The magazine for all those who love Free Flight

The BFFS DIGEST

June 2017



In this issue:

* *Major FF comps at Narrandera and West Wyalong*
* *Local competition reports*
* *Power, F1G , F1A and F1B State Champs*
* *Indoor reports (HLG/CLG) and EZB State Champs*
* *Construction Corner*
* *2017 Flying Calendar*
* *Plus more…….*

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

The Motor Boys (the late Ron Chernich's) **web page**
http://modelenginenews.org/bffs/index.html

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

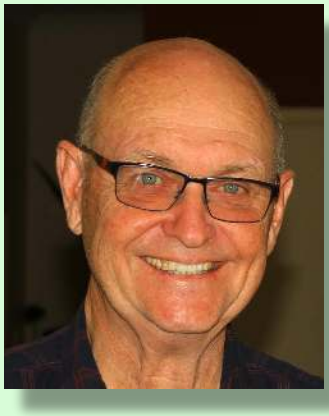
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Club member Des Slattery loved his return to West Wyalong and Narrandera, made possible this year by Graham Maynard. Des picked up 2 medals, and did what he loves - flying every day and chatting to everyone.

PRESIDENT'S REPORT



It is almost mid-year and we have completed our major FAI events at Dalby as well as half of our Indoor and Coominya events. Now well into Autumn the weather has been kind to us of late with some nice calm days at both Coominya and Dalby. Numbers have been down a bit this year due to family commitments and the advancing age of our members which has restricted some participation in outdoor events.

Unfortunately the lake has returned to our Coominya site restricting flying to the top paddock. It was good to see everyone on the field helping to successfully retrieve Graham's E36 from the top of a tree recently. This was a good example of the benefits of club membership where everyone works as a team to assist the individual.

Our AGM is almost here and our renewal of club membership is due. Give some thought to agenda items and send these to Malcolm. This year's Christmas Party has been booked for Bremer Waters in November this year but, due to some difficulties, we will have to find a different venue for next year. So, if you have any suggestions, please submit them at the AGM. Dale's next Fun Day is at the end of June and is slightly different to the normal fun days of the past. There will be a few low key club competitions such as KKK, Frog and ½ hour Campbell (walking) Scramble as well as a Vic Smeed sport design rally.

This is a nice time of year to be outdoors so even if none of the listed events interest you come along for some trimming or general flying.

Cheers *John Lewis*

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ARTICLES NEEDED

Do you have something to say to your club?

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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

We have been blessed with good weather most of Autumn and it has enabled us to fly all posted events. Albert and I are complaining a bit because it hasn't been the best for F1A trimming as there has been too little breeze of late!

Graham, Albert, Des, Ted, Craig, Adrian and Joanne, and Kathy and I went to Narrandera and West Wyalong in May. The events and weather were excellent. Adrian only attended West Wyalong, whereas Craig only did Narrandera. The rest of us did both, although Ted's visit was pretty short.

As usual I spent lots of time behind the camera and writing notes about each event. It probably reflected in my results!

Our local paddock has shrunk a bit since the Seven Mile Lagoon has been restored by rain earlier in the year. It does impact where we can fly, but we are powerless to do anything. And now we have noticed more planting (sorghum) in one of the lower paddocks and ploughing in another. The paddock with corn is once again short grass, so that's good. But it appears Cedric's son may prefer crops to cattle. Time will tell. Let's hope for the best.



The lagoon is back!

By the time you get the September Digest, Albert, Kathy and I will have attended another World Championships for F1A, B and C and Kathy and I will have completed a self catered driving adventure across five countries. I should have something to say about that when we get back!

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

I particularly enjoyed the article on the beacon and the jokes as well as the rest of the first BFFS newsletter for 2017 - very entertaining. I think I had a perpetual smile on my face the whole time I was reading "The Little Beacon". I got to the end of the first page and thought that was about all there was and then I discovered it went on for another page which was great because I was enjoying it so much.

I think it's the best article I have read in any newsletter. I thought the jokes page was the best you have come up with as well. Making a hard act to follow for yourself.

Cheers John Lewis

Thank you once more, Malcolm, for this good job.
Cheers, Frederic of France

Great Digest as usual Malcolm. Very informative and great pictures,
Cheers, John

I got a big kick out of writing "*The Little Beacon*". So it appealed to me immensely to receive the following comment from a Digest Reader *"Don't know much about Enid Blyton but it was great read - I think I had a perpetual smile on my face the whole time I was reading it ."*

So know I know most of my readers are into their second childhood!

M. Campbell
Editor, BFFS Digest

Thank you Malcolm.
Lots of interesting info. I'll have to make time to come for a look one day!
Rob Buckley
President, Tethered Race Assoc of Australia

F1A and F1B State Championships
Dalby 8 - 9 April 2017

report and photos by John Lewis (F1B) and Malcolm Campbell (F1A)

F1A STATE CHAMPS 8 May: In the week before the event the weather report indicated there would be a small window of opportunity in the morning, with the wind speed picking up to be around 7 meters per second by 11 am. Round 1 was set at 4 minutes, the remaining 4 rounds 3 minutes each. Wisely, rounds were to be advanced as soon as the 5 competitors retrieved their models.

The morning began better than expected with virtually no wind just before the scheduled 7am start. Malcolm and Albert wasted no time getting their first flights away; Malcolm's pulling a bit left on launch but appearing not to lose any height over it. Albert's launch was higher but the model dropped in the first circuit before settling down and riding the buoyant air. It looked like he'd make the 4 minutes but he didn't, settling into the cotton bushes after 3 mins 24 seconds. Malcolm's flight landed after 3 mins 22 seconds – this margin would prove a deciding factor.

Ben circled for a few minutes in the ideal conditions before launching with a modest height gain. Unfortunately the model DT'ed prematurely after a couple of minutes - John had reset the timer start position to get the DT time closer to 3 minutes through the week and this possibly resulted in Ben choosing the wrong scroll. John was also down in around two minutes after failing to find helpful air. Van had a number of mechanical/electronic problems with a partially trimmed model making a first round score of less than two minutes. Ben's model had sustained a dihedral break after spinning in on his first flight DT so he resorted to a reserve model. By 7.45 am wind increased to 2 – 3 m/sec.

Aware of the predicted increasing wind speed, the decision was made before round 2 to fly flights rather than rounds as the prevailing wind was taking models towards the highway and into the cotton crop that extended 1 km to the road and 2 km north way past Daybreak Road. This certainly made retrievals more difficult as wind speed increased. The crop did a very good job of concealing models and retrieval times were increasing.

Ben's second launch gained better height but nowhere in the league of Malcolm and Albert's electronic models. Looking good and climbing away in helpful air his model also DT'ed early at around two minutes. Both John and Van scored lower on their second flights. Malcolm and Albert both easily maxed their second flights although both models landed in the wet part of the cotton crop, making for a soggy retrieve.

By 9 am two flights had been made by all and Malcolm and Albert had put up their third flights, both maxing from good heights. There was by now a breeze of around 4 – 5 m/sec with quieter spells, lower than the 6.5 m/sec prediction for this time. Both Ben and John waited for a quiet patch and launched into helpful air to easily max. Van improved with his 3rd flight time but was still a long way short of scoring his first max for the day.

It seemed the best way to retrieve model was to walk or drive down the approach road then walk down the rows of cotton that ran at 90 degrees to the road to retrieve the models. Both John and Malcolm made the mistake of going too far down the road and in some cases the tracker signals seemed misleading. Ben found Malcolm's model but John's was proving more challenging.

By 9.30 am Albert had got his 4th flight away, getting exceptional height when he was nearly caught out by a sudden gust as he pulled his model around to launch. The resulting acceleration gave him the best height of the day. Malcolm had to sit out a spell when the winds were cresting 7 m/sec, getting away a good launch when things dropped back to



Albert Fathers led the way, from R1



Malcolm Campbell followed, the gap stayed at 2 secs

about 5 m/sec. Albert had DT'ed high to land on the grass verge between the main road and the power lines – a lucky escape. Malcolm was in stronger winds and the model was very high making judging distance difficult. His decision to RDT at 2:58 proved wise as his model landed 50 metres past the highway in the adjoining paddock.

John was still searching for his model, eventually walking back towards the flight line to locate it. But the loss of time had allowed the predicted stronger winds to arrive, flyable but the direction was straight to the highway. Albert and Malcolm had risked it and they both landed close to the main road. As they had both made 4 good flights and with no chance of catching up, it seemed pointless for Ben, John and Van to continue flying in the deteriorating conditions. Albert and Malcolm also agreed to call it quits at this stage.

So Albert won with a 2 second margin over Malcolm, this margin being established in his first flight. Ben was in 3rd spot. Albert and Des had driven up very early that morning and were keen to get home, and Malcolm and Kathy had an evening dinner party to prepare for, so they all made an early start back to home. Those remaining were fed in the clubroom by DAMC secretary Eddie Otto. Ron and Sheila arrived after lunch informing those still at the field they made a reservation for John, Ben, Van and Dianne to join them at the Russell tavern in town on Saturday night. Typical of country town meals we had a large serving of excellent food and enjoyed a very pleasant evening.



Cotton crops went as far as we could see



The overnighters enjoyed their meals

F1A State Championships Results

Posn	Name	Round 1	Flight 2	Flight 3	Flight 4	Total
1	Albert Fathers	204	180	180	180	744
2	Malcolm Campbell	202	180	180	180	742
3	Ben Lewis	140	142	180	DNF	462
4	John Lewis	130	108	180	DNF	418
5	Van Richard-Smith	101	78	91	DNF	270

F1B STATE CHAMPS 9 May:

As with the previous day the weather report was not quite accurate. Expecting near perfect weather we were surprised to find the wind speed already at 2 -3 meters per second before 7am. With the direction as it was the day before the decision was made to fly 5 flights of 3 minutes.

John was away first but had set his timer for 4 minutes and achieved a flight of around three and a half minutes. Ben flew next but after reaching good height the model developed a stall and a mushy glide landing at just over 2 minutes. Craig flew next and after an impressive climb his model found bad air to miss out on a max by the smallest of margins with a score of 179.45sec. Van and Ron also dropped their first flight in the cold lift less conditions.

Both Ben and Craig maxed their second flight but it was John's turn to fall victim to the tricky conditions. John's model also developed a stall and like Ben he then adjusted the glide trim setting for the rest of his flights. Van's second flight was similar to John's in duration while Ron was another 60 seconds behind. Good news though was a slight change in wind direction which meant most models were narrowly avoiding the cotton crop. The wind speed peaked around 8.30am at about 4 - 5 meters per second taking maxing models within 100 meters of the Cecil Plains highway although a slow DT decent on Van's model resulted in a 5 minute flight that landed on the other side of the highway. Ron was the only one that failed to make a third flight max.

By 11 am the wind had become very light and variable with abundant strong lift available. Van discovered there was an abundance of down air

as well and managed to fly into a patch that had him on the ground much sooner than expected. Everyone else maxed their fourth flight. Van had discovered a massive thermal on his last flight which John gleefully launched underneath to also max. Ben cautiously waited and found another good patch of air to finish with a max. Ron managed to get his hand in the way and removed one of his propeller blades during launch. The model virtually self-destructed before it hit the ground then death rolled around the grass leaving a trail of broken balsa and tissue.

Craig's last launch looked as good as any he had done throughout the day and his model gained reasonable height but not as much as his previous flights. It soon became apparent the model wouldn't max and could be down in not much more than two minutes. However at approximately 50 feet altitude it settled down and hung on for a two and a half minute flight sufficient to give Craig first place.

It was an interesting day with models flying in a different direction on each flight sometimes covering a fair distance and later in the day landing close by. We were short of time keepers so it was a case of timing for each other throughout the day making it a friendly co-operative days flying. Eddie Otto attended both days and looked after us making the Dalby club facilities available and preparing lunch for us. A few other Dalby members arrived just before lunch time on Sunday so we had a few spectators for our last couple of flights.

Although the weather was not as kind as the last couple of years it was nevertheless OK. Finally a big thank you must go to Dalby MAC for allowing us to use their facilities to run our major events. After the recent cyclone and resulting heavy rain our field at Coominya has become limited again, with the lagoon presently full and a maturing corn crop adjoining it. We can only wish for a dry winter to once again give us better flying options at our home field.

F1B State Championships Results



Craig chalks up a win

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Craig Hemsworth	179	180	180	180	152	871
John Lewis	180	138	180	180	180	858
Ben Lewis	127	180	180	180	180	847
Van Richard-Smith	137	135	180	105	180	737
Ron Munden	97	58	85	180	crashed	420



The winners in F1B

P20, E36 and 100 gm Coupe at Coominya

23 April 2017 report and photos Malcolm Campbell

This event had been postponed from 2 April through unfavourable winds and again, throughout the week, winds were again blowing toward the road and brisk by 10 am. So some wisely decided to fly early.

P20

Dale Jones put up early test flights and was first way in the comp, effortlessly maxing. These models seem to make 60 secs so easily, questioning whether it should really be a 90 sec class. Des Slattery also arrived early and maxed his first flight, but it was downhill after that. P20s work best in light air and competitors had that until at least 8.30 am, so everyone flew early. Dale flew her Sharkey for two flights but swapped to William's Pigmy for last flight as hr model had been damaged. After Dale flew, William set out to chase her with his flights, and he maxed all three. John Lewis's OD model flew reliably and he also maxed out, flying his last flights from the lower paddock. That made three in a fly-off that didn't happen – not wanting to risk models in a fly-off on the day, it was decided on the field to share the points for first place. It's a pity it couldn't have been held over to the next comp day as fly-offs are fun.

E36

After a test flight Malcolm Campbell put up his first ever comp flight in E36, launching from down near the southern fence line and trotting along underneath with RDT switched on, conscious of the power lines near the main road. The model DTed about 50 m from the front gate for its first max. He used the same vertical launch technique that the F1C flyers use. It



Malcolm Campbell's Apache E36

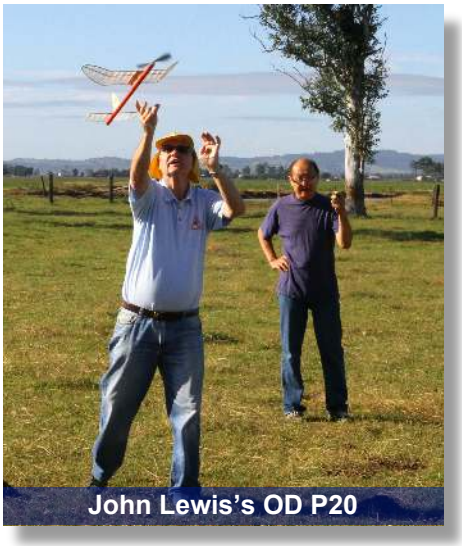
seemed to suit him and the model. Malcolm and Craig, who was testing his F1B, decided that all classes except P20 should relocate onto the flat ground in the lagoon paddock to avoid the main road.

Malcolm's second flight went up and the glide was good but he barely maxed, clocking off at 2 m 2 sec, landing near the large tree in the top paddock. His final flight didn't get the same height but the glide had it DTing at about 40 feet. Mission accomplished – max out in his first E36 comp.

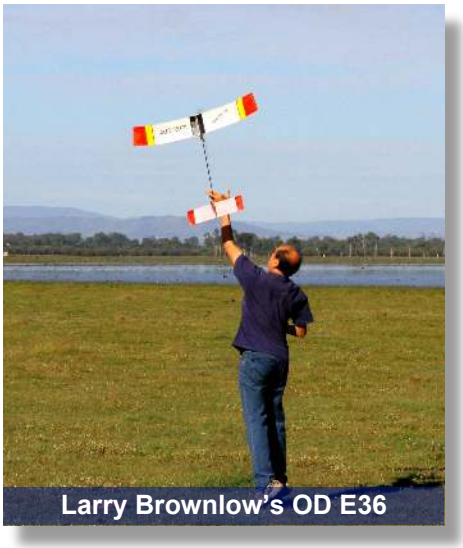
Graham Maynard tried the vertical launch technique during testing but he looked more comfortable with a conventional launch. His first flight got good height and transitioned well but the glide was straight; straight into the top branch of the large tree in the middle of the top paddock. A quick check by Graham ascertained a 9 m retrieval pole was not enough, so that was to provide plenty of amusement later in the day.

Larry Brownlow had his little lightweight OD E36 going quite well but a very poor transition caused a vertical descent to hard ground and the motor pod broke off. Larry repaired it and carefully tested it but remained unhappy with the performance. When the winds shifted easterly later in the morning he went up to the top paddock but still decided to stay out of the competition.

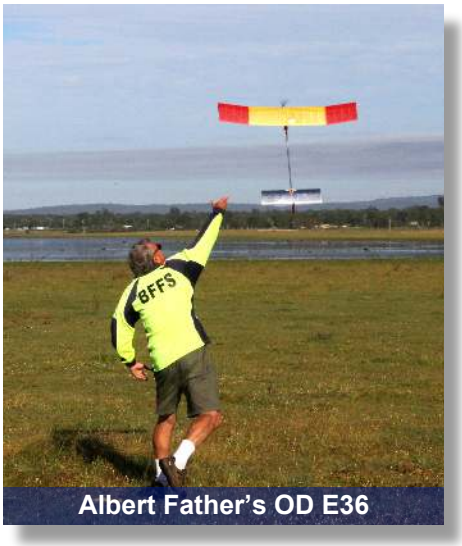
John planned to fly all classes but it was after 11 am when he thought about E36, deciding not to risk his model as the wind was turning



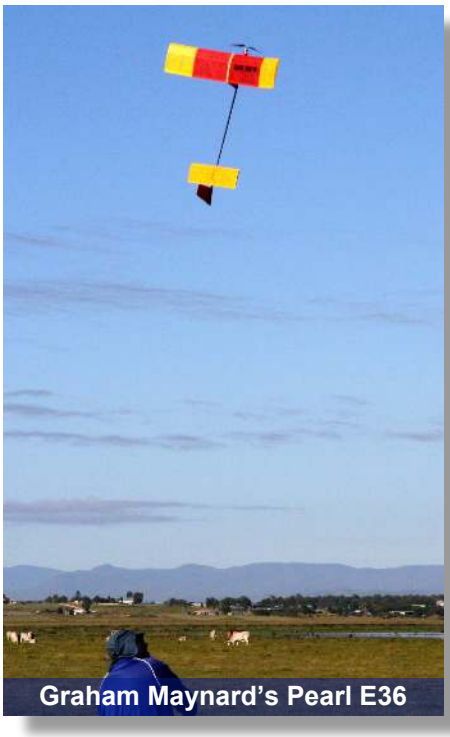
John Lewis's OD P20



Larry Brownlow's OD E36



Albert Father's OD E36


Graham Maynard's Pearl E36


Des Slattery's Pearl E36


Lohn Lewis's Tumbleweed 6 Coupe, Larry Brownlow timing


Dale Jones' 100 gm Coupe


Big launch from Craig Hemsworth

easterly threatening to have models flying out of the paddock.

Des flew regardless. He'd done well in P20 and started E36 with enthusiasm. He struck bad air in two flights and failed to max.

Albert Fathers flying the club's first ever E36, his own design, got great height. His model spiraled up fast but the glide robbed him of a good day although he did achieve two maxes. He had a few scares with the model gliding over and around trees but he avoided trouble.

So the E36 went to Malcolm, with Albert second and Des third. We should get at least 8 in our next E36 event later in the year!

100 gm Coupe

Dale Jones flew her Candy G coupe from near the lagoon and she had one close call with a long DT. The model nearly flew into the lagoon but a wind shift and some stern talking by Dale caused the model to stay dry. Her second flight relegated her back to second place.

John Lewis flew his OD Tumbleweed 6 and nearly maxed out to win from Dale, who was his only real competition.

Des Slattery flew an underpowered Garriecoupe that seemed to wallow around at low altitude as the power came off and then climb away towards the end of the motor run! His single flight saw his model fly onto the adjoining property and into a rather full dam.

Malcolm and Des went over to the dam around midday and Des first tried the 9 m pole – not long enough. He then got out a light string line with two heavy chain links tied to one end. This worked well, after about 10 tries. Once Des had the line and length worked out it wasn't long before the model was on dry land, although part of the prop didn't make it back.

Continued next page


Kathy launching Albert's LDA F1A


Des trimmed power models


Graham tested his Oz Diesel

Testing

Several flyers spent time testing models. Craig Hemsworth had the best results, his F1B getting greatest height on the day and gliding magnificently. He'd adjusted the differential warps that robbed him of a maxout at Dalby a couple of weeks earlier and the model was back on trim, although he gave himself one long retrieve in a paddock containing a number of low bushy trees, and cows. He avoided them all.

Albert wore himself out with his carbon skinned long F1A as he struggled to circle it and failed to get it off the line. It turned out that the stab setting for circle was lower than the glide setting! He certainly got some exercise.

Graham tested his pretty Oz Diesel, giving himself a few scares but he went away with an improving model.

Des moved well away to test two power models; in fact he was very close to the lagoon. All went well and he was happy to put them away for Narrandera.

Tree-top retrievals

Graham's E36 extraction was not as easy. Flushed with success from the dam recovery, Dessy tried the line he'd used in the dam. Then Graham tried it followed by Kathy. Close but not close enough. Malcolm tested the 9 m pole again and established it needed more length. Strapping on Larry Brownlow's 2.5 m pole it just reached the model.

Adding Graham's 2.5 m pole gave him 14m to play with and, by resting the top end in the Y of a branch near the model, he used his snooker skills to pot the model from the clutches of the tree. Damage was restricted to LE damage between 2 ribs and a hole where the snooker cue punctured the paper. Not a bad result when height and tree characteristics were considered. And it only took 30 minutes. It sure ended a great day.

John Lewis remarked that he couldn't help think on the way home that, of the many advantages of being in a club, the major one is the willingness to provide assistance to a fellow club member in need. Even the local cows were polite spectators as they stayed well back observing our activities.


Graham Maynard ponders the potential loss of his E36


Malcolm aims his big cue


The model wasn't snookered


It came down right on cue, virtually undamaged

23 April 2017 Competition Results

P20 RESULTS:

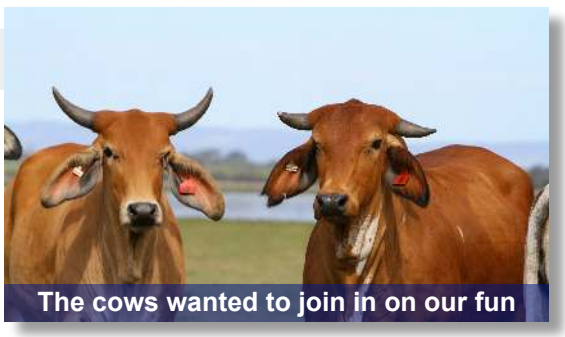
Name	Fl. 1	Fl. 1	Fl. 1	Total
William Jones	60	60	60	180
Dale Jones	60	60	60	180
John Lewis	60	60	60	180
Des Slattery	60	53	55	168

100 GM COUPE RESULTS:

Name	Fl. 1	Fl. 1	Fl. 1	Total
John Lewis	120	119	120	359
Dale Jones	120	90	120	330
Des Slattery	67	Landed in dam	Landed in dam	67

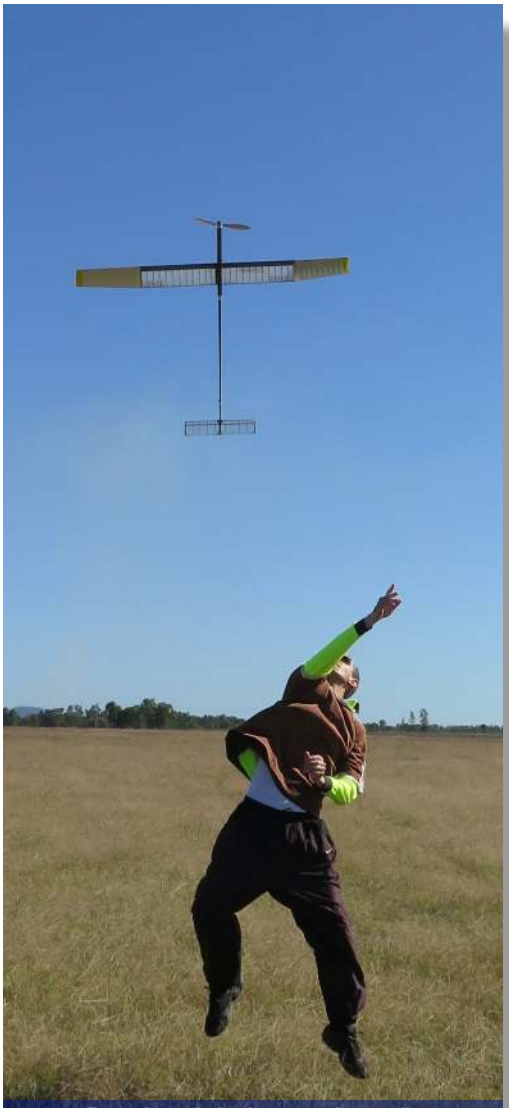
E36 RESULTS:

Name	Fl. 1	Fl. 1	Fl. 1	Total
Malcolm Campbell	120	120	120	360
Albert Fathers	96	120	120	336
Des Slattery	76	106	69	251
Graham Maynard	DNF tree'd testing			
Larry Brownlow	DNF testing			
John Lewis	DNF			


The cows wanted to join in on our fun

F1G State Champs at Coominya

30 April 2017 **report and photos John Lewis**



Ben Lewis's hearty launch



F1G winners



Ron claims his model from the cows

Ideal conditions greeted us as we arrived and this continued throughout the day. The event this year was a low key affair with a relaxed atmosphere.

John began badly after failing to start the timer launching his F1G resulting in a poor score and a broken wing after the model spiraled in on the glide. His reserve 100gm coupe although flying well the previous weekend had the rudder centred rather than in the normal left hand glide setting which resulted in another poor score.

Dale, William and John Taylor began well with a max each but both Ben and Ron Munden were a little short. Ben and Brian made a second flight max however Dale was 10 seconds short (Dale's only sub max score on the day).

Only 5 competitors made their third flight with both William and John Taylor withdrawing (John Taylor had a motor break while hand winding damaging the front of his fuselage). Ben dropped 3 seconds on his third flight leaving him only two seconds ahead of Dale.

Except for Ron everyone else made a max on their fourth flight with most benefiting from a mass launch in clearly marked lift. Both Ron and Brian dropped their last flight with Ron's model DT'ing prematurely landing amongst a bunch off nearby cows. After some licking of the tissue Ron was able to get his model back from one of the interested cows unscathed.

Dale maxed her last flight putting pressure on Ben who found some good air to record a convincing max and completed the day catching the model on it's DT decent.

Although a small event this year in terms of participation it was a very enjoyable day with Ben first, Dale second and Brian third. At times there were numerous cows nearby with models often landing amongst or near them however no models were damaged as a result.

F1G State Champs Results

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Tota
Ben Lewis	115	120	117	120	120	592
Dale Jones	120	110	120	120	120	590
Brian Taylor	93	120	120	120	74	527
John Lewis	51	78	120	120	120	489
Ron Munden	101	76	50	61	81	369
John Taylor	120	55	-	-	-	175
William Jones	120	-	-	-	-	120

Southern Cross Cup at West Wyalong NSW

1 - 2 May 2017

report and photos Malcolm Campbell

Six BFFS members drove down for the two major events on the Australian free flight calendar for 2017 – the Southern Cross Cup (a World Cup event) at West Wyalong and the DAM, AFFS and Tui events at Narrandera (3 World Cup events). The weather looked good, very good. This year two F1C and 1 F1B flyer attended from China although, being a World Champs year, there were no other OS visitors.

SATURDAY Open Power and F1B

F1B: R1 started with a alight easterly breeze making the 4 minutes easy for those with in trim models. By 9.30 am the winds varied between 4 and 5 m/sec, so retrieval times increased. Paul Rossiter and Graham continued to have little problems, and Vin dropped R3 by just 2 seconds but it got worse for Vin. His model rotated in his hand on launch and he was down very quickly. Paul and Terry Bond both landed in trees. Gary Good win retrieved Paul's later in the day whereas Terry had to engage the services of a local with a cherry picker.

Only two made it to the fly-off, Yuan Gao from China and Gary Goodwin, in his first F1B fly-off. Flown the next morning in light drift towards the club house, Yuan launched first followed by Gary. Gary was clocked off at 5:10 beyond/over the trees beyond the clubhouse, whereas Yuan DT'ed from greater height, winning by 27 seconds.

Open Power: Bruce Hao flew his F1J in Open Power, his poor glide preventing a max for him. Gary Pope lost a lot of height due to his launch but the model simply hung on to record good scores. Roy Summersby looked good for a win until his last flight, so Gary won Open Power, by 4 seconds! Des Slattery tried the vertical F1C style launch to good effect, but not in his first two flights. His last flight, recorded over 8 minutes, landing 2.5 km and 3 paddocks away. I accompanied him on a lengthy retrieve.

SUNDAY F1A, F1C and Open Rubber

As winds increased during the F1B fly-off, the flight line was wisely relocated to the northern boundary. Four flew in F1A and five in F1C.

F1A: Four flew in F1A and only 2 maxed the 4 minute round, Matt Hannaford And myself. Chinese junior Liu Zichen (who I met at Lost Hills) retired his best model when it bunted on the line, and Albert Fathers had an up and down day, trying several models throughout the day but he didn't give up. The wind shifted westerly by R2 so we were flying down the paddock. R1 was 2 m/sec and for R2 it rose to 4 m/sec Winds continued to increase in the final 3 rounds, varying between 4 and 6 m/sec, so we



Graham waits for air



Malcolm and Kathy set up in F1A



Des's new launch style



The dynamic Yuan Gao in F1B



Ted and Albert spot models



The girls love Adrian

had a few long walks. In the end, I had maxed out and Matt had dropped only one round to finish 25 seconds behind with Albert Fathers third.

F1C: As expected, the Chinese were a big threat in F1C. This year they brought a promising 17 year old, Ji Ao. Xin Pu Sheng, fresh from his Max Men USA win, was the main threat for the Aussie trio of Roy, Terry and Gary. Terry had a few scares with wings unfolding incorrectly – thanks to his RDT damage wasn't severe, although R4 ended his chances, big time. Roy too had the yips in R4, dropping to third place when he recorded a 2:31 flight. Gary Pope maxed out with Xin Pu Sheng, their fly-off being Wednesday morning, with a 1.3 degree wind chill. Gary launched first and his model DT'ed at the top – down in 27 seconds! Xin Pu put up a good launch, DT'ing to be down in 69 seconds. No long retrieves for the F1C flyers!

Open Rubber: This promised to be a battle of the older people, although Leigh Morgan, Gary Goodwin and Paul Rossiter were also in it. Adrian did his customary one flight, launching from the comfort of his chair. It soon got down to Des, Jim and Leigh to put on a good show, and they did,with Des missing the fly-off by 7 seconds. The following morning gentleman Jim made amends from last year to soundly beat Leigh in the fly-off.

Pizza for tea: A large gathering enjoyed a social gathering around a roaring fire behind the clubhouse. It was a cool and windy night but everyone had fun, with very nice pizzas made by Di Hanna and Matt Hannaford.

We had a slow start Wednesday and leisurely packed up and left for Narrandera around 10 am. It's great that the two locations are so close. Two hours later, at Narrandera, we unpacked into our room at the caravan park and put our feet up until dinner.

SOUTHERN CROSS CUP RESULTS

Southern Cross Cup Contest Results

Date	**01-May-17**								
Class	**F1B**								
Family Name	**Given Name**	**R1**	**R2**	**R3**	**R4**	**R5**	**FO**	**TOTAL**	**Posn**
Gao	Yuan	240	180	180	180	180	337	1297	1
Goodwin	Gary	240	180	180	180	180	310	1270	2
Morgan	Vin	240	180	178	111	180		889	3

Date	**01-May-17**								
Class	**Open Power**								
Family Name	**Given Name**	**R1**	**R2**	**R3**	**R4**	**R5**	**FO**	**TOTAL**	**Posn**
Pope	Gary	180	143	180				503	1
Summersby	Roy	180	180	139				499	2
Slattery	Des	49	14	180				243	4

Date	**02-May-17**								
Class	**F1A**								
Family Name	**Given Name**	**R1**	**R2**	**R3**	**R4**	**R5**	**FO**	**TOTAL**	**Posn**
Campbell	Malcolm	240	180	180	180	180		960	1
Hannaford	Matt	240	180	180	155	180		935	2
Fathers	Albert	190	123	180	103	132		728	3

Date	**02-May-17**								
Class	**F1C**								
Family Name	**Given Name**	**R1**	**R2**	**R3**	**R4**	**R5**	**FO**	**TOTAL**	**Posn**
Sheng	Xinpu	240	180	180	180	180	69	1029	1
Pope	Gary	240	180	180	180	180	27	987	2
Summersby	Roy	240	180	180	151	180		931	3

Date	**02-May-17**								
Class	**Open Rubber**								
Family Name	**Given Name**	**R1**	**R2**	**R3**	**R4**	**R5**	**FO**	**TOTAL**	**Posn**
Christie	Jim	180	180	180			255	795	1
Morgan	Leigh	180	180	180			195	735	2
Slattery	Des	180	173	180				533	3

The Dave Anderson Memorial Cup, AFFS Champs and the Tui Cup

4 - 12 May 2017 at Narrandera

Dave Anderson Memorial

report and photos Malcolm Campbell

THURSDAY F1A: It was a cool and pleasant morning for day 1, with winds at 2 m/sec. **F1A:** 9 entrants was excellent although only 4 made the 4 minutes in the first round, in ideal conditions. It was good to see Ted Burfein back; he was a bit rusty but enjoyed it.

R2 was flown in 3 m/sec and most maxed. Albert pulled through lift to miss the 3 minutes. Ted had two attempts to launch and recorded a zero score. There was a bit more breeze for R3 but only 4 maxed. I was the worst of the bunch picking very bad air.

Winds were a little stronger and everyone enjoyed R4. Phil Mitchell kindly marked the air upwind that spiked a mass launch with everyone maxing. There was another wind-shift for the final round and havoc prevailed. Why? Antony Koerbin failed to unlatch in good air, his model with line attached crossing the flight line with Antony in hot pursuit. Albert towed up without delay, snagging Antony's line and so pulling his own model into the ground. The kind gesture enabled Antony to catch up with his line to max. As the dust settled from Albert's prang, I towed up in some clear space to record a great max. Undamaged, Albert towed up to record a max, as did all flyers in the round. Actually Craig King had snagged his line but the lift was so strong he stopped trying to untangle it and just went with whatever line he had out! Unlucky Matt Hannaford broke his boom when his model flat-spun in on DT. In the fly-off the next morning, Antony and Phil both got good launches, Antony launching first and Phil's launch being visually higher. Flying in the same air, Phil won with a 6:23 flight. Albert placed third.

F1C: The day seemed to suit F1C and there was a strong Aussie presence flying against the two Chinese visitors. Shayne MacDonald was the standout performer. Gary Pope had real problems in the first 4 rounds and in R2 Roy Summersby's wings failed to unfold and the RDT didn't work, so the harsh landing caused major damage to the wings – Roy reached for another model. Shannon Tolmie went one better. His timer failed to start and the climb was perfect and very high when it transitioned into a steep dive to the ground. The timer was working again after the impact – the rest of the model needed some repairs! Terry Bond was still in there after 4 rounds but in R5 he fortunately noticed the stab mount was broken at the bottom of the post. His reserve model had wing release problems, so he had to DT it early.

For the fly-off, Roy and Shayne faced off against Xin Pu Sheng and junior flyer Ji Ao. In the fly-off Roy and Shayne got away early, both bunting off at good height in calm weather. The two Chinese flyers waited until the last 5 minutes, and then Ji had starting problems, taking about 3 minutes to get airborne. Xin Pu then tried to get his started – he too had problems. His launch was made with 25 seconds to spare! Roy's model was clocked off at 5:43 OOS and Xin Pu's was clocked off at 7:21. Shayne MacDonald got 5:18 and Ji Ao 4:58, so it was an exciting fly-off.

FRIDAY F1B: There were 9 in F1B and in R1 there was a light easterly breeze. Six got the 4 minutes with Graham Maynard scoring low after a flat launch. Kiwis Paul Lagan and Dave Ackery also dropped. The winds increased for the remaining rounds so retrieves were as far a 1.5 km out. There was good lift about and many spectacular mass launches. Terry and Richard bot had a poor round, dropping well down. Graham's final flight fell out of the sky and Paul Lagan retired after R3. So there were only 3 in the fly-off - Vin, Craig and Paul. Vin had an obvious advantage – he had a brilliant red flasher that allowed his model to be seen to the ground, even without binos! It was dead calm on the ground and perhaps 1 – 2m/sec up high. Vin launched first for a 6:04 score. Craig followed but launched slightly left to be rewarded with a time of 5:43. Paul was last to walk out after breaking one motor, having connection problems with his second motor and being left with a mushy motor for the flight. His motor run was 50 secs but he still made 5:42, so it really was an exciting fly-off.



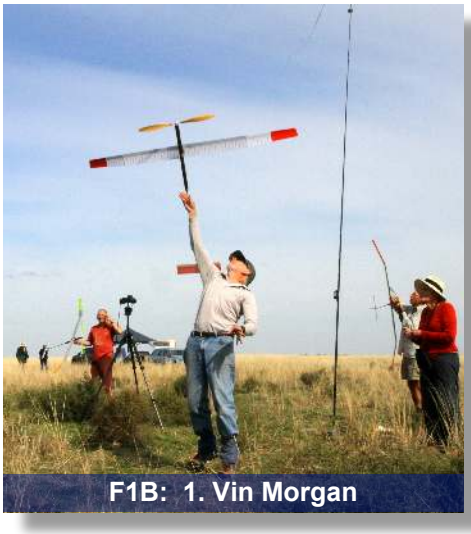
F1C: 1. Xin Pu Sheng



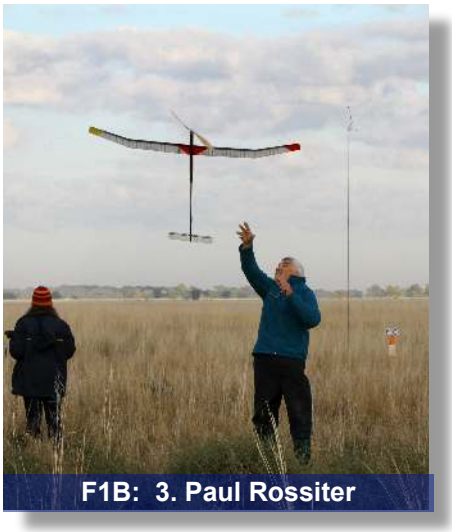
F1C: 2. Roy Summersby



F1C: 3. Shayne MacDonald


F1B: 1. Vin Morgan


F1B: 2. Craig Hemsworth


F1B: 3. Paul Rossiter

DAVE ANDERSON MEMORIAL RESULTS 2017

DAVE ANDERSON MEMORIAL 4 to 6 May 2017

RESULTS

F1A

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	240	180	180	180	180	960	383	1
Antony KOERBIN	240	180	180	180	180	960	362	2
Albert FATHERS	240	147	180	180	180	927		3

F1B

Vin MORGAN	240	180	180	180	180	960	364	1
Craig HEMSWORTH	240	180	180	180	180	960	356	2
Paul ROSSITER	240	180	180	180	180	960	342	3

F1C

Xinpu SHENG	240	180	180	180	180	960	441	1
Roy SUMMERSBY	240	180	180	180	180	960	343	2
Shayne McDONALD	240	180	180	180	180	960	318	3

THE AFFS CHAMPIONSHIPS

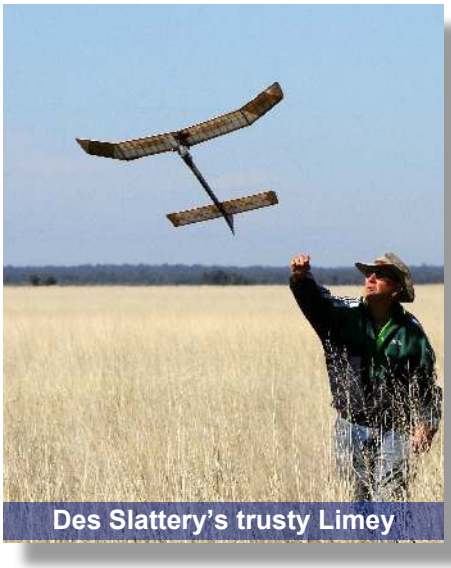
SATURDAY Combined Open %: You expect a mixture in this event, and we got that – a P30,and OR model, two F1Bs and 3 F1Js. The result was a surprise. Winds were light for those who flew early but they gradually increased during the day, still staying below 5 m/sec. As expected the bigger rubber models did well in their flights, even Terry's P30 excelled.

While Albert had made the fly-off in OR, only four contested the fly-off. Phil was a hot favourite when he brought out a big F1A, although Vin and Paul's F1Bs were challenging for the first place. In the end, Terry's " David", his little P30, upstaged the big boys with its long motor run to finish ahead of Phil and Paul Rossiter.

The Minis: This was a busy dy for me so I didn't notice much. Phil did well to be the only one to max out so the "high time" wasn't needed. Rob Wallace, with 3 maxes, came in a scant 12 secs ahead of Dave Ackery who had 4 maxes and a shocker. Ian Haig's little Aiglet was rather aerobatic on the line but settled into a good glide for 3 maxes. Kathy had



Terry Bond's winning P30


Des Slattery's trusty Limey

a few good flights and I finally reasoned that my model's erratic behaviour was because of a new battery that was fitted at Lost Hills – its CG had shifted way back!

Only 3 flew in F1G and the " high time" was needed to separate Terry Bond who eventually won by 10 secs from Paul Lagan with Jim Christie taking the last spot.

6 in F1J was excellent and the air really suited them. Modern day F1Js of Shannon Tolmie and Roy Summersby maxed out as did the old ½A Orbiter of Dave Shackleford. Shannon won on his high time score. Des was a source of amusement. His F1J flung the prop nut, twice, the second time for good. Albert found a nut on his electric bike that fitted and, after all that, Dessy retired that model and used his old faithful, his ½A Limey.

MONDAY F1A: R1 was started in winds of perhaps 2 m/sec. Only Kiwi Craig King and Antony Koerbin got the 4 minutes. Phil even dropped when his model started to stall, and Rob Wallace and I did worse, me with my second R1 stuff-up, and in the round I really look forward to. Matt did well as he was easing his wounded F1A back into trim. The winds increased slightly in R2 and started to come from the west. Antony broke a stab in R3 recording a big drop, leaving Craig to forge to the lead. Then disaster – Craig pulled a shocker in R4 and Phil assumed the lead. The last round was critical for three flyers, and they all maxed. Phil won the F1A event from Antony and Craig. It's been a while since no one had maxed out in F1A at the AFFS Champs.

Open Rubber: 8 flew and 5 maxed out; only 3 of the entrants were true OR models. Des flew damaged in his last flight, having broken off one blade off his prop assembly, but still managed to max out. Vin performed emergency field repairs on Leigh's OR model when the motor tube became spongy. Craig Hemsworth dropped out after recording 2:58 in his first flight, as did Jim Christie with a time of 2:13, most uncharacteristic for Gentleman Jim. The fly-off was interesting and pretty close. Richard Blackam won from Leigh Morgan and Paul Lagan, with Paul Rossiter and Des Slattery trailing. Des complained off a tight motor but at least he flew with a fully repaired prop

F1C: Another day where I observed the action from the end of a towline but it looked as if all enjoyed the day except for Gary Pope. Xin Pu Sheng and junior Ji Ao maxed out to challenge Roy Summersby in an eventful fly-off. Terry and Shayne only dropped one round so they were pretty close. Roy's motor didn't sound crisp in the climb and it showed in the final time, Xin Pu winning by 76 secs. Ji Ao had trouble starting and then, when he launched, the timer didn't start. The model flew in a wide accelerating arc for a spectacular arrival to ground.

P30: 4 competed and no one maxed. Leigh broke her pylon and withdrew. Vin maxed 2 and didn't fly the third and newcomer Ian Haigh maxed 2 flights after a lesser first flight. Dave Ackery choked in his final flight but still won from Ian with Vin third.

TUESDAY F1B: This was the shake-up event for several reasons. Weather was excellent and B had the biggest entry list, with Australia's best flyers. R1 had minimal drift so most maxed the 4 minutes, although Graham Maynard was dogged again by a flat climb. Almost all maxed R2 with Paul Rossiter dropping 14 secs. Wind speed of 1 – 2 m/sec meant models wouldn't stray far in R3 but there was a big shake-up in scores. Vin launched first taking some of the bunch with him, but he fell 4 secs short, and Paul Lagan was closer but still 2 secs short. The yips set in again for R4 and many waited a long time with many false starts. Eventually Paul Rossiter launched and Richard Blackam and Craig Hemsworth went soon after. Paul Rossiter maxed, Dave Ackery was down in 119 secs, Richard in 109 secs and Craig in a meagre 93 secs. But the disappointment continued for Craig and Gary Goodwin – weighing revealed overweight motors (too much lube not wiped away). To make up for two disastrous rounds everyone maxed R5 and Yaun Gao faced Terry Bond for the fly-off. Yuan won by 76 secs.

Open Power: It was a close battle between Gary Pope and Roy Summersby but The Master beat him by 22 secs, although they each only recorded 2 maxes. Des Slattery followed up with his trusty Limey and



Des gets away in the Open Rubber fly-off



Kathy isn't flying F1B, she's helping Craig

Harry Sokol recorded the most spectacular flight, his OS 25 Dixielander shedding its wings about 50 feet up. The wings (hopefully with joiners) fluttered down in 2 pieces and the fuse and stab, DT deployed, continued flying under power for at least 10 secs. Harry likes blowing up models. I saw him do this to a Y-Bar at Springhurst a few years ago.

HLG/CLG/TLG: Paul Lagan was the master. We expected that. Phil Mitchell went early racking up 6 quick flights with his Len Surtees design. Kathy and I spread our launches across a fair window of time putting up some good scores, but nowhere near the 5 maxes recorded by Paul Lagan, even though we were flying similar models. Peter Lloyd was well down with his Morris Dancer TLG although the weather seemed good for it. With an hour to go, Matt Hannaford walked onto the scene with his TLG, and two interested observers. Matt managed 5 flights to displace Kathy from 3rd place and then Chris Birch and Ian Haigh had a go with the same model. I think we were all fearful of losing our small CLG gliders in the grass but the winds were kind.

WEDNESDAY Scramble: It was good to see 5 in the Scramble and the spectators loved it. After the Le Mans start, the 30 minute event produced some crazy flights, some long flights and a few crashes. After all, that's what you come to expect from a Scramble. Phil tried his best as the vintage scrambler; young whippersnapper Chris Birch found he had to trim his model early on and Ian Haig, flying a scramble and a carpet for the first time, found out how hard things can be at the start. Matt Hannaford started off with problems but soon settled down. Craig, Terry and I, being close to the action, had to duck a few times although Craig also jumped up trying to drag a few out of the sky. In the end, youth prevailed and Chris won out from Phil and Matt.

Combined Vintage: Phil did all his flights before the Scramble, and maxed out with his Nebula. Roy had his new OT-powered Dream Weaver and he had to work hard as he had 5 flights of Oz Diesel as well. High times were needed as he and Jim Christie recorded identical scores. I didn't find lift with my first flight and fell off the line in light air in my final flight so Ian Haigh squeezed into 4th ahead of me with his Lanzo Climber. Graham Maynard's Eliminator flew very well in its first 2 flights and misbehaved in its final flight. Kathy Burford couldn't handle her Nebula on 100 m in such light air but her final flight was a standout. With Matt Hannaford calling directions to her halfway along the line she ran until the model slipped off the line at 40 feet. It then started to float in a small circle at that height until it bumped a bit and started to go up. Soon it was at a hundred feet and climbing faster. It maxed at three minutes and was down at 4:58. Kathy smiled and many stopped to watch her amazing flight. Matt's KK Chief needed a lot more trimming but looked nostalgic in the air. Harry Sokol and Des Slattery made up the numbers. It was nice to see 4 gliders, 2 rubber and 4 power models in the mix.

Oz Diesel: I didn't see him fly much but Harry Sokol was the dark horse, maxing out over 5 flights. The Master didn't even make second, that place was taken by a beaming Des Slattery, with only one max but he recorded 5 flights. Roy only recorded 4 and, although three of them were maxes, it was not enough to catch Des.

MORUNDAH PUB The Presentation Dinner: What more can I say. That's three times that we've had a superb meal to wrap up the AFFS events at the Morundah Pub. Most went back for seconds. So it was a happy affair with plenty sharing the prizes and the lucky door prizes were also well received.


A force to be reckoned with - 3 Nebulas


Drink o'clock with Kathy and Malcolm


Des placed 3rd in Open Power


CLG, "*Saturday Night Fever*" style


Des placed 2nd in Oz Diesel

2017 AFFS CHAMPIONSHIPS RESULTS

F1A 08/05/2017

NAME	FAI NUMBER	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	AUS12594	218	180	180	180	180	938		1
Antony KOERBIN	NZL4499	240	180	137	180	180	917		2
Craig KING	NZL3300	240	180	180	115	180	895		3

F1B 09/05/2017

								FO1	PLACE
Yuan GAO	CHN90603	240	180	180	180	180	960	332	1
Terry BOND	AUS3107	240	180	180	180	180	960	331	2
Paul LAGAN	NZL107	240	180	178	180	180	958		3

F1C 08/05/2017

								FO1	PLACE
Xinpu SHENG	CHN105481	240	180	180	180	180	960	318	1
Roy SUMMERSBY	AUS2153	240	180	180	180	180	960	242	2
Ji AO (Junior)	CHN360291	240	180	180	180	180	960	0	3

COMBINED % OPEN 06/05/2017

		%	%	%	TOTAL %	FO Model	FO %	PLACE
Terry BOND	P30	100	100	100	100	P30	212%	1
Phil MITCHELL	F1H	100	100	100	100	F1A	201%	2
Paul ROSSITER	F1B	100	100	100	100	F1B	136%	3

F1H 06/05/2017

							H'Time 1st	PLACE
Phil MITCHELL	120	120	120	120	120	600	219	1
Rob WALLACE	120	120	120	118	103	581	172	2
David ACKERY	120	120	89	120	120	569	147	3

F1G 06/05/2017

							H'Time 1st	PLACE
Terry BOND	120	120	120	120	120	600	202	1
Paul LAGAN	120	120	120	120	120	600	192	2
Jim CHRISTIE	120	120	120	112	120	592	205	3

F1J 06/05/2017

							H'Time 1st	PLACE
Shannon TOLMIE	120	120	120	120	120	600	283	1
Roy SUMMERSBY	120	120	120	120	120	600	257	2
Dave SHACKLEFORD	120	120	120	120	120	600	155	3

P30 08/09/2017

						FO1	PLACE
David ACKERY	120	120	82	322			1
Ian HAIGH	72	120	120	312			2
Vin MORGAN	120	120	0	240			3

OPEN RUBBER 09/05/2017

							PLACE
Richard BLACKAM	180	180	180	540	345		1
Leigh MORGAN	180	180	180	540	321		2
Paul LAGAN	180	180	180	540	295		3

OPEN POWER 09/05/2017

Roy SUMMERSBY	180	180	117	477			1
Gary POPE	180	95	180	455			2
Des SLATTERY	173	118	108	399			3

HLG/DLG/CLG 09/05/2017

							Best 3 Total	
Paul LAGAN	60	37	60	60	60	60	180	1
Mal CAMPBELL	48	52	37	60	33	47	160	2
Matt HANNAFORD	40	52	43	47	52	0	151	3

OZ DIESEL 10/05/2017

							H'Time 1st	PLACE
Harry SOKOL	120	120	120	120	120	600	136	1
Des SLATTERY	120	88	75	84	103	470	120	2
Roy SUMMERSBY	120	120	0	40	120	400	207	3

IVOR F MEMORIAL &
RUSS HAMMOND SCRAMBLE

Chris BIRCH	914	1
Phil MITCHELL	825	2
Matt HANNAFORD	731	3

COMBINED VINTAGE 14/042016

		R1	R2	R3	TOTAL	R1 HIGH	PLACE
Phil MITCHELL	Nebula 1954	180	180	180	540	181	1
Jim CHRISTIE	Bilgri 1955	180	180	174	534	310	2
Roy SUMMERSBY	Dream W 1956	180	174	180	534	202	3

		Score	Events
AFFS CHAMPION 2017	Phil MITCHELL	566.7	6
BEST JUNIOR 2017	Chris BIRCH		

THE TUI CUP OF NEW ZEALAND

Narrandera 12 May 2017

report and photos Malcolm Campbell



This was the Kiwi World Cup event and it was disappointing there were not more staying over, but it was a late arrangement. Next year, it will assume a more reasonable time slot.

F1A and F1B: The weather was cool and slightly overcast with light winds and no sun. Dave Ackery flew against himself in F1B and, although he missed the 4 mins by 10 secs, he maxed all subsequent rounds.

R1 for F1A saw Antony with unlatch problems but he, Phil and Matt made the 4 minutes. I had a reasonable launch but the model didn't hold height well. Poor Craig's model unlatched at half-height with the expected low score. For R2, the winds were 2 – 3 m/sec so we all stayed in the paddock. Antony's unlatch problems continued so he switched models for R3.

R3 was the problem round. Phil launched first, followed by Mal and Craig. Matt targeted the same air but fell heavily, injuring his right ankle. His foot was swollen and bruised, it looked worse than a sprain. Kathy retrieved his model while he rested, foot elevated.

In R4 the breeze was lighter and Antony centred in a small thermal. Phil and I went later, in a bigger one that took us both well over the fence. Matt limped onto the field, did a weak circle, launched and struggled back to his chair. He maxed! In fact everyone maxed in that round.

So for R5 and three sitting on a full house, more time was spent ensuring lift in the very light winds. Only Matt and Craig failed to find it. I had missed the fly-off by dropping 46 secs in R1 . Ouch! So the fly-off would be Phil Vs Antony Vs Rob.

The fly-off conditions were perfect - dead calm, overcast with no sun and cool. Lift would be scarce.

At the hooter, all three were in the air and Rob Wallace was first to launch, his model floating in a small bubble towards Phil Mitchell. Phil attempted to launch soon after but aborted it and went around again. His second launch was overcooked and he went off right for marginal height gain. Antony Koerbin took his time and launched with 4 minutes left on the clock, a good launch in a small thermal. All models landed within 200 m of their launch point, with Antony winning with 4:15, Rob with 3:02 and Phil with 2:10.

So ended a great 10 days at Narrandera. Preceded by 2 days of flying at West Wyalong, the weather had been perfect without any rain or strong winds. We helped Phil and Noels pack up the gear and headed back to camp to pack up ours, looking forward to doing it again next year.

Results next page



Antony Koerbin loads up



Craig King launches



Happy Tui Cup winners

2017 TUI CUP RESULTS

F1A	RD1	RD2	RD3	RD4	RD5	Total	FO1	Place
Antony Koerbin	240	180	180	180	180	960	255	1
Robert Wallace	240	180	180	180	180	960	182	2
Phil Mitchell	240	180	180	180	180	960	130	3
F1B								
David Ackery	230	180	180	180	180	950		1

All In Percentage at Coominya

7 May 2017 report and photos John Lewis

The prediction indicated light winds, sunny skies and comfortable temperatures which turned out to be the case. The lake appeared to have increased in size (although this may have been an illusion) however the area that William and Dale had chosen on arrival was well away from trees, fences, water and the road and provided a stress free flying opportunity for all our flights.

Numbers were down with only Dale and John choosing to enter the All In % event. (***ED**: At least 6 regular club competitors were away in NSW for the Southern Cross Cup and AFFS Champs, etc.*) Dale flew her trusty coupe while John entered his two E36 models as separate entries. Dale began well, with two maxes but, with the ever-changing wind direction, launched downwind on her flight resulting in a loss of height on the climb and recorded in a sub max after encountering unhelpful air.

John's new E36 seemed out of trim failing to reach useful height on the climb and in the early morning failed to find any helpful air resulting in 3 sub max scores. John's second entry (older E36) performed better gaining a lot more height and managed to max the last flight. William did some catapult glider testing, Ron Munden concentrated on his F1C and Open power models in preparation for the Dalby power weekend and John Taylor had a good flight with his Slicker.

John Lewis flew two previously un-flown electric RC models (Scaled-up Frog Widgeon and Junior Simplex) while Ann Taylor experimented with her iPhone taking a variety photos as part of a iPhone photo course she is currently doing. After an enjoyable morning's flying John Lewis and the Taylors had a good value lunch at the Mt Tarampa pub on the way home. All in all it was another nice low-key pleasant day.



John Lewis's E36



Ron Munden and John Taylor chat



John's large Frog Raven RC



John's Junior Simplex RC

All In Percentage Results

Name	Fl. 1	Fl. 2	Fl. 3	Total
Dale Jones	120	120	91	331
John Lewis	105	85	120	310
John Lewis	71	57	98	226

BFFS POWER WEEKEND
F1J, F1C and Open Power State Championships
Dalby 20 - 21 May 2017



report by John Lewis and photos by John Lewis and John Taylor

As the week progressed leading up to the Power weekend the forecast wind speed was looking better each day however the threat of widespread rain was increasing. Leaving after lunch on Friday light rain was falling in Brisbane and became heavy at times until we reached Toowoomba. Ron and Sheila had booked the Russell Bistro where we had a nice meal and pleasant evening.

Apparently Dalby received only around 5 mm and arriving at the field on the Saturday morning we were greeted with a thick blanket of fog which delayed the start till around 8.30am. Conditions were still overcast early but as the morning progressed the skies cleared presenting us with perfect flying weather and blue skies. The cotton crop had been largely harvested with the remaining plants smaller and easier to walk through than a few weeks previously when we held the F1A and B events.

SATURDAY F1C and OPEN POWER

F1C: John and Peter were able to get into the air fairly quickly and both recorded comfortable maxes in the buoyant conditions. Ron was having difficulty keeping his engine running after launch and recorded a few very short flights. It was then discovered the epoxy on his engine flood off fitting below the needle valve had let go. This may have resulted in the motor sucking air below the needle but in any case it appeared the motor could now not be flooded off successfully. Ironically Ron's reserve model when tested also wouldn't shut down forcing Ron's retirement from the event.

John's second flight just failed to make the 3 minute max however his 3rd flight after a lean motor run failed to gain maxing height. The resulting sub max flight glided into the metal frame that supports the pit cover doing extensive damage to the balsa sheeted wing. Peter was always high enough that the light drift would take his model out of harm's way. With the help of some cyno and some patience John was able to repair the wing and continue flying however picking poor



F1C: Ron and Sheila Munden



John had to fly F1J in Open



F1C winner, Peter Nash

air resulted in another two sub max flights.

Peter was looking good for a full house but DT'ed early on his fourth flight to drop 4 seconds. Thanks to John Taylor, Shelia and Julie we had plenty of time keepers while Peter's partner Kerrie provided coffee and tea during the lunch break.

OPEN POWER began on schedule after lunch however John discovered the auto rudder line on his F1C had broken and dropped inside the model forcing him to change to his old 1/2A model. It seems nylon lines have a use by date and only lasted 40 years. Peter also changed models to another old F1C model. Using 5.5 to 6 seconds Peter scored an easy max. Ron, using his trusty old Dixieland with Cox medallion 15, had a perfect spiral climb gaining good height from a 9.5 second run to score an easy max. By comparison John produced a bad launch and was lucky not to crash his model that was down in just over a minute.

With the seemingly perfect conditions all three flyers found bad air to sub max their second flight. John made a few slight trim changes and produced better launches but failed to find helpful air for any off his flights. Peter finished the day with another max but the flight of the day was Ron's. A great climb disappearing into the sun after a 15 second over run. Fortunately Kerrie was able to keep the model in sight until both Johns were able to lock on with their binoculars. After three minutes had come and gone it was becoming obvious Ron's Dixiexlander was a potential flyaway. With the model getting hard to see after 14 minutes it finally landed and fortunately a good line was established.

John Taylor directed Ron and Shelia from the observation tower as they searched downwind in their car. After a fruitless search John Lewis decided to walk the line with JT directing via walkie talkie from the tower. The model was finally located four and a half kilometres away. That night we all visited the Russell for another night of food and fun.

SUNDAY: F1J

As with the previous day we were greeted with (possibly denser) fog making it difficult to find the turn off into the flying field. With the heavy dew we once again set up on the circular concrete control line pad rather than kneel on the wet grass to start motors etc.

Peter had made a few practice flights the day before and was quickly in the air to record the first max of the day. John's motor wouldn't start and after trying a couple of starter boxes and changing glow plugs Ron came to the rescue providing his starter battery and panel. It seems John's panels were not delivering sufficient power for the Nelson plugs although they had worked OK a couple of days prior at home. Ron was also having engine difficulties which turned out to be a poor glow plug. John lent Ron a new Nelson plug which worked too well in a sense.

Ron's model has often seemed underpowered in the past but on this occasion the motor was truly screaming and it seemed the increase in power caused the model to roll onto it's back then into the ground where it self-destructed. John started badly as well with an over run but was able to get things working well



F1J: John Lewis


F1J winner Peter Nash


Ron sends his Dixie on a big flight

enough after some minor trim adjustments although his bunt setting still needed some adjustment. Peter was all class on the day and rolled off 5 successive maxes.

John's flights all landed close by and in some case back on the launching square but he was only able to make two maxes. Peter had a couple of longer retrieves but was all smiles after a very successful weekend winning all 3 events convincingly.

As usual Dalby provided a very nice lunch including lamingtons for desert. After the initial fog it turned out to be a fabulous day reaching 25 degrees with a vivid blue sky. John regretted not taking a small RC model along to fly after the contest in the ideal conditions. In true Dalby fashion one of the Dalby club members (Mark) cleaned our windscreens when we were about to leave. Parking under the shade trees had resulted in misty windscreens possibly from the dew mixing with the tree foliage.

Dalby Power Weekend Results

F1C Results

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Total
Peter Nash	180	180	180	176	180	896
John Lewis	180	177	102	108	72	639
Ron Munden	3	4	5	-	-	12

Open Power Results

Name	Fl 1	Fl 2	Fl 3	Total
Peter Nash	180	138	180	498
John Lewis	62	111	127	300
Ron Munden	180	118	Over run	298

F1J Results

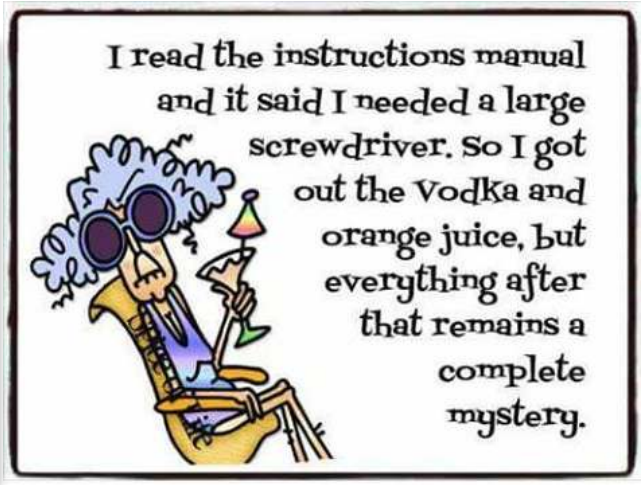
Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Total
Peter Nash	120	120	120	120	120	600
John Lewis	97	120	120	84	108	529
Ron Munden	4	-	-	-	-	4



Power flyers LOVE the food….



and perfect weather



INDOOR 2017

F1L/CLG (IHLG) State Championships 1 April


Ben Lewis launches high


Annika Lewis stretches out


Bennie's little CLG


Ben and Annika, a 3rd gen Lewis

I'm not sure if people realised that April had begun or just thought April 1 was April Fool's day and the Indoor event wasn't on as we had a very small number in attendance. Certainly Ben had forgotten and turned up after I rang him. I was unable to raise the net in the centre of the hall as the net key was locked away in a newly renovated office for which I don't have a key.

Apart from only having half the hall and thus requiring models needing to be trimmed to fly in tighter circles it was as usual a very pleasant afternoon's flying. Brian commented he couldn't understand why more people don't fly Indoor and I must admit I agree with that comment, given the obvious advantages in terms of unpredictable outdoor weather we have recently suffered, distance of travel and the amenities provided etc.

As in previous indoor glider events John and Ben flew hand launch gliders while Brian and Larry used smaller catapult designs. Both Ben and daughter Annika made up extra numbers by entering catapult models as a second unofficial entry.

The HLG times were a little down this year with Ben's model not suited to the limited flying space and John being unable to throw at his normal strength due to a recently injured right shoulder. By contrast Brian was able to consistently reach just under the ceiling height and in most cases achieve a good transition and glide.

Larry had new models which showed promise but suffered from transition inconsistencies. Annika at 9 years of age has limited strength to achieve competitive height from her launches

particularly with hand launched models. Brian was never really challenged after scoring a few scores in the mid 30's. Ben changed the trim of his model after the event to score a few high 30 scores but couldn't get consistency for his official flights.

John's scores were consistently around the mid 20's with the limited height he was able to manage. Larry looked a possibility to take 3rd place but his last 3 flights were well below his best. Larry's last flight was I must say the most spectacular launch of the afternoon. Needing to pull something out of the bag he stretched the rubber to its limit and what followed was a spray of balsa and carbon that fluttered to the floor in slow motion, like the leaves from a tree in autumn. I think Larry is in the process of packaging the remains to sell as a kit on eBay. Like father Ben, Annika achieved her best scores after her official flight were recorded.

HLG/CLG (Indoor) State Championships Results



Indoor winners are grinners

Name	1	2	3	4	5	6	7	8	9	Best 3
Brian Taylor	8	**34**	**35**	**33**	26	7	31	15	27	102
Ben Lewis	4	18	**30**	3	**31**	22	**32**	5	4	93
John Lewis	**25**	**26**	17	22	20	22	**25**	23	24	76
Larry Brownlow	**20**	**26**	5	13	**22**	6	6	6	-	68
Ben Lewis CLG	16	17	18	18	**22**	18	**20**	19	**21**	63
Annika Lewis CLG	11	12	11	10	11	**12**	11	**14**	**14**	40
Annika Lewis HLG	4	3	7	6	6	6	**7**	**7**	**8**	22

INDOOR 2017

F1L (EZB) State Championships 6 May

As with last years event numbers were down with only 4 competitors. However Ben competed for the first time in over 20 years. Ben decided to enter the event mid week and picked up some materials on Thursday night. By Saturday morning he had completed the model and spent the remainder of the morning making a core-flute box to transport the new model to the hall.

John Taylor, Tim Johnston and Ian Hay made up the spectator gallery and helped out with timing. This year there were no problems with seating and tables covering the floor space and the key required to raise the net was readily available giving us an ideal flying venue.

John put up a good test flight (should have gone official) however his first official fight was cut short flying into a basket ball net. John's second official flight came to rest on top of one of the large fan blades and the retrieval destroyed the fin. A cyno repair and the addition of Jap tissue got the model flying again but trim changes were required to compensate for the now rearward CG.

Larry's model as usual looked to have great potential but he managed to find many obstacles that prematurely terminated his flights. Brian in his typical relaxed style flew later but only required 3 flights to take an unassailable lead and then concentrated on trimming his new Peanut model.

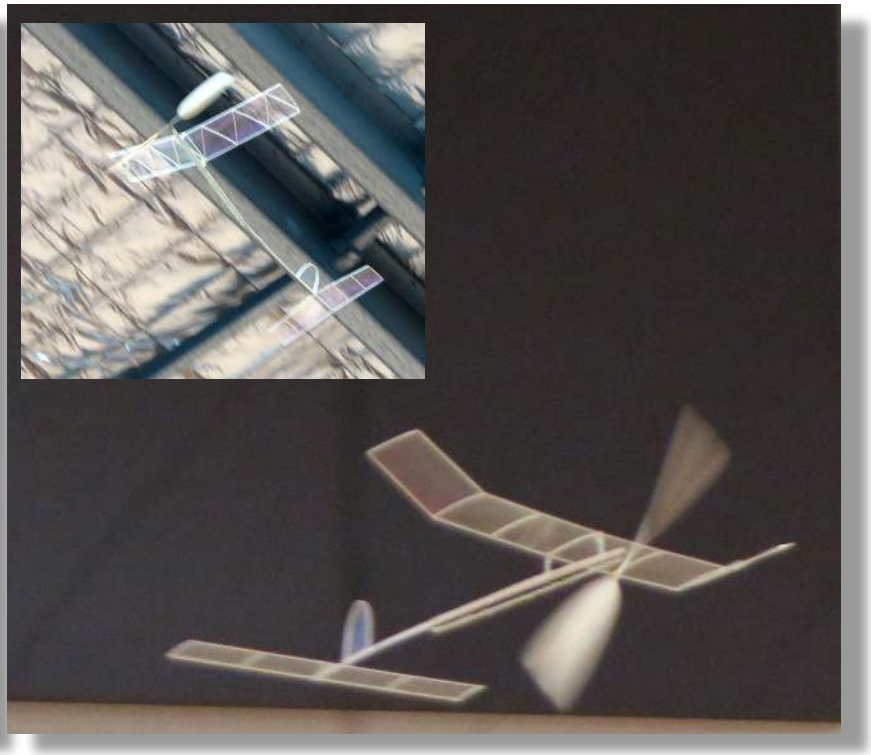
After his big effort to get a model built in time Ben was held up with child-minding duties and didn't arrive till half way through the event. After trying different rubber combinations and a few trimming adjustments he made some respectable scores but fell short of Larry's score.

Ron Munden usually attends this event but like Ben was involved with child-minding (grandkids) and was unable to attend this year. Hopefully next year we will have at least 5 flying F1L models and hopefully more if Van and Des are available.

Brian's top score was 5 minutes twenty seconds but over four minutes was an average time for most competing on the day.



Larry Brownlow's model





Ben's coreflute model box

F1L State Champs Results

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Best 2
Brian Taylor	3.41	**4.56**	**5.20**				**10.16**
John Lewis	**4.38**	3,25	4.37	2.04	4.05	**4.57**	**9.35**
Larry Brownlow	2.51	2.01	**4.24**	1.14	1.30	**3.20**	**7.44**
Ben Lewis	2.04	1.52	2.07	**3,20**	2.32	**3.40**	**7.00**

CONSTRUCTION CORNER



Des Slattery's newest Lim Joon



Larry Brownlow's E36



What a dainty "little" model! UK photo



Larry Brownlow's E36. Check the size of the tiny motor

Some new things to look out for



NEW CONTACT ADHESIVE - Albert Fathers reports:

Vin Morgan put me on to this contact adhesive, water-based no smell. I covered a stab with mylar using it today.

Vin's instructions: Thin with water and a small amount of Mentholated Spirits until milk consistency then brush on and allow to dry. Iron on mylar in your usual way. All can be done indoors.

ED: *I bought a tube by accident, and found it works well. Although I did apply several light coats to ensure good coverage.*



Bearing size compared to a rice grain

How's this for tiny?

This commercially manufactured ball bearing from Minebea had a 1.5 mm OD and 0.50 mm ID. It is 0.65 mm wide and can spin at 5,000 rpm. It has six ball, each 0.25 mm In diameter. Made in stainless steel it sells for $100 US.

"Bridge It" Jones Diary– also based on a True Story

Suitable for those who love women drivers for ages 6 – 12

Not much had happened in the club since the little beacon was found. Well, actually a lot had happened because we had an excellent Christmas Party and Malcolm and Sweet Kathy went to America to fly with the Big Boys and a few club members went out west to fly at Dalby. We've had big floods in Queensland and the dry lagoon at Coominya has filled up again, so that may produce some things to talk about during the year. Young Albert had been practising a lot with his new big gliders and Uncle Dessy has revelled in being his number 1 helper. Dessy loves to encourage people and he too has been testing a lot of models. Some of his models have tested the firmness of the ground but that never stopped him. He just picked up the pieces and returned another day to fly them a different way.

So what's this got to do with Bridge It Jones? Nothing much, I just wanted to tell you what else had happened. Well today was Sunday, Easter Sunday, and Sweet Kathy and Malcolm arrived early at the field. A thick fog was blanketing the ground and an awful surprise awaited them at the entrance to the field. Smart William and Delightful Dale had fallen off the low bridge. Well, they were OK but their Big Red Car had dropped two wheels off the edge of the concrete bridge and they were marooned. Luckily, Young Albert had driven through ahead of them and first of all suggested that Trolls had altered the bridge alignment. Young Albert knew Dale was driving and he just wanted to make her feel better. Smart William said "*No, Dale turned right when she should have turned left*". Being the best mechanic in the



"Bridge It"Jones and the Edge of Reason. Dale's car fell off the edge. Photo is Sweet Kathy's car.

club, he knew they were in deep Do Do. Whether Trolls did it or Dale, their car looked to be there to stay.

Seeing friction in the camp, Young Albert quickly took charge, throwing everything out of his car to see what he had that could be used to pull the car to safety. Young Albert loves watching episodes of "*MacGyver*". Just like his mate Uncle Dessy, they both liked a challenge. Delightful Dale thought it would be fun to involve her younger son Darren. As it was Easter Sunday she thought a phone call for help at 7am wouldn't be too intrusive. Now Darren has a big black 4WD and chains and stuff – he'd make short work of the situation. But there was a problem – he was still in bed and Darren always liked a good breakfast. His understanding Mum said "*No worries dear, we'll let you know if we make any progress*". Dale never liked being a burden on anyone although currently she was a burden on Smart William.

Young Albert remarked that if Uncle Dessy was there, he'd fell a tree and construct mechanical levers and things that would have them out in no time. But Uncle Dessy wasn't there, he was home playing Easter Bunny for all his grandkids. Now Dessy's grandkids are a bit old for chocolate bunnies but they all knew how much he loved to have fun and played along just to enjoy the big grin he gave them.

As they'd have to tow the disabled Big Red Car, Young Albert had luckily found 30 metres of sailing rope inside his car. He looped it 4 times and tied one end to the strong bits of Smart William's car and the other end to his tough little silver RAV 4. With Young Albert in the Silver Car and Delightful Dale in the Big Red Car, Sweet Kathy, Smart William and Malcolm pushed with all their might. The car moved ever so slightly, making a dreadful grinding sound before it stopped, more stuck than it was before, and the tow rope exploded into a million bits. Sweet Kathy remarked saying she thought they should have been pulling in the other direction. This was perhaps true but no one said anything.

So Malcolm put the bits of rope under one of the back wheels and Sweet Kathy took a nice clean towel out of her car and placed it under the other wheel. She noticed that it had been spinning and knew that rags and sticks can help move a bogged car. They all appreciated Sweet Kathy's help, as they remembered it was she who found the little beacon.

Had we run out of ideas? Yes was the likely answer until Young Albert produced a large green cotton sheet, one that he had probably slept on in years gone by. Another "*McGyver*" idea? He announced to his fascinated friends that people used bed sheets tied together to escape from burning building and also prisons. Smart William said he'd seen the same thing in old war movies when prisoners escaped in that way.

Young Albert knew it was a tough sheet as he threw himself under the car to tie it to the strong bits on both cars. This time Smart William was in the Big Red Car and Young Albert was

in the silver RAV 4. They gingerly revved the engines as the others pushed and pushed. The car slid slowly along the concrete grinding as it did before but this time it suddenly broke free, like a cork from a bottle.

Delightful Dale was relieved and so grateful for the help. She announced to all that Smart William can drive across the bridge next time. So they all went into the field, flew their planes and, as promised, Smart William drove out across the bridge, and never put a wheel wrong. He just smiled.

The End



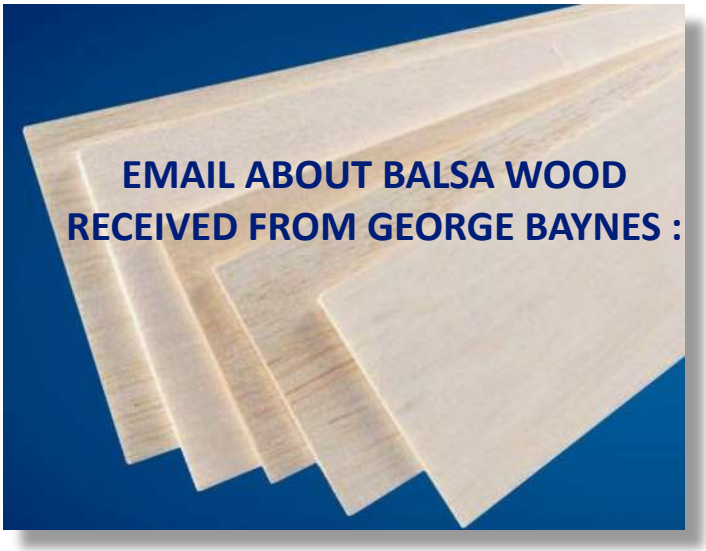
The Big Red Car in happier times



Smart William needed a rest afterwards



"Bridge It Jones' Baby"



Most of you know that last year I imported a load of balsa and ply from China. I have been really happy with all of it.

Finally I have gotten around to working out prices, if anyone is interested in purchasing some of it. I am not going to hide the fact that I have put mark up on the items. It's relatively modest. However, my idea has always been to make successive larger purchases of product and by doing this, to obtain the balsa and ply at an ever decreasing unit cost. We can all benefit then from that. From my research, I do not believe that you will be able to buy any of these items for less than what I am proposing to charge.

So here goes:

Balsa square – 5mm x 5mm x 1000mm = $0.80
Balsa Square – 7mm x 7mm x 1000mm = $1.00

I have been using some of this as wing spars (in conjunction with ply webbing) or for leading edges of wings or in lieu of using triangle stock for reinforcing.

Balsa Sheet – 2.0mm x 100mm x 1200mm = $4.75
Balsa Sheet – 2.5mm x 100mm x 1200mm = $5.00
Balsa Sheet – 3.0mm x 100mm x 1200mm = $5.25

The balsa sheet is shrink wrapped, predominately in lots of 20 sheets. This keeps it straight and at relatively stable moisture content. It cuts really well in my laser cutter. I don't think there is any quarter cut sheets in amongst my consignment. So they are all straight grain sheets.

Basswood Ply Sheet - 1.5mm x 915mm x 915mm = $22
Basswood Ply Sheet - 2.0mm x 915mm x 915mm = $27
Basswood Ply Sheet - 3.0mm x 915mm x 915mm = $35

Basswood ply is what most ARF models are made from. It is a three ply. The outer laminates are Basswood and the inner laminate is Poplar. Most .46 size models are 2mm basswood ply whereas the bigger stunt gas planes are 3mm basswood ply. I was told that this is an "A" grade model ply.

Birch Ply – 0.5mm x 915mm x 915mm = $45
Birch Ply – 1.0mm x 915mm x 915mm = $60
Birch Ply – 3.0mm x 915mm x 915mm = $90

This is high grade birch ply. It is a three ply.

To give you a price comparison, the cheapest birch ply I can find is $11 per square foot. I wasn't able to find any sheets wider than 300mm. This would then make the minimum comparable price for these sheets at $100. I only purchased 5 sheets of each thickness of birch as it is very expensive. I would be prepared to sell it in 300mm widths at a prorated price.

There you go. If you want to purchase some at any time, send me an email or text and I can arrange to bring it out to the flying field.

Hopefully, I will see you all at the field on the weekend.

Kind regards

Ben Sotiriadis
Phone: 0413102399

Championships Tables to Date

Progressive Indoor Champion of Champions Points Table

Name	Delta Dart	HLG/ Catapult	F1L (EZB)	Hanger Rat	P18	Peanut Scale	Total
Brian Taylor	4	5	5				14
Larry Brownlow	5	2	3				10
Ben Lewis	3	4	2				9
John Lewis	1	3	4				8
Annika Lewis	2						3
Des Slattery							
Ron Munden							
John Taylor							

Progressive Outdoor Champion of Champions Points Table

Name	F1A	F1B	F1G	F1C	O/P	F1J	F1H	O/R	P30	Scale	HLG	CLG	Total
Ben Lewis	3	3	5										11
John Lewis	2	4	2										8
Albert Fathers	5												5
Craig Hemsworth		5											5
Malcolm Campbell	4												4
Dale Jones			4										4
Van R-Smith	1	2											3
Brian Taylor			3										3
Ron Munden		1	1										2

Progressive Outdoor Club Champion Points Table

Name	2 Min	CLG	100 gm	P20	E36	All in %	KKK	Frog	½ hour Scramble	Mini Power	QDP	100 gm	P20	E36	Vintage	LSq/100	No Frills	Total
John Lewis	4		5	4		7												20
Des Slattery	3	4	3	2	3													15
Dale Jones			4	4		5												13
Albert Fathers	5				4													9
Malcolm Campbell		3			5													8
Kathy Burford		5																5
William Jones				4														4
Graham Maynard	2																	2
Adrian Bryant	1																	1

BFFS Spy





Adrian launches in Open Rubber at WW, Joanne snaps photo, Gary Pope times



4 eagles circle left with Antony Koerbin's F1A right



Kathy and Des chat at WW Pizza Night

JOKES PAGE





It's time we face reality, my friends….
We're not exactly rocket scientists





BRISBANE FREE FLIGHT SOCIETY

2017 Flying Calendar

Month		Date	Start	Event	Location
January	🛠	Sat 28th	12pm - 4pm	Club meeting plus "show and tell"	John's place
March	IND	Sat 4th	3pm - 6pm	Delta Dart (club sponsored) State Champs	BSHS
	CP	Sun 12th	7am - 3pm	2 min models (3 flights) + A1 (3 flights) + CLG (6 flights)	Coominya
		Sun 26th	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	IND	Sat 1st	3pm - 6pm	HLG/Catapult State Champs	BSHS
	CP	Sun 2nd	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
	🏆	Sat 8th	7am - 12pm	**F1A State Champs** (5 rounds - first Rd 4min)	Dalby
	🏆	Sun 9th	7am - 12pm	**F1B State Champs** (5 rounds - first Rd 4min)	Dalby
		Sat 22nd		F1A Reserve in case 8th blown out	Dalby
		Sun 23rd		F1B Reserve in case 9th blown out	Dalby
	🏆	Sun 30th	7am - 12pm	**F1G State Champs** (5 flights)	Coominya
May	IND	Sat 6th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	CP	Sun 7th	7am - 12pm	All in % - multiple entries (3 flights ea)	Coominya
		Mon 1st – Tue 2nd		Southern Cross Cup	West Wyalong
		Thu 4th – Fri 12th		Dave Anderson Memorial, AFFS Champs and Tui Cup	Narrandera
	🏆	Sat 20th	7am - 12pm	**F1C State Champs** (2014 rules: 5 flights and 5 secs)	Dalby
	🏆		1pm - 4pm	**Open Power State Champs** (3 flights)	Dalby
	🏆	Sun21st	7am - 12pm	**F1J State Champs** (5 flights)	Dalby
June	IND	Sat 3rd	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sun 11th	8am - 3pm	**F1H State Champs** (5 flights) + A1 Club event (3 flights)	Coominya
	🛠	Sat 24th	12pm - 4pm	AGM plus "show and tell"	John's place
	CP	Sun 25th	8am - 2pm	Club Fun Day KKK, Frog, and ½ Hour Walking Scramble plus Vic Smeed (Prizes, no points for V Smeed)	Coominya
July	IND	Sat 8th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 9th	8am - 2pm	**Open Rubber & P30 State Champs** (3 flights each)	Coominya
		Sun 23rd	8am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
August	IND	Sat 5th	3pm - 6pm	Peanut Scale State Champs	BSHS
	CP	Sun 13th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
		Sun 27th	8am - 2pm	Club Fun Day (Prizes, no points)	Coominya
				Vintage, Sports models and limited RC	
September	🏆	Sun 10th	7am - 2pm	**Scale, HLG and CLG State Champs**	Coominya
	CP	Sun 24th	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
October		Sun 8th	7am - 3 pm	Col's Vintage Rally (accumulation of points for each class)	Coominya
		Sun 22nd	7am - 3 pm	LSq/100 (3 flights), No Frills Wakefield (5 flights)	Coominya
November		Sun 19th	12pm - 4pm	BFFS Xmas Party	Bremer Waters

🏆 Outdoor State Champs IND Indoor State Champs CP Club points apply 🛠 Club meetings

CONTACTS:

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2017 FREE FLIGHT CALENDAR Ver 4 (1-02-2017)