well. No doubt on line shopping has also had a large effect.

A few club members are feeling the effects of old age and installing RC units to reduce the physical aspect of our hobby but are still attending most of the flying opportunities provided on the calendar. Dale's club days provide a good opportunity for a diversity of model flying and seem to be more popular as time goes on. Years ago we had trouble maintaining interest in fun days so it may be we were too young and foolish then or perhaps its Dale's catering and goodie bags that have made the difference.

Our AGM will be held 25th June so, regardless of the weather, we can talk about our favourite hobby. Don't forget to bring along your latest project for the show and tell.

John Lewis

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LOST! William Jones' rubber stripper. Have you seen it? He wants it back so he can do some more stripping. Phone William on 07 3345 7828 or email weldwell@ultrafast.com.au

Been trying to mail me? I changed address last June. My new details are:

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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



Albert, Graham, Kathy and I attended the two World Cup events at Narrandera in April. Kathy and I stayed on for the third World Cup event at West Wyalong. The Dave Anderson Memorial, the AFFS Champs and the Southern Cross Cup were all very enjoyable competitions, and the opportunity to compete with top class flyers and to socialise afterwards made the trip very worthwhile.

Both fields were in good condition and the weather, although quite reasonable, tested us at times. The breeze always seemed to die down as we were packing up at Narrandera! With FAI events now all flown to a 5 round format, packing up by lunch-time is now possible, and I think it was appreciated. Temperatures seemed a bit above normal and we only had a few spits of rain on one of the F1A days. It was great to see so many competing in F1C and F1J; these two classes seem to be enjoying increasing interest.

Another trip south for the 69th Nationals by Albert and Elly, and Kathy and it went well for us. The West Wyalong field acquitted itself well. We even flew a few events from the RC field. This property is really showing us its virtues and continues to improve. The amount of development and refurbishment of the clubhouse and camping facilities is a credit to the NSWFFS.

Club events this last quarter have been a lot of fun for those who attended. Weather has been kind most of the time, and we've been able to conduct comps on Coominya's top paddock when the winds have been very light. Those who ventured south in April and May have missed some local competition but it's hard to be everywhere. Once again, the BFFS has significant representation on the AFFS committee, with Graham voted back in as President, Albert as Treasurer and yours truly as Free Flight Down Under (FFDU) Editor. Sadly we have only a handful of members now belonging to the AFFS and it would be satisfying if we had a few more. Please think about it. It is a way of supporting Australian free flight for just $30 pa, and it also means you get 4 copies per year of FFDU which I'm told is an excellent world-class free flight newsletter.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

I do so much enjoy the BFFS Digest that you produce, although I have not been involved in flying models for many years I still identify with you and your members in a way I find difficult to quantify. I suppose looking through rose coloured glasses perhaps but I have very fond memories of my years in the sport as I am sure you do. You are doing a very good job and I hope you keep on with it, and I look forward to every issue.

Best Regards, Ron Pommerel

I had a quick look at the new newsletter - looks good and I will read it in detail from cover to cover. I read the report on Dale's fun day to read the final report - well written as usual capturing the day and activities with a good selection of photos. I liked the way you divided the FF and RC - less confusing than mixing the two together. Also a good selection of Delta Dart photos.
Must admit I would like an Oliver Tiger too but don't know what for - Des' Black Magic sounded great overhead.
John Lewis

Excellent as usual Malcolm. A big thanks from all the club for your great effort in putting out such an excellent mag.
Dale

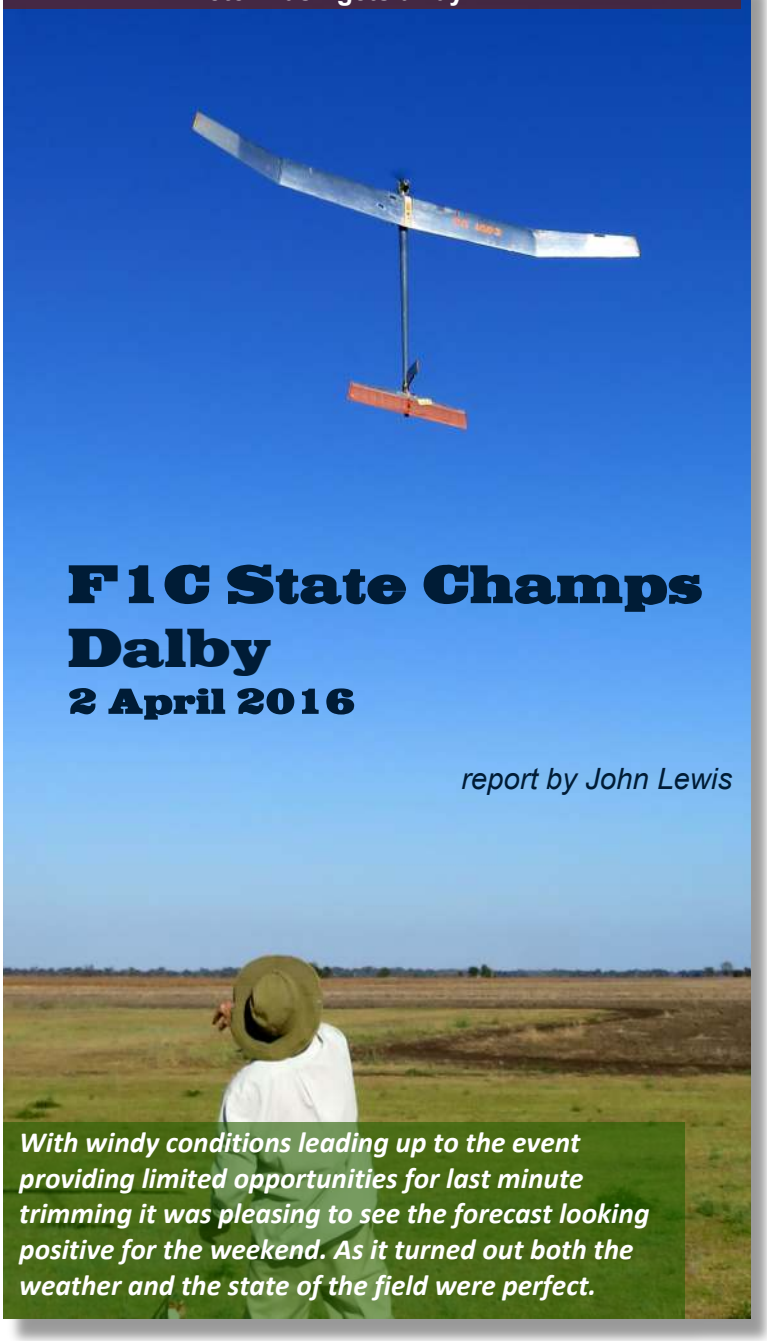
Thanks Malcolm. Very enjoyable.
Antony Koerbin (NZ)

I did (enjoy it)! Another amazing effort!

Regards 007

Thanks Malcolm. Got it this time and a damn fine read it was too. All the best Rob Wallace (NZ)

Peter Nash gets away in F1C



F1C State Champs Dalby

2 April 2016

report by John Lewis

With windy conditions leading up to the event providing limited opportunities for last minute trimming it was pleasing to see the forecast looking positive for the weekend. As it turned out both the weather and the state of the field were perfect.



John Lewis launches his balsa F1C, Julie times



Peter dominated Saturday



Ron Munden experienced terminal problems

Disappointingly there were only 3 competitors this year in F1C to take advantage of the conditions however power events in Queensland have never been well supported. John Taylor supplied the FAI fuel for the event, which was used to good effect.

The event started on time at 7am (easy to do when accommodation is only 5 minutes from the field). Peter was away first to score an easy convincing max. John flew next but gained insufficient height from an engine run of just over 3 seconds to sub max. Ron's model was clearly out of trim with a tight glide circle coupled with a stall. Ron's trim changes cured the tight turn but made the stall worse resulting in the model being damaged on landing. Ron's second model also seemed over elevated and also suffered a broken wing on impact.

Both Peter and John completed their 5 flights without incident with Peter finishing with a full-house score. John managed one max but was clearly outclassed by the performance of Peter's model. The air was nice and buoyant for the first few flights but as the day wore on the

warm still conditions provided plenty of holes for models to virtually drop out of the sky. A few of the Dalby club members came along to watch with Andrew Liddle taking photos while Julie and Sheila helped out with time keeping.

The morning was dead calm resulting in short retrieves. Due to the lack of crops etc models were clearly visible on the ground and often close to the launching grassed area. Although it was an easy event to fly it was very warm for April at 32 degrees late in the morning. Due to the small numbers Andrew prepared a light lunch with tasty sandwiches rather than the normal hot lunch providing us with a welcome relief to get out of the sun for a break.



Ron Munden launches in F1C

F1C RESULTS

Name	1	2	3	4	5	Total
Peter Nash	180	180	180	180	180	900
John Lewis	121	134	180	110	70	615
Ron Munden	39	33	-	-	-	72

Open Power State Champs Dalby

2 April 2016



report by John Lewis



Peter Nash again, this time in Open Power

There was a slight breeze evident for the **Open Power** event that would take models over the Dalby clubhouse so we changed our launch site to a position in front of the pit area. This allowed for setting up and for the timekeepers to operate under shade – a good move considering the heat.

Peter flew another F1C model (non foil covered), John flew the same F1C he used in the F1C contest and Ron flew his trusty Dixielander. Peter was away first managing an impressive flight to faze the opposition. John found a nice piece of sink after gaining good height on the climb while Ron's normally reliable Dixielander was a bit out of trim and also sub maxed. John got distracted talking while setting the timer and failed to connect his DT line and as a result DTed at the top of a good power climb to be down in less than 40 seconds. Peter's first flight had gained considerable height in good air resulting in a half a k retrieve however his second flight went probably twice as far picking up some high level drift.

With neither John nor Ron being able to reach Peter's score from his two maxes Peter elected to retire and save his legs for the following day. John's 3rd flight, although an improvement, couldn't get close to the three-minute max. Ron now had a real chance to gain second spot and got good height and reasonable air. As the flight progressed Ron was looking good even though the model was on the way down when it prematurely DTed leaving John in second spot.

Peter did some testing with his F1J later in the afternoon while we sat under the shade of the trees cleaning up and packing way our models. Andrew Liddle organized us a table at the Country Club Hotel in town as the Dalby Leagues Club where we had dinner on the Friday night was booked out for a wedding. I would have to say it was one of the best meals I have had. The venue was centrally placed which meant most of us walked, leaving our cars at our accommodation. All in all a very enjoyable day and evening.

OPEN POWER RESULTS

Name	1	2	3	Total
Peter Nash	180	180	-	360
John Lewis	94	39	109	242
Ron Munden	85	47	71	203

F1J State Champs Dalby

3 April 2016

report by John Lewis



And yes, it's Peter Nash again, this time not so lucky in F1J

After two convincing wins and his impressive **F1J** testing from the previous day, it seemed like a foregone conclusion Peter Nash would continue to only score maxes. Peter started his motor but it just didn't sound convincing and with an off-tune short run he was down well under a max. John had been having problems over the last couple of years with engine tuning. This year John's engine behaved perfectly producing a good vertical climb and an easy max to get away to a good start. By comparison Ron's engine was failing to peak and losing considerable RPM once the glow plug lead was disconnected. Ron's first attempt ended when his motor died in the climb and the model dropped the nose to land still on the grassed launching area. Fortunately there was no model damage.

Peter's second flight resulted in two over runs and a zero score when the motor ran on after the cut off activated. Peter used some of John's fresh fuel to make his remaining flights but it was then a hard ask to make up the lost time from a zero round. John made 3 easy maxes but then found sink on his last two flights. Meanwhile Peter was improving but failed to make up the difference in time and took second spot.

Andrew Liddle had made some scones Sunday morning, which he brought out for morning tea. After a leisurely break Ron persisted with his F1J motor trying some of John's fuel but eventually elected to sort out the problem at home. After packing up and chatting with some of the Dalby club members till after lunch time there was still no wind, however, on Monday both in Brisbane and the Dalby Willyweather site, it looked virtually un-flyable.

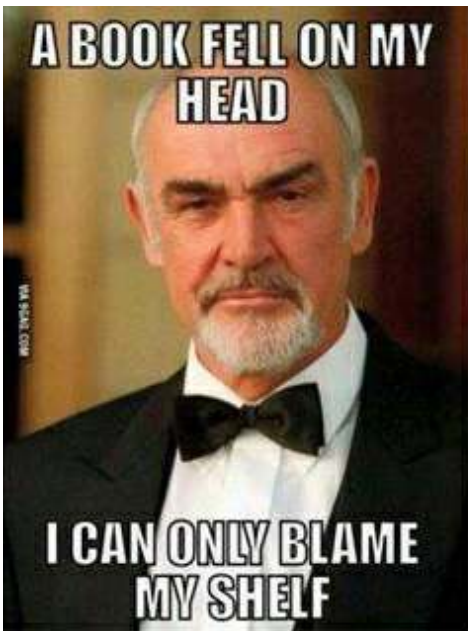
All in all a great weekend away and home in time to fill up the tank and wash the car. I think we all suffered a bit from a lack of testing or as they say *"The more I practice – the luckier I get "* needs to be looked at before our next power weekend.

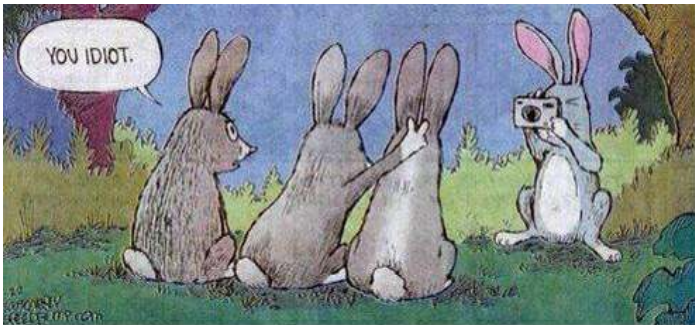
F1J RESULTS

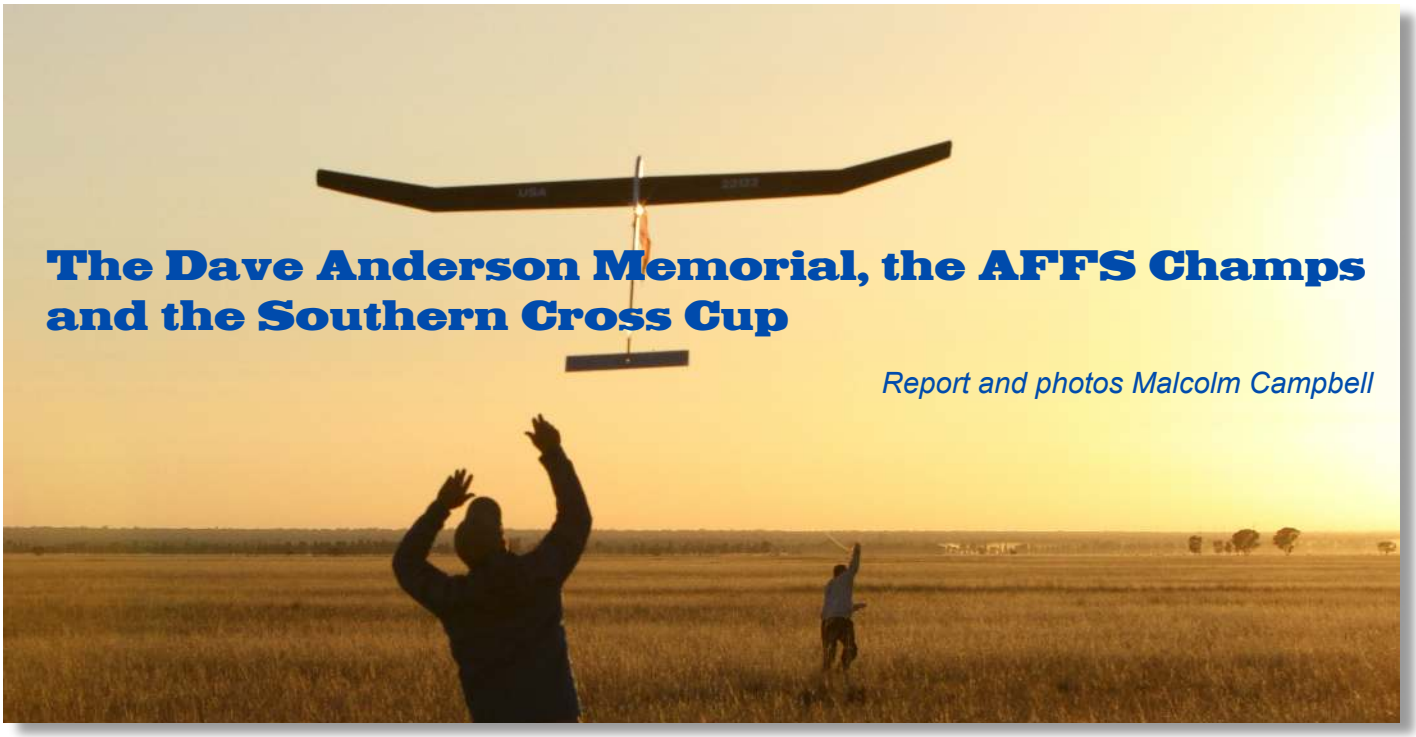
Name	1	2	3	4	5	Total
John Lewis	120	120	120	70	64	494
Peter Nash	87	-	104	120	110	421
Ron Munden	7	-	-	-	-	7











The Dave Anderson Memorial, the AFFS Champs and the Southern Cross Cup

Report and photos Malcolm Campbell

You'll see a full report of the David Anderson Memorial, the AFFS Champs and the Southern Cross Cup in the national free flight newsletter, "*Free Flight Down Under*". Australian flyers interested in free flight should subscribe to the AFFS and get the electronic version; it's only $30 pa to belong, and the newsletter is said to be an excellent read. More importantly, it helps support our national free flight body.

On to the flying - this year, there were three World Cup competitions so competitors from across the world attended. They came from Indonesia, New Zealand, China and America and thoroughly enjoyed the experience. I believe the numbers coming over will increase next year. The great things about these events are the comradery and social aspects, as well as the higher level of competition.

The David Anderson Memorial (DAM) and the AFFS Champs were conducted on the vast plains of Narrandera, and the Southern Cross Cup was held on the Adrian Bryant field, the property owned by free flighters at West Wyalong, 1.5 hours north of Narrandera. So we all relocated mid-way through the competition, something that I believed heightened the interest, particularly for the overseas visitors.

Weather for the full period was quite reasonable, 2 to 5 m/sec most days although there were a few gusts to 8 m/sec. The days started with light breeze building to peak around 11 am then dropping away. By the time we left each day it had dropped to a gentle breeze. FAI events of F1A, B and C were flown to 5 rounds, with the first set at 4 minutes and the last also set for 4 minutes. CDs at their discretion reduced the 4 minute rounds. A 4 minute first round was flown for A, B and C in the DAM event and only A and C had a 4 minute final round. Only F1B had a first round of 4 minutes in the AFFS event, with all classes having a 3 minute final round, and only A and B flew a 4 minute first round in the SCC. In all cases F1C flew with a 4 second engine run.

David Anderson Memorial NARRANDERA

F1A

The first round was buoyant although surprisingly more than half the field dropped. Thermals were few and far between so some stayed with long models. Thermal activity increased in R4 and 5 so there were



US F1B flyer Charlie Jones launches in the F1A fly-off for Brian Van Nest


Terry Bond launches in F1C


Terry Bond again, this time in F1B

plenty of maxes and little change in position. Phil Mitchell and Brian Van Nest maxed out and Phil won the fly-off the next morning, beating Brian by 3 seconds, with Malcolm Campbell third, who missed the fly-off by 3 seconds..

F1C

Flown on the same day as A, the C flyers were placed well away from the towline flyers, and that was very fortunate. None of the 4 Chinese F1C flyers entered this event. Veteran F1C flyer Mike Pettigrew, returning after 20+ years, put on an outstanding display of aerobatics involving high speed large diameter outside loops, wing overs and an inverted glide, thanks to a faulty timer. The model held together throughout these manoeuvres and only broke its boom on "landing". Hot favourites Terry Bond and Roy Summersby failed to pick 4 minute air in R5, allowing Mike Pettigrew to win with a full house.

F1B

This class had the most entries with many world class flyers intent on placing well. Rounds varied from calm to windy and R3 really sorted the field when less than half maxed. Only Terry Bond maxed out, with Roger Morrell just 10 secs behind. Vin Morgan placed third. Some retrieves were long, with fences involved, so the 11 competitors were glad it was just 5 rounds.


Socialising was a big part of Narrandera

AFFS Champs NARRANDERA

Combined Open %

Used by many to trim models for future events, it was strange that only six entered this year. Phil Mitchell flew an F1H to max out and then win the event using an F1A. Vin Morgan and Paul Rossiter placed 2nd and 3rd with F1Bs.

F1G

One standout feature of this event was that only Matt Hannaford could win, and he was sitting on 4 maxes when he lost his model. Now either Terry Bond or Charlie Jones could win. Matt hatched a plan and he ended up beating both flyers. His plan? Load an F1B with 10 gm of rubber and hope for some lift. He got enough to max out!

F1H

Female Indonesian flyer Nanmik Nofianti flew strongly and confidently in the 5 m/sec breeze and looked set for a place until one bad round put paid to that option. Brian Van Nest and Phil Mitchell had their usual


BFFS club associate Craig Hemsworth launches steep


BFFS club menber Kathy Burford joins the F1H fly-off

sparring session to max out, and they were joined by Kathy Burford, flying an old balsa model. Her first fly-off, she waited until the others had launched knowing she had no chance against high launching CF bunters. Brian took the prize, 4 seconds ahead of Phil Mitchell.

F1J

A healthy 8 entries in this event, mostly Vasily models and all were flown quite well. Unfortunately Matt Hannaford put his in very hard in R2. Harry Sokol was a surprise packet, maxing all bar the first round with a delightful little half-sized Dixielander with Cox 051 power. Tamworth new comer Shayne McDonald finished 3rd behind seasoned flyers Roy Summersby and Terry Bond.

P-30

Only five flew this year, two Morgans, two Hannafords and Mike Thomas from Tasmania. It was windy enough for Vin to launch from the protection of his vehicle. Any could have won but Vin and Leigh maxed out along with Tim Hannaford, with Leigh beating her hubby by 1 second in the fly-off.

Open Rubber

One true OR model versus 2 F1Bs, and the F1Bs cleaned up when Jim Christie DT'ed early. WA flyer Paul Rossiter won after Craig Hemsworth experienced trim problems in his second flight.

F1A

The first two rounds were windy, with low level turbulence. With 4 – 6 m/sec in R1, this round was reduced to 3 minutes. In Round 2, Brian Van Nest broke a towline on launch to lose a lot of height, and failed to max. I had some fun in this round. Seeing a soaring wedge-tailed eagle coming our way, I launched to bunt under it. Phil simultaneously thundered over to bunt over it. The wedgie looked confused. The final three rounds had many maxes. Only Indonesian David Gunawan maxed out to join Phil Mitchell in the fly-off. It was David's first max out although Phil's eventual win was convincing.

F1C

Eight flew making this the biggest field in F1C for some time. Our 4 Chinese visitors and 2 F1C newcomers from Tamworth, Shayne McDonald and Shannon Tolmie, joined old pros Roy Summersby and Terry Bond to make up a class field. Plenty of maxes were recorded but only one Chinese flyer joined three Aussies in the fly-off. And Hong Lu won, with Roy just two seconds behind. Shannon Tolmie took 3rd place.

F1B

With a record entry of 14 flyers, Wednesday became a tricky day, with the seemingly customary 3 – 5 m/sec gusting to 7. Lulls of 3 m/sec were very short. This was a tough event for many, with half the field dropping R1 and others having their own disasters in other rounds. The extension of R3 to 90 minutes put some flyers out of sync, and two missed rounds as a result. At 11 am things were put on hold to celebrate Lindy Morrell's and Charlie Jones' birthdays, and a scrumptious birthday cake was


Lee Morgan wins P-30


Roy Summersby launches in F1C


Nanmik Nofianti launches for David Gunawan in F1A


BFFS members Kathy Burford and Elly Fathers


AFFS President Graham Maynard launches in F1B


Alex Andriukov dominated F1B

gleefully devoured by marauding modellers. The fly-off next morning was between Alex Andriukov, Vin Morgan and Hong Lu (who flew B and C). They finished in that order.

Open Power

This became a non-event when Roy Summersby put his super-sized model in hard, leaving Harry Sokol, Tahn Stowe and Martin Williams to pick up the trophies.

HLG/CLG/TLG

Nine made up the combined numbers for an event that should have favoured the lone TLG model, but this was not to be. Most had CLGs but a lone HLG snuck into second place thanks to a 14 yo arm that produced some very good launches. In 54 flights, only 3 individual maxes were recorded amongst 9 flyers, so the air was tricky. And it was close – 13 seconds separated the first 6 places, with Kathy Burford a "clear" winner, 5 seconds ahead of Chris Birch (HLG), with Malcolm Campbell 1 second behind Chris.

Combined Vintage

Only 5 competed – 3 gliders, one power and one rubber model. Roy Summersby (Swiss Miss), Malcolm Campbell (Seraph) and Phil Mitchell (Nebula) put in the best "high times"; this is time to ground to save a fly-off. Kathy Burford also flew a Nebula, for the first time and also first time off a 100 m line. Retrieves were long and Roy needed his high time to finish first, with Phil and Kathy taking minor places.

Scramble

Another windy day so the Scramble was reduced to 30 minutes. Hot favourite Tahn Stowe had an uncustomary flyaway in his first flight and Matt Hannaford's model looked like it had flown in a war zone, although it kept flying. Phil Mitchell usually wins this event and his "Iron Man" status should have assured this,


Matt Hannaford's batterred Scramble model


The start of most mornings at Narrandera


Part of the happy throng at the Morundah Pub Banquet


Great food! A lot went up for seconds.



CLG winners - BFFS flyers Kathy Burford and Malcolm Campbell. 2nd place Chris Birch on left.



Alex Andriukov's powerhouse launch in F1B

but it was 14 year old new comer Chris Birch who cleaned up on the day.

Oz Diesel

With too many events to fly on the final day, only 4 fronted for Oz Diesel. The wind was not too strong but models were clearing the southern fence in 80 seconds. Roy Summersby easily beat Harry Sokol and Martin Williams.

The AFFS Banquet

Not much to say here other than you should have been there! I've attended all three and the standard of food preparation and quality is legendary, particularly when you consider a $35 cost. It is without doubt the best food you'll ever get at a model aircraft competition. Two other things – the chef is 5 star and comes from Melbourne, and we were driven to and from our accommodation in an air-conditioned full-size coach. It's worth coming to Narrandera just for this meal!

Relocation Day

After packing up, we drove 90 minutes north to our motel digs in West Wyalong. Many went to the field in the afternoon to trim and simply check out the field. Phil Mitchell and Peter Nash camped under the trees. The NSWFFS have put in hot showers, toilets and a large kitchen and eating area alongside their clubhouse, so camping is very civilised.

The Southern Cross Cup WEST WYALONG

F1B

11 flew in this event and 5 maxed out! Flown from the top of the field in gentle 2 – 3 m/sec north easterlies, there were so many maxes and some explainable drops. Leigh Morgan tried a two-handed F1C style launch to good effect. I think she may continue to practise this. Purchased models are very good these days. Hong Lu flew a brand new model without a prior test flight – down in 85 secs. Then trimmed, he maxed the next 4 rounds! Alex Andriukov produced powerhouse launches to out-climb everyone. He would be hard to beat on any day. And he easily won the next morning, from Vin Morgan and Roger Morrell.

Open Power

A bit of a mixed bag here – 3 F1Js and a Dixielander. Roy decked a model mid comp, swapping to another to win and Tahn Stowe arrived late to slot into 2nd place. Bruce Hao (Captain Risky) kept the spectators amused. Bruce was only flying Scramble a year ago so stepping up to a modern F1J is quite an achievement. New comer 14 year old Chris Birch flew a Dixielander with Rothwell 1.5 power into 3rd place.

F1C

This turned into a Chinese display of powerhouse F1C flying. Terry, who was carrying some injuries, tried but failed on the day, damaging two models including his best one. Roy held on to the last round, only to drop 3 seconds, and all three Chinese flyers maxed. Their fly-off times were also very encouraging – Yuan Gao (current 3rd place getter in the World Champs) recorded 392 secs, 18 secs ahead of Hong Lu with Xin Pu Sheng 44 secs in arrears and up a tree.

F1A

The wind had switched 180 degrees from yesterday and we flew from the



Alex Andriukov won all events he entered in



14 yo Chris Birch and Dixielander in Open Power


Noelene launches for Phil Mitchell in his 3rd F1A fly-off


Jim Christie launches to win in Open Rubber


Paul Rossiter and Peter Nash reminisce


Matt Hannaford retrieves the easy way

flat ground near the clubhouse, the best spot for circling. The winds were light. Vin dropped one round, Malcolm two and David Gunawan spent the day chasing a misbehaving model. Most made the 4 minute first round and Tahn went even further, surprising himself to be in his first ever F1A fly-off. Phil and Brian faced off for yet another fly-off and they both launched well, Brian with his full carbon long model. It was anyone's game between Brian and Phil, until trees came into play, and Brian lost by 3 seconds, again! Tahn had to swap to a backup model because of a failed timer and got into the air with just 2 minutes to spare to place 3rd.

Open Rubber

Jim Christie yet again DT'ed early on his last flight but constructively this time, saving his legs but still placing 1st. He was chased by three capable F1Bs but each had at least one drop.

THE SCC DINNER

This took place halfway through the Southern Cross events, on Saturday evening. And how could the NSWFFS fail with such a balmy evening, a perfectly cooked roast lamb, camp oven vegetables and a variety of scrummy sweets? Well they couldn't. The meal was superb, and the unexpected show put on by Phil Mitchell and Brian Van Nest brought the house down and certainly brought the outback to our Asian and US guests. Phil recited Australian poet Banjo Patterson's "*The Man From Ironbark*" to an audience who hung on his every word. The recital was enhanced by the fact that BVN became the barber with the cut throat razor who "did in" the man from Ironbark.

The F1C fly-off ended an excellent eleven days of competition, flown in good spirit and in wonderful weather. The committee did an excellent job with the DAM and AFFS events and particular thanks should go to Graham Maynard, Phil Mitchell and Noeline


A happy throng around the camp fire


The barber does in the Man from Ironbark

Lyon who worked most days to ensure the event ran smoothly. Donna Gray and Matt Hannaford also did the hard yards for the SCC.

I doubt that many realise how much goes into these events, both in the lead up and the wrap up. Without these people, events such as these would not be possible. Our overseas guests enjoyed our hospitality and flew exceptionally well. Many I spoke said they'd be back and I suspect we will have more overseas competitors when we get together again in 2017. Full results appear in "*Free Flight Down Under*".

Malcolm Campbell



F1A winners: 1. Phil Mitchell 2. Brian Van Nest 3. Tahn Stowe



F1C winners: 1. Yuan Gao 2. Hong Lu 3. Xin Pu SHeng

For those who haven't seen my compilation of photos from these events, they are available to view or download from the following link:

https://www.flickr.com/photos/motor-racing-photography/sets/72157667350212242m







These photos were taken 67 years ago of BFFS club member Allen Thomas. Allen was just 18 years old when he won the main event, the Courier Mail Cup (for Wakefields) in the first Queensland State Champs, held at Wacol.

Allen went on to become the first president of the MAAQ.

If you look closely at the third picture you'll see Allen's main rival Adrian Bryant looking on.

SCALE, HLG, CLG AND TLG STATE CHAMPS

Coominya 1 May 2016

Report by Malcolm Campbell



The weather looked good as the day approached but went pear-shaped the day before with showers and 2 – 4 m/sec winds predicted. We drove to the field with wipers on as well as headlights. The clouds were heavy but it didn't look at all windy.

Arriving at the field, the light showers eased off and we started trimming gliders. I had a model for my brother to fly, another for Joanne Bryant plus mine and Kathy's to check – so I was busy for some time.

That done, I focussed on my little scale model, getting that ready for inspection by Scale Judge Graham Maynard. Please read on ….



SCALE

Malcolm Campbell launches his Mills powered Piper Cub J3 into the misty rain.

It was decided the fellow competitors would judge each other's models. Brian Taylor had to trim his model. It was a lovely CO_2 powered Waterman Gosling that had previously only flown indoors. Dale Jones, Des Slattery and I commenced our flights.

I went first but my Mills powered Piper Cub J3 exhibited a stall not seen in 16 years so a bit of weight and a trim tab and the first recorded flight was made, and it was a good one. I wanted to slow the motor a bit and record a second flight. This was all it needed – two low, slow and realistic circuits then touch-down and a roll to a stop, at the judge's feet! I put it away.

Des Slattery went next with his Cox powered Loening M-8monoplane. Des has radio gear on it and he does an RC trimming flight before reverting to FF. It still took the pilot for a wild ride all the way to a survivable "landing". A bit more trimming and another couple of flights showed some improvement but Des's fun was terminated by a cartwheel on landing.

Dale Jones also had a beautifully constructed Piper Cub. It really looked like an indoor one and it was rubber powered. But the weather conditions were perfect and the model climbed away quite realistically, completing two circuits before a tumble on landing.

I can't remember but Dale may have put in two flights, one skimming barely over the top of Brian's tailgate towards the end of its flight. Bill's contest grade F1B rubber really enhanced the



Des Slattery launches his Cox powered Loening M-8 for another lively flight.



Another Piper Cub - this time it's Dale Jones pretty littl rubber version



Disappointment for Brian Taylor who damaged his beautiful Waterman Gosling on a trimming flight



Des Slattery trimmed his Loening M-8 with RC gear before each flight

flights and they were the best rubber scale flights I've seen for some time.

Drama for Brian Taylor – he elected to withdraw his entry after it incurred damage while trimming. This was a real pity as he was top on static points and the model will fly well. I'm sure it will return next year.

CLG

Now it is very hard to be everywhere, and there were quite a few flying HLG and others CLG, and some both. And John Lewis was away on his own trying to master his TLG "Morris Dancer".

Kathy, my brother John and I flew and timed each other. The first few flights were in misty, sometimes light rain and we thought of stopping until the rain subsided but we could see more low clouds in the distance and were also worried the predicted winds might arrive. So we elected to keep flying in what would probably be the best conditions. Kathy and I had a few "up and down" flights that looked bad on our score cards but we also had some good numbers amongst them. Well at least I thought I did.

John Campbell flew the first CLG I built several years ago. He hadn't flown any form of chuck glider since 1960, so he was pretty green. Kathy and I gave him a crash course, although he didn't intend to crash! The model he flew was a Paul Lagan-designed "Papanui Cat" that has always been quite reliable, if not too heavy at 35 gms. He recorded some very good scores for a newcomer.

Kathy's DT system had been compromised by a stretched spring so she retired her model and waited. By our third flights, Kathy was well in the lead. But she wanted more.

John finished his set of flights and Kathy borrowed his model to continue her flights. Her mojo restored, she started to put in good scores. No one maxed but I got closest in the damp and heavy conditions. I was close to the lead but Kathy forged ahead in her final flights.

Dale Jones had a squadron of little CLGs that dissipated launch energy in a wonderful display of aerobatics before settling into a slow glide. William spent a great deal of time trimming them and probably wore Dale out. I was truly expecting higher scores from her.

Des Slattery and Albert Fathers both flew Stray Cats and, while Albert's flew the best, its flying deteriorated in the wet weather when the unsealed stab knocked it out of trim. William came to the rescue with a more waterproof model for him. Des and Albert both put up a series of flights but they were really in search of lift for a good score, and there was no lift around.

John Lewis had arrived with a CLG finished the night before, but managed to break it before he recorded any official flights and thus



TLG

Only one entered here – John Lewis. He spent so long trimming his " Morris Dancer" he was nearly worn out before he stepped up to the plate. But it seemed to react badly whenever a stopwatch was in sight. He discovered if he didn't launch hard, it flew well but at low altitude. If he launched it hard, it climbed higher and came in, hard. So he did a few of each to keep the spectators happy. After all, being the only entrant he would win and come last, all at the same time.

resorted to his old design managing last spot. He was not in the race but I'm sure he will be next year.

Now Kathy won CLG at the AFFS Champs beating me by 3 seconds. This time she won beating me by 2 seconds. I'm catching up!

HLG

With an aging club, HLG is a cruel category, and the scores reflected this. Des flew a Territorian and it did cover some territory, unfortunately not very high above the ground. Brian Taylor adopted a launch style to protect his injured shoulder that was quite effective but also lacking height. John had 5 average flights but managed one at 35 seconds to squeeze out Brian by one second with Des bringing up the rear.

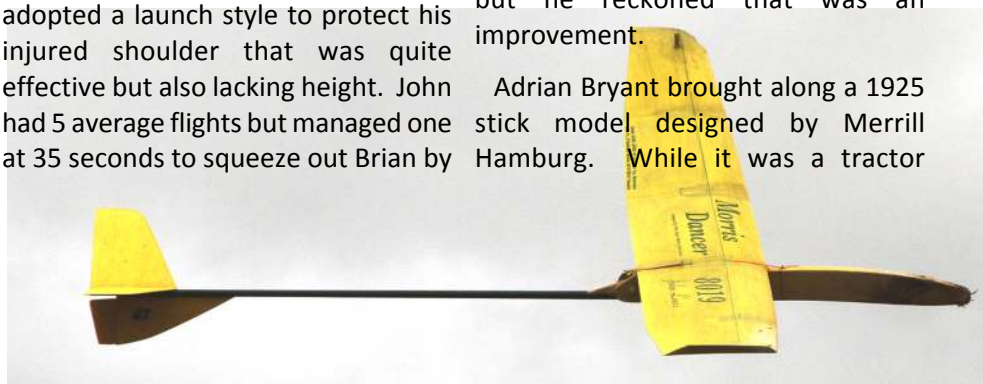
Sport RC and other things

At the end of the day, Des Slattery fired up his OS 26 FS Junior 60 with 3 channel RC, took it to some height then passed the controls around to anyone who said yes. William flew it, I flew it, John Lewis flew it, Brian Taylor flew it and my brother also gave it a go, and it survived. Well, William turned the wooden prop into a folder, but he reckoned that was an improvement.

Adrian Bryant brought along a 1925 stick model designed by Merrill Hamburg. While it was a tractor model it looked like half a pusher of the kind popular at that time. When trimmed, it sure will rack up some bonus points in Vintage!

Albert also had his LDA F1A model and his self-launcher (skinny Albert?). Unfortunately he had trouble with his inertia hook and had to put the model away.

So ended a great day that really started out in a very ordinary manner. It was lucky we drove all the way out because we would have missed a lot of fun if we hadn't.





SCALE

Place	Name	Model
1.	Malcolm Campbell	Piper Cub
2.	Dale Jones	Piper Cub
3.	Des Slattery	Loening M-8
4.	Brian Taylor	Waterman Gosling

CLG

Place	Name	F L I G H T S						Best of 3
1.	Kathy Burford	43	30	5	**44**	**57**	**51**	152
2.	Malcolm Campbell	**45**	6	6	**58**	**47**	43	150
3.	Dale Jones	27	**37**	26	**32**	23	**34**	103
=4.	John Campbell	25	**34**	24	30	**32**	**36**	102
=4.	Des Slattery	**47**	5	22	**30**	24	**25**	102
6.	William Jones	**35**	**28**	**20**				83
7.	Albert Fathers	7	**21**	11	22	**36**	**23**	80
8.	John Lewis	**31**	18	19	19	**22**	**24**	77

HLG

Place	Name	F L I G H T S						Best of 3
1	John Lewis	20	**35**	4	20	**22**	**21**	78
2	Brian Taylor	**27**	19	18	**22**	**28**	19	77
3	Des Slattery	4	**22**	16	**19**	**18**	16	59

TLG

Place	Name	F L I G H T S						Best of 3
1	John Lewis	**9**	8	3	**31**	5	**26**	66



School re-union. From left, John Campbell, Malcolm Campbell and John Lewis. Last flew FF together 54 years ago.



Adrian Bryant's new "old model", a 1925 stick and tissue design. Good bonus in Vintage!



PHOTO FINISH

Modern day catapult gliders launch at 200 kph. This is why they are so tricky to trim. Rudder is particularly sensitive so things can happen quickly at launch time. This is why we only adjust the bottom portion of the rudder, in very small increments.

I posted this photo I took at Lost Hills in February 2016 because it appears Phil Ball (in red shirt) launched at exactly the same time as Lee Hines (in foreground). That doesn't happen often, and only the camera could prove it.

INDOOR

24 May 2016 *report by John Lewis*



F1N Indoor State Champs

Numbers were down this year with only John and Brian competing for most of the afternoon. Larry Brownlow and Craig Byrne were also in attendance but they were mainly flying peanut or small RC models. Ben was playing golf that afternoon but turned up around 5.30 with Annika to double the entry numbers.

John was flying a conventional hand launch model while Brian chose to fly a catapult glider. Both John and Brian made good first flights then dropped their second badly. Brian then fired off a string of 30 plus scores to dominate the event. John never really looked a threat failing to record any times above 29 seconds. Ben wasn't able to get his model flying as well as in previous years but finally recorded the high time of the day with a 38 second flight to win the event by 2 seconds. Annika's scores were also down from previous days perhaps due to a lack of practice with only 15 minutes of flying time late in the day.

We were restricted to half the hall until 5pm due to a clash with some Basketball players. The next 3 scheduled days have been moved to the Saturday so hopefully we will have the hall to ourselves on those occasions. Hopefully we will have greater participation for the remaining days on the calendar.

Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Best 3
Ben Lewis	27	29	**32**	29	**31**	5	**38**	4	4	101
Brian Taylor	29	15	**33**	**33**	31	**33**	31	30	24	99
John Lewis	**27**	8	17	7	**24**	6	**29**	21	19	80
Annika Lewis	8	6	**11**	**11**	9	7	8	**13**	11	35



F1A State Championships
Dalby 15 May 2016

Report by John Lewis and Malcolm Campbell
Photos by Malcolm Campbell



Phil Mitchell tests his newly refurbished flapper, now with an LDA section. He seemed happy with it.



The weather forecast for the week leading up to the F1A/B weekend looked very encouraging with winds predicted between 1 and 3 m/s which turned out to be the case. With cloudless skies, moderate temperatures, and no crops the scene was set for a great weekend of FAI flying. Phil Mitchell, Graham Maynard and Malcolm Campbell practiced the day before, with Graham bringing out his electronic W-Hobby Superba for his first F1A competition in many years. They packed up as the sun went down. Phil camped on the field, so he had plenty of time to practice, and he did.

The temperature when the F1A event began at 7.15am was 5 degrees. As per the FAI rules, a 4 minute max for round one was set and the remaining 4 rounds were set at 3 minutes. A4 minute fifth round was considered and discounted. There were only six entries in F1A this year to take advantage of the great conditions. Albert was the Ironman, leaving Elanora on the Gold Coast at 2.30 am to arrive at the field at 6 am, set up, practice and be ready for the start. He drove home the same afternoon!

Winds were tricky in round 1 with direction on the ground at 180 degrees to what was up high. It paid to have at test flight. The higher performing models of Phil and Malcolm's gained good height on their launches, to break through what appeared to be an inversion layer and rewarded them with a first round max. The lower performing models struggled in the lift-less conditions recording disappointing scores. To be fair, the lower scores were in most cases due to a lack of practice or operator error. Graham got away OK but was down in 62 secs when his DT went off early. Albert circled for about 20 mins before launching and made 3:48, landing just 40 m from launch point. John's model on descent glided perilously close to many obstacles surrounding the clubhouse before skimming the shade shelters and circling down into the enclosed quadrangle, eventually and harmlessly bumping into the wire fence!

In round 2 there was a general improvement in scores with the exception of Ben who towed in on his first attempt when the model refused to come around at the bottom of the circle. The model appeared to have suffered no damage however on his second launch the model DT'ed after a few seconds possibly due to the timer arm slipping across the scroll from the first attempt impact. Winds were very light taking models over the buildings. Malcolm's glided serenely around the buildings to max just 3m above the top of the water tower in its final circuit before he DT'ed it, once out of trouble. Phil easily maxed with a 90+ metre LDA-assisted launch. Graham's model DT'ed at 60 sec for the second time and he then discovered the reason. Albert also found good air to max.

By round 3 the day was warming up producing a variety of up and down air. Malcolm swapped to his Líl AL thermal model and Phil also put his long model away. Phil gained his usual impressive launch height and looked good initially before surprisingly dropping out of lift and landing 10 secs short of a max. Malcolm's launch was good but not as high as Phil's (of course) and in good air. Phil's model travelled east and Malcolm's more ESE and he maxed. So only Ben (flying a different model) and Malcolm maxed this round. John and Albert both circled for extended periods but ultimately found unhelpful air. Graham elected to move from straight tow to his first bunt launch. Unfortunately, there was little breeze, his model went right and bunted on the line, causing terminal stab damage and retirement.

Round 4 with thermals coming through more regularly produced a string of maxes for all except John who was having no success with getting his model to unlatch. He ended up towing in twice for a zero score. Albert and Phil both recorded maxes, DT'ing from

good height. Malcolm pushed the button at 2m 45s to DT early and max. His DT pattern could well have been terminal, alternating between a high speed flat spin and tumbling. Luckily the ending was kind, without damage. He decided to adjust the DT down by 5 degrees.

Round 5 proved to be challenging with longer periods between lift, and light winds that changed direction continually. Ben got away in what appeared to be good air for the first two minutes only to fall out of lift and drop by 8 seconds. Phil got away (with hawk assistance) for a great flight and an easy max, thus keeping the pressure on Malcolm. John got a reasonable launch but was down in around 90 seconds making a well-executed landing on the Dalby club's runway a few metres from the flight line. Albert circled and circled looking for suitable air but eventually ended up with a zero score after two tow-ins. The second one involved several hawks who circled low overhead, enticing Albert to join them. Malcolm showed great patience waiting for the right moment scoring a massive piece of lift to easily make the max and win the event.

The drama didn't end there however. Malcolm DT'ed at 2m 40s, from a great height. The DT angle set after R4 seemed wrong, as the model started to loop and then settle in a fast tight vertical loop, starboard wing down. It held tight in the thermal, losing no height but thankfully drift was light. Ben didn't help by saying "*I had an F1B that did that, and I never saw it again*". After 10 minutes, Malcolm decided to walk out after it, as it was heading for a large turkey dam. Fortunately, it seemed to be losing height and, after 20m 41s, it landed undamaged. It was a long walk back to camp.

As usual the Dalby club members were on hand to provide a light lunch for us. Ron and Sheila arrived after lunch and booked the Country Club Hotel Restaurant for ten of us that evening. The surroundings, food and company made it a very enjoyable night. The hotel bistro has a quaint old world appeal with laminated sheets of famous people who grew up in Dalby as well as old LP records for place mats.



F1A winners: 2. Phil Mitchell 1. Malcolm Campbell 3. Ben Lewwis

Name	R1	R2	R3	R4	R5	Total
Malcolm Campbell	240	180	180	180	180	960
Phil Mitchell	240	180	170	180	180	950
Ben Lewis	141	28	180	180	172	701
Albert Fathers	228	180	101	180	0	689
John Lewis	128	159	153	0	91	531
Graham Maynard	62	62	-	-	-	124

F1B State Championships
Dalby 15 May 2016

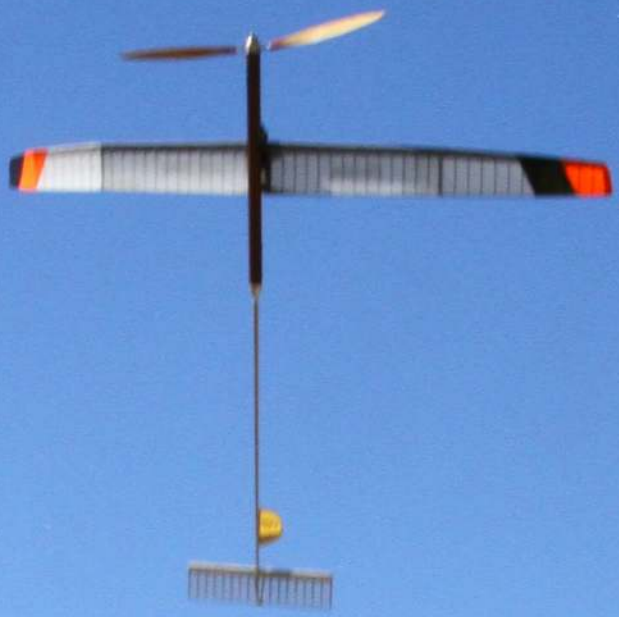
Report by John Lewis and Malcolm Campbell
Photos by Malcolm Campbell

Sunday's prediction was for slightly more wind but as it turned out it was similar to the day before with light winds and a better direction at times. It was certainly not as cool to start with. The contest started on time at 7am and as with F1A the first round was 4 minutes. Previously we have flown 5 rounds of 3 minutes but over the last few years we have had difficulty separating the first place getters so it makes sense flying a longer round time in the early morning conditions.

In round 1, both John and Mark made the 4 minute max with Ben falling 17 seconds short and Graham and Ron both experiencing some trimming difficulties. Even though the wind was in the direction of the road, all models landed less than half way there.

For a variety of reasons, round 2 scores were below expectation. Mark was the only one to max. Ben looked a good chance however his model appeared to be affected flying over the large shed close to the club house and descended rapidly to be down 20 seconds short of a max. Ron was having problems with his model stalling after getting away well and was a little below Ben's score. John launched too steeply and to the left resulting in a massive power stall that pulled out close to the ground then, after gaining little height, stopped the clocks at 1m 43s. Graham's model which had previously flown well was not behaving well on the day and recorded a flight of just over a minute. He reached for his reserve model.

Scores improved dramatically in round 3 but this was to be the game changer. Ron's flight time failed to make two minutes with the model stalling in yet again. Graham benefited from the model change, recording a time of 2m 46s. Mark waited until he was absolutely sure of lift and then launched. His model climbed high under power and then turned left spiraling in to land heavily, fortunately without damage. His rudder stop arm had broken off after his previous flight causing the trim change. He managed to get his reserve model airborne before the end of the round and max, but only just. He picked up assistance nearly the lone tree, and then started to circle around it, picking up marginal air to keep him aloft to max. After retrieving his model, the fin parted company on the walk back. He and Alex were unable to find it. He now had his two models unflyable, and the lead was about to change.





Ben Lewis had the most energetic launch

The start of round 4 had the thermal streamers pointing skyward and this provided an easy max for John and for Ben who waited a little longer before deciding to fly. Ron's model was looking good for his first max of the day but missed out by 4 seconds. But Ron was happy – wooohoo. Graham struck more trouble dropping by 49 secs. Mid way through R4, Malcolm saw Mark was packing up. He thought the sun may have affected him. It was then he learnt of the missing fin. Mark realistically knew his chances were over. He could place 4th at best. Malcolm still went out into the paddock to look for it

Ben was now in the lead and John was second. No one could catch them, although Graham could still catch Ron, if Ron flew badly. Round 5 would decide the placings and with good lift abundant it was more a case of not making mistakes. As with the previous round John walked out to ideal conditions and was quickly away to score a max. This put some pressure on Ben who remained calm and patient eventually launching into good air to win the event.

Graham also scored a max which by my estimations reached the greatest height of the weekend. The pressure was on Ron, who calmly walked out to the flight line and launched, ably encouraged by his cheerleader and model chaser Chuckie and timer Sheila. The seconds ticked by and, after 86 secs had passed, Ron was third. He went on to record 2:22. Woohoo! Malcolm and Kathy did an extensive search for Mark's fin which appeared to be a hopeless chore but unbelievably Malcolm found it and returned it to a very grateful Mark.

Apart from the great weather and paddock condition, it was also a very friendly weekend with Malcolm and Kathy as CDs, and Phil, Noels and Dalby members all helping out with timing and general assistance to make it a fabulous weekend.

Our Dalby hosts also provided morning tea with iced buns, coffee etc as well as a hot lunch and salad and cake. Later on after lunch, Gavin entertained us with his skilful flying with an electric powered delta wing model. It was good to see Phil and Noels from NSW again this year. It certainly was a weekend to remember.



Ron Munden



Graham Maynard



John Lewis



Mark Armour launches - a problem looms - oon to be down



First bounce, no damage



Mark waits, Alex with watch, Chuckie ready to follow



Winners walking in - John and Ben Lewis



F1B winners: 3. Ron Munden 1. Ben Lewis 3. John Lewwis

Name	R1	R2	R3	R4	R5	Total
Ben Lewis	223	160	180	180	180	923
John Lewis	240	103	180	180	180	883
Ron Munden	133	154	108	176	142	713
Graham Maynard	105	74	166	131	180	656
Mark Armour	240	180	180	-	-	600

The 69th Free Flight Nationals
Held at West Wyalong
28 May - 2 June 2016



At last, we have Free Flight Nationals back on the calendar! The 69th Free Flight Nationals were flown at West Wyalong on the forever improving Adrian Bryant Field. Kathy, Albert and Elly and I were the only BFFS members who ventured south on this occasion. Our associate member Craig Hemsworth also flew. For those who didn't make it, you missed a very good competition.

Report and photos by Malcolm Campbell

The weather although decidedly cooler than Queensland was pleasant and manageable. The line was changed on only a few occasions, and Donna Gray and Matt Hannaford did a great job in setting up the flight line each day. We had a new CD almost every day and even Kathy and I got to run the F1B day.

On the social side, the clubhouse was available most days for lunch and dinner, on a BYO basis although the Nationals dinner on the Thursday evening was a $20 affair, with two dozen flyers and partners enjoying some very nice Chinese food, purchased as takeaway from the Lam May Restaurant in town. On the final day Matt Hannaford cooked up some very nice pizzas from leftovers and town-sourced ingredients. Matt is an excellent cook and a good all-rounder for the NSWFFS.

As for the competitions, if you want the whole story, you'll need to read "*Free Flight Down Under*" as I'm focusing on just the Queensland flyers.

DAY ONE

F1G, F1H and F1J

On the first day, only three flew in F1H. Kathy Burford and I got in 5 flights. Gary Goodwin started late in F1H but, as he was also flying F1G, he ran out of time. It was a cold and windy day, 13 degrees and winds of 4 - 6 m/sec. The two horse race was close, with both of us getting 2 maxes and, in the end, Kathy won by just 2 seconds.

Indoor

We rushed away from there to the State High School for the Indoor segment. Entries were down so only Hanger Rat, HLG and 6"CLG were flown. I brought a Scale model down but there were no others.

The hall was quite small, maybe one basketball size with a peaked ceiling that took some dialling in. Keith Murray had a box of pre-trimmed HLGs and it wasn't long before Craig Hemsworth had them almost to the roof, although the hall width had him stymied on many occasions. With 5 competitors, Craig went on to win HLG. He told me later that he was quite keen on this discipline in his early days of flying.

Kathy and I flew 6" CLG against Keith Murray and it was initially very difficult to launch in such a restricted layout. My models were untrimmed so I spent quite a while sorting them before starting timing flights. Luckily I brought down 2 models each because by then 2 models needed repairs! Our flights nearly made double digits, and Kathy beat me by 1 second. My last flight landed on top of the large air con/heating pipe that ran the length



My ancient Hanger Rat flew reasonably well by couldn't beat Kathy

of the peaked ceiling. A pole got it down.

More action in Hanger Rat - 5 competitors, Terry Bond, Chris Birch, Tahn Stowe, Kathy and I. The rats quickly adapted to the confined quarters and Kathy came out on top, beating me by about 14 seconds! In one day, she had won all 3 events she'd entered.

The Swap Meet commenced at 3.30 pm and Vin Morgan sold off quite a bit of quality gear. Wally Bolliger seemed to be the major beneficiary. Other stall holders were there but I was busy winding Rats.

DAY TWO

F1B and Open Power

This was to be the premier event on the program, with the best F1B flyers in Australia present. Kathy and I acted as joint CDs. The weather was kind but cold and we had to change the flight line only once, when the weather shifted towards the nearby trees. The cream quickly rose to the top and soon we had three Victorians versus one NSW flyer in the fly-off.

In the fly0ff, Terry Bond was first away and it looked good. Richard Blackam had a front end hang-up that took him out of the results and Vin Morgan and Craig Hemsworth also looked very promising. Tragically, there was some confusion on which model was Craig's late in the flight, as all three models circled over the only two squat trees that were about inconveniently situated 200 m out from the launch point. Terry ended up with the best score as the CD clocked off Craig who gained third place.

DAY THREE

F1A, F1C and Open Rubber

Only five competed in F1A and the weather looked great, with light winds. Vin and I were the only ones to clear the 4 minute first round. Albert went on to max the remaining rounds in air that really suited his style. I had a day I'd rather forget, thanks to a R4 flight time I hope I never see again. Vin Morgan flew copybook style all day to max out.

Just like Mike Pettigrew at Narrandera, Terry Bond put in a particularly aerobatic flight with his F1C model that miraculously landed without damage. 9/10 for difficulty.

Leigh Morgan was the only one to leave the paddock, in Open Rubber. Her model had flown 6 km and was found in a forest. A knotted DT line was the culprit. Leigh, Albert and Gary Goodwin had all maxed out. Dilemma was Gary was going home, Albert was supposed to be going home and Leigh had only just found her model. So Leigh 1st, Albert 2nd and Gary 3rd seemed fair.



I launch my little Piper Cub J3

DAY FOUR

Scale, Combined Vintage and Night Scramble

Scale was a two horse race with Gary Sunderland's BE 12B totally outclassing my Piper Cub J3. Not that the Cub flew badly, in fact it flew superbly, looked the real deal and made the best landing. But it couldn't compete with the Scale clout of a well-built large WWI model with an OT 2.5 up front. Gary was even able to get a ROG, and it was superb. It was a great way to start the day.

The weather was ideal for 10 in the Combined Vintage event, the best subscribed event on the programme. Kathy and I nearly made it - we came



Craig Hemsworth flew exceedingly well and was truly unlucky not to win the event



Albert Fathers gets his Phil Ball designed Waif away in Open Rubber




Tahn Stowe was unlucky not to win


14 yo Chris Birch made it 2 out of 2

4th and 5th, one second apart, and only a few seconds from being in the fly-off! Well Kathy should have made it but her Nebula DT'ed 4 secs early in her first two flights, thanks to a timer pin line that I made up too short. My Seraph sub-maxed in F1 but maxed the last two. Albert gave his Kane to 14 yo newcomer Chris Birch who towed it up quite well for one max, but let it go too early in the other flights. It could have been a glider day but Rubber won the fly-off (Jim Christie) from two power models.

We went home for the afternoon and returned for the Night Scramble. Held on the very smooth Radio field behind the clubhouse, it was so much fun. Some had lights and others had none, so it was colourful and potentially dangerous, and it had a good roll up of spectators. There was no breeze and the evening was mild for the 5 entrants. CD Terry Bond mercifully made it a 30 minute event. Chris Birch won from Tahn Stowe, just 15 secs behind.

DAY FIVE

P-30 and Oz Diesel

With seven in P-30, the "beginners' class", it attracted a number of FF's top flyers and five maxed out. Kathy and I put in an atrocious effort here with lack lustre rubber and questionably trimmed models. The only positive thing here was that I beat Kathy!

Oz Diesel was not much better for Queensland. My model flew well in a test flight the day before but needed 1/32"off the stab after a very stally first flight. My subsequent flights proceeded to do 8 - 8.5 sec engine runs although one snared a decent thermal for a 4 minute flight. I should fly power more and get focused. Two made the fly-off.


A big crowd at the P-30 fly-off

DAY SIX

Day Scramble and Combined HLG/CLG/DLG

The Day Scramble was wonderful, with 5 entrants. Unlike the 30 minute Night Affair, this one ran the full grinding 60 minutes, and some of the runners were senior citizens!

Two strategies presented early, long and short, and it was hard to know which would be the best. As the winds stayed low, "long" looked the best, and it was. Peter Scott had Jan Thomas running for him, Roy Summersby ran for Chris Birch and Peter McFall for Tahn Stowe. Well, "ran" was a loose term as they only chased the models that went over their heads as they stood well downwind.

Once again Chris Birch won, this time from Matt Hannaford and Tahn Stowe, who was 36 secs behind Matt. Chris was a monster 254 secs ahead of Matt!

So Scramble had another "Chemist" when young newcomer Chris Birch won both day and night events. At Nowra in 2000, Queensland RC flyer Dave Perkins won both Day and Night scrambles, and Col Somers labelled him the Chemist (day and night, get it?).

The final event on the Nats calendar was for the little balsa gliders, of which there were seven, one DLG and six CLGs. Kathy and I came very close to winning it. By the end of our fifth flights, with me sitting on 2 maxes, my final flight DT'ed from maxable height quite unexpectedly. It was then up to Kathy to max but she missed by 9 secs. Flight line banter broke our concentration - Mexicans can be annoying at times.

In the evening Roy Summersby and Chris Birch drove into town to pick up a large order of Chinese food for the 24 who stayed back for the Nats Dinner at the clubhouse.

DAY SEVEN

NSW State Champs, F1A and F1C

It rained most of that evening as we hopefully drove out to the field, where it was decided to postpone the NSW State Champs until mid-July. The whole east coast was in for a drenching from rains in a very large low pressure system that covered SE Queensland and was to move down through NSW, Victoria and Tasmania.

The West Wyalong field acquitted itself well over the week, and we were lucky the weather held as long as it did. Flight lines were set up quickly each day and local knowledge will make this process even more effective as we begin to learn the field and the weather patterns.

More stories and full results from the Nats can be found in "*Free Flight Down Under*".



Gail and Peter Scott in Day Scramble (Tomboy)





Two tables full for the Nationals Chinese Banquet at the clubhouse



Free Flight Old Timers, Jan and Dave Thomas helped out as CDs and flew a few RC models



More old timers. Keith Murray mentored and Mike Pettigrew competed





Only room for two. Shades of the old days with Des and Col . But only 18 models. With three we packed in 32 models!

WANTED





Cox .049 or .051 TD and Seelig ½ A timer

One or more wanted,
must be in good condition

Contact William Jones:
Phone - 07 3345 7828
Email - weldwell@ultrafast.com.au



Kathy scored a big one. On the cover of USA's "Model Aviation"!



The dogs are bigger at Dalby



Wife texts her handy husband on a cold winter morning:
"WINDOWS FROZEN ~ WON'T OPEN"...

Husband texts back:
"GENTLY POUR SOME LUKEWARM WATER OVER THE EDGES AND THEN TAP EDGES SHARPLY WITH HAMMER".....

Wife texts back 5 minutes later:
"LAPTOP REALLY BUGGERED NOW."

BFFS Spy











Des keeps us amused. Here, he attempts to execute a low level turn only to execute the model. In the other photo, a kite hawk attempts to execute his Junior 60. I guess this is what happens when you fly RC at a FF field!

Overheard at a recent flying event;
"*Des, are you flying in Chuckapult?*"
I kid you not.



Guess who this little one is?
It was taken in the mid 60s.

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
	Sun 26th	*8am - 2pm*	F1G (5 flights) State Champs	Coominya
July	Sun 3rd	*8am - 2pm*	100gm Coupe+P30 State Champs (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:

- John Lewis 07 3848 4280
- Malcolm Campbell 07 3278 7164
- Albert Fathers 0755 343490

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