The magazine for all those who love Free Flight

The BFFS DIGEST

September 2017



In this issue:

* *Big 2017 Free Flight World Championships report*
* *Local competition reports*
*
* *Indoor reports*
* *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.

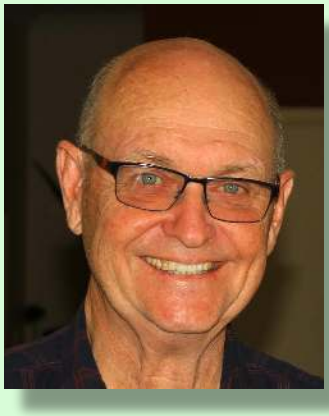
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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



Amazing how time passes so quickly when you get old. I turned 70 a few weeks ago so from a teenager's perspective that's pretty old. Speaking of teenagers I was one when I started building and flying model aircraft along with Malcolm Campbell and Van Richards - Smith. We would look forward to lunch time at school when we would fly control line models on the school oval. Malcolm even let a Mills-powered sport free flight model fly around the oval.

But that was yesterday plus fifty years or so ago and we are still enjoying playing with model aircraft in retirement. Our models have changed a lot in that time while we embraced high tech competitive free flight models but recently I have rediscovered balsa dope and tissue. Everything from RC assist old timer models to a variety of Indoor models have their special appeal.

Recently E36 has introduced electric power to many in our club combining new technology with more conventional building designs. A mixing of the old and the new with members like Peter Nash who recently told me he hasn't built a new model in 20 years enjoying his new E36 model. In fact I think every club member has now either a E36 model flying or is in the process of building one. After a life time of flying model aircraft there continues to be new things to try.

Recently we have had some excellent local weather and the lake on our field at Coominya has finally shown some sign of drying up. Malcolm tested the depth on Sunday walking 300 metres in to recover Des's model in ankle deep water. Dale's fun days as well as the club fun days continue to be well received offering a chance to do some trimming of just flying things for personal enjoyment.

Malcolm, Kathy and Albert have recently returned from the World Champs in Hungary where they flew under challenging conditions but from reports had a most enjoyable trip. Congratulations to Malcolm gaining 12th place in F1A - a long way from flying that Mills-powered model on the school oval so long ago.

Only two months till our Xmas party and prize presentation on 19th November at Bremer Waters but still 3 days of flying on the calendar including E36 so hope to see you there.

Cheers *John Lewis*

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REMEMBER

The property owners near our flying field have requested we make contact with them at all times before entering their property to look for our models. Co-operation here is vitally important as they will help us if we help them.

SECRETARY'S REPORT

HI all

Kathy, Albert and I have missed the last few club days because of our out of town commitments. Prior to our trip, we enjoyed some good flying days at Coominya and that good weather continued in our absence. I think the only things not enjoying this perfect weather are our garden and lawn!

Of course we've all noticed how dry Coominya is. The only positive thing is the lake is slowly drying. I can vouch that. At 300m in, it is just over knee depth and in some places quite cool. John's new toy is supplying a novel perspective of our field and has the potential to produce some marvellous coverage, both in still and video form. I can hardly wait to see a video of our "friendly" hawks.

Albert and I did well at the World Champs, best we've both done actually. My own personal achievement was such a buzz, and we were so close to a podium finish in the teams' award.

My achievement would not have been possible without Kathy who worked tirelessly to ensure my success. She's a great manager. The weather, as you may know, was extreme. It was the hardest physical week of FF I've ever encountered, and that feeling was echoed by many who were there.

But I felt genuinely sorry for our F1B team of Vin Morgan, Craig Hemsworth and Terry Bond, because they had worked so hard in the lead-up and looked likely contenders on paper to obtain major placings. They were so unlucky, and so was Roy Summersby, dropping in the final round of F1C.

The 12 month lead-up qualifying period and all preliminary preparation is quite an effort, probably only appreciated by those who have gone before us.

So it's back to the relative calm of club flying. I had a ball in CLG this month, and look forward to more fun with E36, the fastest growing free flight class in Australia!





The lagoon is slowly receding!

Cheers,

Malcolm Campbell

LETTERS TO THE EDITOR:

Great camera! The eagle enlarges nicely, nice wing tip resolution. They don't like you to climb through their hunting height. I've seen them at 4,500 ft. They prefer to look down on you. Time, it seems, for a "cockpit cam". Surely the next decade's ultra-miniaturisation of electronics will be getting close enough? Cheers, Tim

Well you have done it again, what a great digest. Loved the "Bridge It" Jones story. Dale

Great reports and pictures as usual for the Digest. Well done. John DT

Thank you Malcolm
Regards, Howard

ARTICLES NEEDED

Do you have something to say to your club?

Send articles and photos separate to M Campbell
actrain@ozemail.com.au

or post to:
77 Freshwater Circuit
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2017 F1H State Championships 11 June 2017 Coominya

report John Lewis, photo Malcolm Campbell

Prior to Sunday the weather was looking very positive with very light wind speed and only a 20 percent chance of rain predicted. However widespread rain started falling on Saturday night and continued for most of Sunday. Fortunately there were only a few light showers on the field, although it rained steadily all the way up to the turn off to Coominya and all the way home which probably accounted for our low entry of only 4 competitors.

The drift was heading towards the road and as with F1G a month before we set up at the lower end of the top paddock near the fence. After unsuccessfully trying to get one of John's electronic gliders to accept the program John managed to break the rudder horn on his remaining electronic model setting it up and had to resort to flying his 20 year old home built circle tow model. Ben circled for a couple of minutes with his mechanical model only to over-bunt the launch resulting in a stalling glide which eventually settled down to max with a few seconds to spare. John also managed to max his first flight after an overdone launch forgetting he was flying an older zoom launch model rather than a newer bunting design. Malcolm's test flight looked great although the first competition flight saw the model hook off to the right and combined with a tight glide circle he was down in 90 seconds. Kathy's first flight also sub maxed but put her in 3rd spot flying a basic model.

As the day progressed there was very little lift available but generally buoyant air with the occasional misting shower contributing to both models and flyers getting a bit damp. Ben had a good day with his launches improving allowing him to max out. Considering his initial electronic model problems John also had a reasonable day except for his model prematurely unlatching on his second flight. Kathy like John had a poor second flight score but did well in the conditions to take third place at the end of the day. Malcolm persisted with his electronic model for his first 3 flights but it seems it wasn't a good day for electronic models. Subsequent test flights revealed even more problems that weren't resolved until later that week. So his last two flights using a basic balsa model produced much improved results, finishing with a max.

Although less than ideal with the wet conditions it was an enjoyable day and well worth the effort of getting out of bed on a wet morning. After the F1H event John had a couple of flights with his RC Jnr Simplex before heading off to the local fish and chip shop for a hot lunch in a dryer environment.

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Total
Ben Lewis	120	120	120	120	120	600
John Lewis	120	61	120	107	120	528
Kathy Burford	93	55	67	116	112	443
Malcolm Campbell	91	36	54	98	120	399



2017 F1H winners

Club Fun Day - KKK, Frog and Scramble
Coominya 25 June 2017

report by John Lewis, photos by Malcolm Campbell


Des Slattery launches his Linnet


And John Lewis prepares to launch his

Sunday produced perfect South East Queensland winter weather with blue skies, virtually no wind and a maximum of 24 degrees setting the scene for an enjoyable Fun Day. Participation was very good and it was pleasing to see a few partners enjoying the day as well. With no definable wind direction we set up in the middle of the field which provided us with ample space away from trees, fences and the lake.

FROG event: Des, John, Dale and William all entered 18" wingspan Frog designs from the Senior Rubber series in the Frog contest. Graham also flew his Frog Red Wing but chose not to enter.

Normally these models are flown at our Indoor venue so it was testament to the calm conditions that they flew so well outdoors with most reaching there maxing potential for each design.

Dale had the longest flight with her Widgeon however William far exceeded his designated max flying


Above and right - two shots of John's Linnet in flight




Static judging



John Lewis ahd big and little Linnets

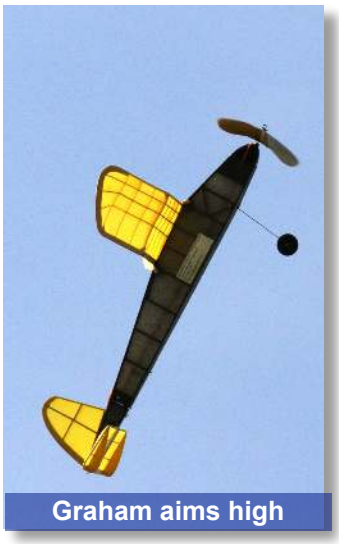
his TomTit biplane. William used his special F1B rubber! Both John and Des flew Linnets.

John also had two (scaled up) RC Frog designs (a Linnet and a Widgeon) which he flew later in the day.

FROG Contest Results

Place	Name	Best 2 flights	Appearance (Tie breaker)
1	William	30 32 (Max time 20 sec)	First
2	Dale	36 45 (Max time 30 sec)	Second
3	John	35 34 (Max time 30 sec)	Third
4	Des	24 20 (Max time 30 sec)	Fourth


Malcolm's old Senator


Graham aims high

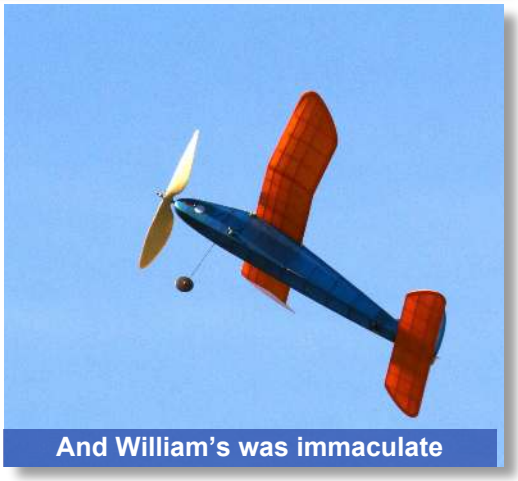

Van's Senator was very pretty

KKK EVENT:

There were 3 entries in KKK (Keil Kraft Kit designs) although there were other eligible models being flown on the day. The scores were fairly close with Van looking good until he dropped some time on his last flight. Graham took the lead with consistent results leaving Malcolm in third spot. Malcolm had electronic timer difficulties with his best model and was forced to resort to his reserve model, one he had hoped would have been flown by Kathy. In spite of what appeared to be perfect conditions only one max was recorded in the KKK event.

WALKING SCRAMBLE:

There were 4 contestants in the Campbell (Walking) Scramble and surprisingly there seemed to be abundant lift for this event with most flights gaining impressive height before DTing. Scramble has recently been reintroduced into our calendar and looks like it will become a popular event with more entries likely next time. The walking aspect has made it far


And William's was immaculate

Continued on next page

K K K Contest Results

Place	Name	Fl.1	Fl. 2	Fl.3	Total
1	Graham Maynard	116	103	94	313
2	Van Richard Smith	120	106	72	298
3	Malcolm Campbell	86	89	92	267



John strikes a "Blue Steel" pose in Scramble

more appealing as well as the half hour duration turning it into a fun fly rather than a physical marathon. With all models flying well it was difficult to predict a winner until disaster struck for both Des and Malcolm. Des broke a con rod with 9 minutes to go and Malcolm broke the fuselage boom with just 7 minutes left in the event. Van had some long retrieves leaving John in the winning spot.

Des was the only one to enter the Vic Smeed event although there were a variety of Vic Smeed models on the field. Apart from the designated events there was a diversity of flying happening. Albert was trimming F1As for the World Champs and Des was trimming or flying everything that his vehicle could hold from small rubber models to duration power models. Malcolm, Kathy and William flew catapult gliders. Larry Brownlow flew light weight RC and E36 electric models while Mark and Alex helped out with timing throughout the day.

Where ever you looked there were interesting models both on the ground and in the air. The



John's Scooter cruises majestically



John RC Widgeon cruises in to land



Kathy Burford having some CLG fun



Larry Brownlow worked diligently on his E36 trimming

combination of perfect weather and fun events made for a most enjoyable day's flying.

VIC SMEED EVENT

1. Des Slattery

CAMPBELL SCRAMBLE RESULTS

Place	Name	Total of flights
1	John Lewis	848
2	Malcolm Campbell	751
3	Van Richard-Smith	600
4	Des Slattery	430















William and Dale (first 2 shots), Graham Maynard, Kathy launching F1A and Malcolm and William chatting



Frog Series entrants



Williams immaculate naked Tom Tit



Scramble entrants



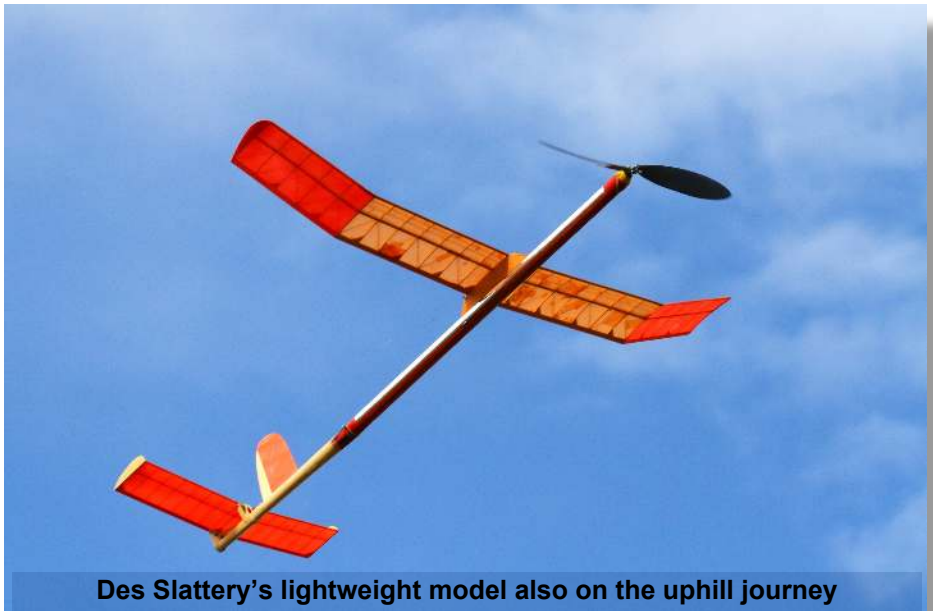
KKK winners

Open Rubber and P30 State Championships Coominya 9 July 2017

report John Lewis, photos Malcolm Campbell



Albert Fathers 125% Waif ambles skyward



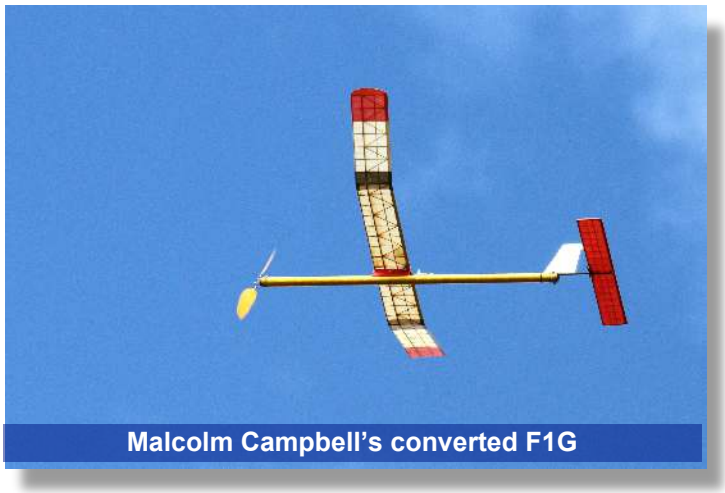
Des Slattery's lightweight model also on the uphill journey

OPEN RUBBER

We needed and had a calm day to fly a 3 minute class at our restricted Coominya site but unfortunately our original flight line was chosen based on the drift direction on arrival, close to trees. John's first flight climbed above the cars but once into the glide it became obvious the drift had changed direction with the result John's model came to rest on top of the highest gum tree in the area. Albert was more fortunate as his model missed the trees but was heading towards the lake when it landed.

Obviously we needed to move and located to the other end of the field. As the day progressed the conditions became almost totally calm with models landing close by. Van had an old lightweight Gollywock model that was under performing on his first two flights so he cranked on the turns for his third flight. Van's model clearly didn't agree with the increased power and screwed into the ground where it spectacularly self-destructed. Luckily Kathy was able to locate the tracker that was temporally lost after it had ejected from the model on impact. It seems Kathy is good at finding those things and now is the go to person when a tracker is lost on the ground.

Ron also got into the destruction business having his fuselage break in two while winding. It still wasn't John's day and after losing his first


Malcolm Campbell's converted F1G


Bad start for John Lewis

model in the tree his reserve model props folded prematurely a bit over 20 seconds into the climb to drop his last flight.

Although Malcolm maxed his last flight his model wasn't performing as well as last year when he made the fly off but good enough for a third place this year. Des was flying an old Peter Twiss model which went well but he dropped one flight and ended up in second spot. Albert continued on to effortlessly chalk up 3 maxes and win the day.

Both Malcolm and Albert were keen to do some F1A testing prior to leaving for the World Champs in two weeks' time but the calm conditions that prevailed were more suited to flying rubber models than towing gliders.

P30

There was some confusion regarding the max time in our club rules so it was agreed to fly 90 second maxes. As it turned out there was no need for a fly off with only William maxing out with all of his flights exceeding two minutes. John dropped one max to come second flying his 20 year old Rubicon. Des dropped two maxes but made reasonable scores to take third place with Dale close behind in fourth spot. Van's P30 model like his open rubber model wasn't performing as well as previously. His last flight (unlike his Open Rubber model) climbed well on the last flight gaining good altitude before returning to ground level in a near vertical decent.

Malcolm was set to fly the event until he realised he had left his wings at home - probably too many things to worry about with glider trimming on his mind. The P30 event was held in perfect conditions after Open Rubber with

OPEN RUBBER RESULTS:

Name	Fl. 1	Fl. 2	Fl. 3	Total
Albert Fathers	180	180	180	540
Des Slattery	180	159	180	519
Malcolm Campbell	144	126	180	450
John Lewis	156	180	112	448
Ron Munden	95	145	89	329
Van R-Smith	70	67	31	168


Kathy launching

P30 RESULTS:

Name	Fl.1	Fl. 2	Fl.3	Total
William Jones	90	90	90	270
John Lewis	81	90	90	261
Des Slattery	90	85	65	240
Dale Jones	90	63	77	230
Van R-Smith	44	43	44	131


Eagle watching

models landing a few metres from the launch area. It was a great way to spend a Winter's day in Queensland.



William's little P30



Nothing upsets our Ron Munden



Des and William walking back



Van and Ron walking back

Sylvester Stallone, Chuck Norris and Arnold Schwarzenegger are sitting in a bar and Sylvester Stallone says "Guys, we should make a movie with the three of us, but I'm bored with the standard action flicks."

"What should we do then?" Chuck asks.

"This may sound silly, but I was actually thinking about doing a movie on great classical composers," Stallone replies.

That's when Arnold throws himself in the conversation and says: "That sounds like a great idea! Sylvester, you can be Mozart, and Chuck can be Beethoven!"

"And who will you be, Arnold?" Chuck asks.

"I'll be Bach."

The moon was shining bright. I was sitting on the front veranda overlooking Coolangatta wondering what to do with old models that nobody wanted, when my thought bubble burst.

I pulled out an old Super Duper, wound and let go. Amazing, it was flying better than it ever did 40 years ago.

A couple of weeks later a car pulled up out the front, a couple of young blokes got out and came running up with a hand full of broken balsa and tissue and said:

"Dad said you should give us 10 dollars for this."

The only bit recognisable was IF FOUND PLEASE RETURN TO ADRIAN BRYANT

Dale's Fun Day
Coominya 23 July 2017

report by John Lewis, photos by Malcolm Campbell



Unfortunately I didn't take any photos on this occasion which tends to suggest I was having too much fun flying. Malcolm, Kathy and Albert were about to leave for the World Champs in Hungary so they were involved in some last minute testing. John flew his full size and Jnr Simplex. Larry flew his E36 and a variety of RC sport models but apart from that I don't remember a lot about who flew what although I seem to remember Des flying power and William testing a CLG model.

As usual Dale excelled in providing the food and looked after us as only she can. William was not feeling well so both he and Dale had to leave early. A very big thank you to Dale for catering on these days which I know the club members both enjoy and look forward too.



Father and Son team - Des and Peter Slattery (left)



Good healthy spread thanks to Dale Jones



Des was first to fly a drone



TUCKER TIME





Gadget Man DesSlattery



Des launches his venerable Ethereal Lady



Des's little budget priced drone

BFFS Mini Power and QDP Coominya 13 August 2017

report and photos by John Lewis

Unfortunately there was a very small attendance with some members overseas or attending family functions. Initially it looked like only Graham and John had turned up so the decision was made to use the favourable conditions for trimming with the possibility of holding the event later in the year when more people would be available.

Peter Nash turned up a little later but since he had a new untried E36 the idea of trimming rather than competing seemed the better option. As it turned out it was a very enjoyable day's flying allowing Peter to get his E36 trimmed and looking good by the end of the day.

John played with his Jr Simplex and his new drone while Graham trimmed a variety of power models which performed well. There could be some merit in having more days throughout the year where we can trim new models or fly for fun rather than continue to fly our best performing models on competition days.



Peter Nash's new E36



Peter's new E36 is very light. Watch out Larry!



Graham Maynard played with Power

2017 FREE FLIGHT WORLD CHAMPIONSHIPS REPORT

Hungary 2nd – 12th August 2017



Kathy Burford and Malcolm's F1A, R4 at Hungary

Report and photos by Malcolm Campbell

We flew out earlier than most of the team, to spend some time in Dubai and Budapest, before driving south to Szentes, and this would be our home for the next 11 days. The hire car, a compact Ford SUV 1.5 L turbocharged diesel, was gutless on hills but it had the room, was comfortable and cruised when called upon at 130 kph, returning 6L/100 average for the whole rental period. I actually liked it in the end, I've always enjoyed driving on the right hand side of the road, and the drivers over there were very good. There would be an extra 4,500 km on the odometer when we returned it in Vienna.

Wednesday 2nd August – OFF TO SZENTES: We'd loaded all the necessary GPS co-ordinates before we left Brisbane - our accommodation and rental car places were loaded, we even had the fields, registration and banquet addresses loaded. That made everything so much easier.

Food shopping was a challenge. Have you ever read or tried to speak Hungarian? Pictures help but, with so many varieties of milk, butter and yoghurt, we had a few false starts.

Our digs were comfortable but average, with 2 bedrooms, a small kitchen/dining area, undercover outdoor area with a decent table tennis table, and a pool. Boy, were we going to appreciate that as the days warmed up! Team AUS was based about 5 minutes' drive away and their food was to come from the adjoining Hungarian restaurant. At 5pm on the first afternoon, we drove out to the field to test our GPS settings. My diary notes say "*sub-standard for a World Champs field, we'll see how it goes*". I noted stands of trees, a winding stream, reedy swamps, corn, sunflowers, and a black soil entry road. The temperature at 6.30 pm was still 38°C but it started to cool by 8 pm! I hoped we'd survive the night, so we played safe and purchased a pedestal fan.

Thursday 3rd August - PRACTICE: It was daylight by 5.30 am and the blue sky heralded another hot day. We were on the field by 7.30 am and there was no breeze. It was a pleasant 20 minute drive on a good piece of bitumen road and the dirt in-road was smooth and about 2 km long. The drive across the paddock was predominantly smooth with a few rough spots. We initially set up close to where the flight line would be, but the breeze made it too close to the canteen area and trees, so we moved to where Paul Lagan and Roger Morrell were flying, near the USA flyers; more rough patches of ground. Two of my gliders performed well out of the box and needed no work. I might add that 4 minute flights took them close to a stream, just beyond where the flight line was being set up. My windy weather #3 model misbehaved.

Friday 4th August – MORE PRACTICE: We got up at 5 am to beat the heat on the field, and were in the air by 7.15 am. Flyers were scattered around everywhere, more than yesterday, but still not as many as I expected. Albert, Roy, Craig and Vin were already flying, Vin from 6.30 am. The breeze was very light so I had to

dial back launch parameters – my early rounds model was good enough for 3.5 minutes but not for 4 minutes, and the Budapest Cup had R1 set at 5 minutes! My thermal model got down to work straight away and both models were doing 4 minutes before I packed them away. The ground was rough in places, with cracks and dips that would make some areas treacherous for circle towers. Albert fell twice while towing and Hopalong Hannaford was yet to arrive. I felt concerned for him towing on this ground. Craig and Vin put up a number of very good flights, as did Roy.

The dip in the pool when we got home was welcome, so cooling on a 40^{o}C day. At 4 pm we had our first team meeting. Kathy made herself popular by bring a plate of nibbles. After that, we went shopping and Albert found himself a neat little collapsible stool. It was still 37^{o}C at 7 pm. Tomorrow is the Budapest Cup and it is predicted to be hotter.

Saturday 5th August - THE BUDAPEST CUP: We were up at 4.30 am and at the field by 6 am. This was a good shake down prior to the World Championships. Albert elected not to fly in this event. The Budapest Cup had As, Bs and Cs all flying from the same flight line with 6 on a pole, so it was a long line, with the three classes segregated of course. 200 flew in the competition! The organisers generously allowed us 90 minutes per round. We would need all of that. Even at 6 am it was warm and the winds were quite strong, blowing at 5 – 6 m/sec. R1 at 7 am was 5 minutes and I made it, first time ever! Quite a few dropped and those who did max were in for long retrieves. Some crossed the highway and railway line, but most were in or near the crops. Mine was seen down behind the corn.

I walked a long way down between the two patches of corn, with a strong signal from the corn. After triangulating the signal, I walked into the 2.4m high crop, and out the other side – so it was in the dried sunflowers, and they were also 2.4m high! As I waded in, the big dried heads slapped me across the face and the lower ones wrapped around my arms and yagi antennae. It was hard work and freeing these pesky obstructions and the stifling heat wore me out, made me angry and took time. Fortunately, I walked straight to the model, 200m in. Thinking it would be about halfway in, I decided to continue walking out. Bad move, it was a further 400m to get out! I commenced the 2 km walk back to the flight line, noting various models nestled in the vegetation, avoiding detection.

I needed the full 90 mins for that round but made short work with an easy max in R2 using my 6 panel model. R2 started the horror period, as the winds had changed direction and were now taking models into major danger zones, with a stand of tall trees, thick undergrowth, a deep stream and hideous 2.4m high reeds in stagnant water. This was not a nice place to be and, as the winds had dropped slightly and the temperature had crested 40^{o}C, it made retrievals very testing.

In R3, my model misbehaved, looping and stalling off the line; I felt too hot to reason why. Even with my 2m 5 sec time, I was sitting 13th out of 100 flyers, such was the difficult nature of the event. We witnessed a few timing errors on our pole, but that was not as bad as some unfortunate errors we learnt about during the day. Insufficient tripods, poor quality standard issue binoculars, inadequate umbrellas, marginal water supply and a reluctance to get the binos onto the models early contributed to a lot of unhappiness in both flyers and timers alike. We did meet some good timers and we were always polite to them – it's a thankless job, anywhere.

The results show a lot of top line flyers either doing badly or pulling out, such were the conditions. Some elected not to fly because of the physical demands of a long very hot day and/or field conditions. I heard and saw a number of full carbon wing failures, more than previous years. While the two AUS F1A flyers were having fun, our two F1B flyers were not enjoying the day at all.

Craig had his model clocked off by the timekeeper 30 secs early in the 5 min first round. Albert saw it down, and it had done 5 mins, so that was unfortunate. It was also on top of 2.4m high sunflowers. Retrieval took Craig about 20 minutes+ to locate and then carry out of crop without damaging his model. So he was late getting back for the start of the next round, and his woes continued into R2. His model had DT'ed from a strong thermal. Albert watched it down in binos and thought it was either in or over the forest. Craig had a reasonable line that took him into the forest near the stream. It was very tough going and he kept getting conflicting signals from his tracker. Eventually he spotted the model on the ground. It was amongst very high and thick trees with one small gap, where it was safely nestled. As it had a cracked boom, he had to miss R3 and commenced flying an older expendable model. He retired after dropping 8 secs in R4.

Vin had a far more debilitating experience. He was maxed out after R3 and then his model landed in the treacherous swamp, with 2.4m high thick reeds. Earlier on, Donna had reluctantly waded in to that swamp to get one of Matt's F1A flights but Vin's was more of a challenge, much much more. I'll come back to that later.

Matt and I recorded two damagingly low scores in sink – we both agreed that our flights looked good, from the start, as they do. It was nice that a lunch break was called after 3 rounds. I am certain that some wouldn't have completed the final two rounds without a break; they needed hydration and a rest. After all, the temp crested 41.5^{o}C.



The Australian Team at the Opening Ceremony

My R4 flight maxed high over the tall trees in front of the stream and swamp and it took me some time to locate it as I had to struggle through the thick 2 - 3m dried reeds under the forest of trees that Craig had encountered to keep on line. It was found barely 3m from the stream. I saw Vin with tracker in hand on the other bank, dressed only in black jocks. He was using the halo aerial, and he would be down to just the receiver later, as he struggled to locate his evasive model. When Vin has tracking troubles, you know that it's difficult! He had been there for a long time, and this would extend to over 3 hours before it was discovered the next day.

Trees, the stream and the reeds all trapped models; they were all on the flight path of the later rounds. Because of the wind direction, the organisers wisely dropped the R5 time from 4 minutes back to 3, to avoid the trees, stream and reeds. Matt and I both maxed.

Vin needed ambulance attention back at the flight line for lacerations. Roy should have too, but he didn't and needed two doses of antibiotics back home to fix his cuts. The ambos also treated some for heat exhaustion on the field – I was surprised they didn't have a lot more customers.

In F1A, only 8 maxed out and 6 remained for the 9 min second FO. In F1B, only 10 maxed out and 5 contested the second FO. Surprisingly, only 2 maxed out in F1C.

The Budapest Cup was the most exhausting event I have ever competed in and Facebook chatter that night suggested it was the most gruelling World Cup event ever. In the 300m walk back to the car with my flight box at the end of the day, I had to rest 4 times!

Sunday 6th August – THE OPENING CEREMONY: This was to be another hot day with thunderstorms predicted. We drove around a bit in the morning, I recharged all the electronic bits and then picked up Roy and Albert in the afternoon and drove to the Opening Ceremony at Hódmezővásárhely 24 km away. The ceremony for the World Championships was short and sweet, unlike the previous two occasions. We hung around for a few drinks and then drove back to the Aus panzio to have dinner at their adjoining restaurant – Hungarian goulash followed by cheese and cream pizza – it was cheap but not Kathy's or my cup of tea. We were home by 10.15 pm and thinking of a swim, but the thunder and lightning caused us to think otherwise. The storm when it came through was noisy with some close strikes but there was little rain. Unfortunately, there was good rain at the field and Hódmezővásárhely actually had a severe storm with wind, hail and lightning.

Monday 7th August – REGISTRATION + NO OFFICIAL DAY 1 PRACTICE: A reprieve from the heat, much cooler after the storm but


Drinks at the Opening Ceremony, with Per and Stepan

temps were to return to the 40s during the week. We drove to Registration to be there by 8.30 am. The Aussies were first through so we were home by 10.30 am. USA would have to wait until the next afternoon, as inspections were being done in alphabetical order. Like others, we used this day as a rest day, taking a walk through the historical and pretty city centre of Szentes.

So there was no practice today, why? Well, last night's storm made the in-road impassable. The Brits got bogged and needed a tractor to get out. So we saw a posting on the official website "*Entry to the field is forbidden until further notice, unless you want to get stucked in the muds*". This would not auger well if more rain came through during the week.

At this stage, weather for the World Champs looked hot, with F1A scoring the strongest winds with afternoon storms.

Tuesday 8th August - OFFICIAL DAY 2 PRACTICE: We drove out to the field, to find many cars parked either side of the main road. The road in had standing water in its muddy tracks. A few slithered out successfully then one only made it 100m and got bogged. We thought that would act as a cautionary message for the faint hearted. Unsure that anyone would now try to get on, we drove home, passing Roy, Terry and Mike going the other way towards the field.

We enjoyed a hearty breakfast and then drove back to the field. A workaround was in place when we drove in and the wind had switched 180° when we got to the flying field. There were cars everywhere – careful RDTing would be a must! Most of the Aus team were practising. The team took some hits – Gary wrecked his good Slava model when the bunt stayed in and Terry damaged a Babenko folder when the wings broke during an urgent RDT.

Albert was happy with his testing but he wanted to come back later to do more work on his full carbon model. I was also happy with my R1 model but I again dialled it back for light airs although my #2 thermal model flew very well. My #3 windy weather model continued to misbehave pulling right and bunting on its side. I looked at it back at the apartment under strong light to find that the solder joint on the rudder adjusting line had loosened during the flight over and needed repair. Mr Morgan would fix that! #4 flew very well, a pleasant surprise. Little did I realise what that would mean.



Setting up camp on F1C day, World Champs Hungary

Terry, Vin and Craig put up lots of flights and things were going very well for them. Even glider flyers Per Findahl and Jama Damier were deputised to fly F1B. Per acquitted himself very well. We attended our second team meeting to learn what had been discussed at the Team Managers' meeting.

Wednesday 9th August - F1C WORLD CHAMPS: The World Championships begin, starting uncharacteristically with F1C. The flight line was set at nearly right angles to the road and the wind was coming from the east and tracking at 90° to the road. I managed to get a few photos in as we started to walk out. A few F1Cs were planted in the warm-up. There were about 41 poles and the wind was light, at about 3 m/sec. Tthe event was delayed slightly, as the organisers realigned the flight line. Because of a sudden wind change, our first retrieves were long, as we had to drag most of our support gear an additional 1km south from where we initially set up.

Identifying the models in the air proved hard as they came out of the sun, and most were black Babenko folders! Gary had motor trouble in the first round and had to change models. Terry and Gary's colourful models were easier to see but Gary's tracker had a very poor signal. Unless seen to the ground his models risked being lost. Roy's first flight wasn't clearly seen to the ground so I took over from Albert who took Terry's model back, and I headed out to find Roy's, locating it in the far end of a paddock much further out than first thought. Kathy, Albert and I were run ragged, as we had used up the first hour and then some because of our operating difficulties.

Vin sorted out Gary's tracker by R3 so we had to work hard during R2 trying to catch up. We'd barely finished sending all R1 models back when Roy was up and away in R2, his model landing in long grass, grass that was being mowed and rotary hoed by 3 large tractors, as we walked

towards where it was supposed to have landed. How could that happen in a World Championship event?

Terry's model was easy to identify, his tracker was tuned and he didn't fly too far out. We liked that. Gary had reverted to his model of choice in R2 but it was set for 5 mins, giving Albert a long retrieve, and this caused Gary to miss R3, and then he had to RDT his R4 flight as the wing didn't unfold correctly. He swapped models but the round had closed. Roy and Terry maxed R4. Gary's woes continued in R5 when his remaining model failed to run cleanly and put an end to his flying for the day.

R5 dealt a cruel blow to Roy. Both he and Terry were maxed out but R5 sealed Roy's fate. He launched with 5 other models and things looked good until his model fell out of lift, landing near the river, so dropping a whopping 110 secs, plummeting him down the order. Until then, he was looking very promising. Terry did max and went on to record 210 secs in the first FO, becoming our top-placed F1C flyer, finishing in 22nd place.

Canadian Yury Shvendenkov took 1st place.

Thursday 10th August - F1B WORLD CHAMPS: The day started with slightly overcast skies and a noticeable breeze of 3 - 4 m/sec, coming straight down the flight line (not good). Nothing was done, so it was going to be a day of surprises. At the start of R1, just like F1C yesterday, the wind shifted SE and models flew over the canteen, car park, trees and river, landing in the paddocks beyond. Many made the 4 minutes, others flew OOS behind the trees and others fell short of the trees in the car park. After a wave of protests the round was halted and an announcement made that it would be cancelled and re-flown at 3 minutes, after the flight line had been swung around 90°.

From memory, this rehash cost about 90 minutes, 90 additional minutes in the draining heat. So in the first 3 rounds, models flew SE and some landed at the mid-point where Kathy and I were stationed. Those that overflew us landed well east of where our backline retrievers where stationed, so it seemed easier for us to get those as well, although it was hard work.

By R4, the winds had shifted more ESE, so the models started missing the carpark and landing closer to where we were first stationed for F1C, and most landed just over the river, so Kathy and I managed to get them as well. Terry and Vin were the only ones clean. By R5, Roy, Albert and Gary had relocated closer to the drop zone when Craig put his model into a boomer. It was so high that 4 minutes looked easy, then it dropped like a stone, and didn't max – unbelievable. And Terry fell short of the river, missing the 4 min by 39 seconds. Vin had an even bigger drop. So in R5, a lot failed to max in that strange air.

Terry and Vin had each dropped a round and Craig dropped two. On paper before the event, our team looked almost unbeatable with excellent models and superb lead-up preparation. I honestly felt at least one could have made the podium, so their disappointment must have been massive.

I dropped Kathy home and freshened up in the pool while the first FO was conducted. I got back in time for FO 2 at 6.30pm and then they announced because of the wind shift towards the setting sun the second FO would be delayed. I left at 7.10 pm. I believe it was flown about 7.50pm. By 7.30pm, it was still 34°C!

Stepan Stefanchuk picked up his second World Championship. Kiwi Paul Lagan did a fantastic job to make the first FO and place 19th, but there were some catastrophic drops –Alex Andriukov was 92nd!

Friday 11th August - F1A WORLD CHAMPS: The forecast for the day was good, fine and 34°C with winds of 4 – 6 m/sec. It did change. The flight line remained at 90° to its original setting, so it ran parallel to the in-road. It was set as far east as it could go, and there was a ridge just in front of where we towed up. Very few, if any, would be towing upwind. And the tow up area was rough in places. We would have to be careful.

R1 started with a 3 – 4 m/sec breeze and I made the 4 minutes easily; Albert's was a little close but it was a max and Matt fell just 9 secs short. Our motley team looked good, and models had not gone far for the retrievers.

R2 was as easy although I thought I saw my model take a tumble over the roof of a car in the carpark. Actually it had overflown the carpark and the trees to land across the road and had maxed. I sent retriever Vin off telling him to "*pick up the pieces*



Matt Hannaford photo bombs Aus team at the beer tent

in the car park". I'm glad I was mistaken. Albert also maxed and it was good to see Matt's leg hold up sufficiently to allow him to circle, but his drop of 90 secs in R2 set our destiny in the final Team results. The ground was definitely tricky and there were falls – we were hoping Matt would not be one of them, Per Findahl was.

Wind strength increased in R3 so I put away my early rounds model and brought out the thermal model. Albert also swapped. Matt flew his Yablonovsky for the whole contest. I maxed R3 and Albert had a scare with a premmie release and RDTed down in 15 secs. He maxed the 2nd attempt, although Matt fell 10 secs short. With increasing winds, our retrieval team had quite a workout. By R4, winds were 5 – 8 m/sec, so I bought out my "rock 'n' roll" model, a strong winds short model with polyhedral. It proved to be the right decision and it revelled in the conditions, DTing high for a long retrieve, Craig jokingly said "*Stop setting the DT at 5 minutes!*". Albert found circling too difficult in this round and just went up and off. Matt, confidence up, circled! Albert and I maxed, Matt dropped 10 seconds.

By now, the winds were pushing up towards 10 m/sec, so the organisers placed a one hour halt to proceedings, and reduced the 4 minute final round to 3 minutes. The winds had dropped considerably when we resumed, perhaps to 5 m/sec. Already, a lot of big names had dropped out of the running. The ground condition, the winds, the lift and general ambitions of many flyers caused mistakes they simply should not have made.

I maxed the final round from great height, and was in the FO. Craig remarked that he had found my model in Serbia! He had done a sterling job in retrievals. Albert fell just 13 seconds short, after low level turbulence upset his model. That was so disappointing for him. And Matt maxed, after a powerful launch, then a low recovery and a very lucky batch of air to make the max high up. He was happy to finish all rounds of his first World Championship competition.

So I was the only Aussie to make the F1A FO. I was to fly in the second group at 5.30pm so Kathy and I went home to recharge the batteries of my models, grab some food and drop into the pool for a while, before driving back to the field. Winds were still at 5 m/sec at 5.30pm.

I focussed on the air and got away for a very good launch. The model held launch height for an unnerving period of time and then locked in on a thermal and started its climb to a great height. Downwind retrievers had it in the binos from early on and it was very evident that it would overfly our furthest outpost by a considerable margin. It did – by over a kilometre! But it was seen to the ground, and a faint tracker signal could be heard, so Matt gamely started off across 2 ploughed fields and two stands of trees to reach it. This was a gallant effort for someone who broken his leg just 4 months prior. When Matt hobbled back into the outpost area, Gary took over the second leg of the relay, handing it to Terry at the floating pontoon bridge. Realising time was of the essence, I asked Craig to jog down to meet Terry and bring it the remaining distance. The model was back at the flight line with 10 minutes to spare – a magnificent team effort. 12 were in FO2.

In FO 2 Albert was out on the line with me when I said the air felt really good. He agreed but just then, someone circled into my airspace. His



The Australian Team at the Closing Ceremony

model held well and he nearly went. I really wanted to go but had to wait for his second circle. Regardless as he shaped up for a launch I started my run-up, putting in my best launch of the day. The model bunted high, in good air, and then it did a tail slide, flattened out and rocked around a bit and then it started to stall. It recovered and then stalled again, to be down in 100 seconds. The old battery, overworked in the previous long flight and retrieval, couldn't cope with the pressures of the launch and gave up in early stages of the bunt sequence, leaving the model on slight up elevator – a smidgeon less and I may have got a satisfactory glide. Of course if the battery was good, the final result could have been bizarre! And I had coincidentally launched in the same air as Igor Bombek, the winner, but 12th place out of a quality field of 113 wasn't too shabby!

And the F1A team got an unexpected surprise – we were 4th in the Teams placings, just 35 seconds off a podium and 76 seconds off the top step. Now wouldn't that have been the icing on the cake if Matt had maxed his second round? Not bad for two old blokes, one who only straight tows, and a wounded warrior.

Saturday 12th August – THE AWARDS CEREMONY AND BANQUET: The Banquet was greeted with mixed feelings as we crowded into a small room for the numbers who paid the 40 Euros each. Socially it was good and the music was pleasant but the belly dancers overstayed their welcome, the function room people should have serviced the air con and paid their electricity bill, and the food was late. Many were outside in the cool and had to be herded in for the meal. Fortunately the prize giving was well executed and received, and Jim Parker proudly carried the flag in readiness for the USA World Championships to be held at Lost Hills in October 2019. It was a pleasantly cool evening with light rain to finish the 2017 World Championships.

CONCLUSION: The organisers had dodged a bullet with the in-road; more rain would have been a catastrophe. But I felt sorry for them – they had high hopes and in the end perhaps not the numbers or experience to run such an important event.

There was a lot of chatter and criticism on the Internet before, during and after the event. A lot was warranted and good suggestions put forward. There were of course comments that came from old modellers who never competed at this level or competed many years ago. I think we filtered out the good bits. One thing for sure, the Budapest Cup will go down as one of the most gruelling events ever conducted in aeromodelling history and flying the whole week and the World Championships in a 20 year record heatwave will probably take a lot of beating.

In 2017 only Hungary put its hand up to run the event, and it seemed to fall on too fewer people to make it work. Organisers are often the unsung heroes of an event. Those


World Champs F1A winners


World Champs F1B winners


World Champs F1C winner



Our Albert had a great time

who have run events already know this, and I empathise with the organisers. But the field and administration had many limitations.

WHERE TO NEXT? Kathy and Malcolm's Excellent Adventure continued as we drove through Croatia, Slovenia, Northern Italy and Austria. It was 6 weeks to remember and, with the number of photos taken in some staggeringly beautiful locations, we have some truly great memories to savour.



AA was amused by Albert's new shirt



But the Dutch team shirt looked far better on Elly!

BUDAPEST CUP RESULTS

F1A (94 flew)

Pos	Name	FAI ID		WC points	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Flyoff 1	Flyoff 2
1	Aviv Balassianio	78419	ISR	591	300	180	180	180	180	1020	420	480
2	Dirk Halbmeier	29734	GER	490	300	180	180	180	180	1020	420	354
3	Per Findahl	24737	SWE	389	300	180	180	180	180	1020	420	340
22	Malcolm Campbell	54372	AUS	100	300	125	180	66	180	851		
37	Matt Hannaford	111154	AUS	0	132	180	55	180	180	727		

F1B (72 flew)

Pos	Name	FAI ID		WC points	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Flyoff 1	Flyoff 2
1	Alex Andriukov	69323	USA	570	300	180	180	180	180	1020	420	382
2	Mickael Rigault	60241	FRA	469	300	180	180	180	180	1020	420	374
3	Adam Krawiec	53787	POL	368	300	180	180	180	180	1020	420	333
22	Vin Morgan	82954	AUS	73	300	180	180	0	0	660		
25	Craig Hemsworth	82949	AUS	0	270	180	0	172	0	622		
27	Roger Morrell	21458	NZL	0	260	180	180	0	0	620		
69	Paul Lagan	21459	NZL	0	152	0	0	0	0	152		

F1C (36 flew)

Pos	Name	FAI ID		WC points	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Flyoff 1
1	Volodymyr Sychov	24235	SLO	535	300	180	180	180	180	1020	143
2	Francois Ducassou	60165	FRA	434	300	180	180	180	180	1020	55
3	Vasyl Zosymenko	107273	UKR	333	300	164	180	180	180	1004	
36	Gary Pope	85251	AUS	0	25	0	0	0	0	25	

WORLD CHAMPIONSHIPS RESULTS

F1A (113 flew)

Pos	Name	FAI ID		Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1		Flyoff 2	Total
									Grp 1	Grp 2		
1	Igor Bombek	61252	CRO	240	180	180	180	180		360	433	1753
2	Robert Lesko	61268	CRO	240	180	180	180	180	360		367	1687
3	Julien Sion	79140	ROU	240	180	180	180	180	360		315	1635
12	Malcolm Campbell	54372	AUS	240	180	180	180	180		360	100	1420
32	Albert Fathers	54374	AUS	240	180	180	180	167				947
63	Matt Hannaford	111154	AUS	231	90	170	170	180				841

F1B (110 flew)

Pos	Name	FAI ID		Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1		Flyoff 2	Total
									Grp 1	Grp 2		
1	Stepan Stefanchuk	29163	UKR	180	180	180	180	240		360	401	1721
2	Gilad Mark	65394	ISR	180	180	180	180	240	360		385	1705
3	Rolandus Markus	21251	LTU	180	180	180	180	240	360		334	1654
19	Paul Lagan	21459	NZL	180	180	180	180	180		261	100	1221
56	Terry Bond	54371	AUS	180	180	180	180	201				921
68	Craig Hemsworth	82949	AUS	170	180	180	180	187				897
89	Vin Morgan	82954	AUS	180	180	180	180	124				844
95	Roger Morrell	21458	NZL	180	180	180	180	73				793

F1C (79 flew)

Pos	Name	FAI ID		Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1		Flyoff 2	Total
									Grp 1	Grp 2		
1	Yury Shvenenkov	16308	CAN	240	180	180	180	240	360		398	1778
2	Edward Burek	53982	POL	240	180	180	180	240		360	365	1745
3	Raimond Naaber	17915	EST	240	180	180	180	240	360		360	1740
22	Terry Bond	54371	AUS	240	180	180	180	240	210			1230
61	Roy Summersby	54385	AUS	240	180	180	180	130				910
79	Gary Pope	85251	AUS	186	180		13					379

World Champs Team Results F1A (39 countries)

Pos	Country	Total	Placings			Total
1	France	2822				
2	Kingdom of Sweden	2788				
3	Slovenia	2783				
4	Australia	2748	12	32	63	107
4	Slovakia	2748	24	45	5	119

World Champs Team Results F1B (40 countries)

Pos	Country	Total	Placings			Total
1	Serbia	2880	5	14	22	41
2	Israel	2880	2	11	34	47
3	Lithuania	2880	3	17	38	58
21	Australia	2662				

World Champs Team Results F1C (30 countries)

Pos	Country	Total	Placings			Total
1	China	3060	9	12	17	38
2	France	3060	6	18	28	52
3	United Kingdom	3033				
21	Australia	2309	12	32	63	107

World Champs Challenge F1A, B and C (42 countries)

Place	Country	Total	F1A	F1B	F1C
1	France	8657	2822	2775	3060
2	Lithuania	8601	2692	2880	3029
3	Israel	8399	2562	2880	2957
18	Australia	7719	2748	2662	2309
38	New Zealand	1753		1753	

2017 Club Fun Day Coominya 27 August 2017

report and photos by John Lewis

A favourable forecast for our August fun day attracted Ben to build and fly his first sport RC model (Jnr Simplex) finished at 11.30pm the night before. Ben also flew his RC motor Glider he had finished previously for one of Dale's fun days. Graham too had an RC glider but was unable to fly it due to technical difficulties but had some impressive flights with his E36 and did some testing with his Oz diesel model. Larry flew both E36 and a couple of electric RC sport models. John also participated in "the dark side" activities while Craig did some F1B testing and Albert tested his LSq/100 model and a twin-finned power model. Des as usual flew a variety of models both RC and Power. It was very enjoyable day in spite of a low attendance with a variety of models in the air at any one time. August is traditionally a bad month for strong Westerly winds but this year we have had predominately light wind and warm temperature ideal for flying.



Albert assembles his power model while Craig sets up his F1B



Ben sets up a gaggle or RC models



Albert test glides his model



Ben's new RC Red Bull Simplex



Drone Boy checks out the scenery

Scale, HLG and CLG State Championships Coominya *10 September 2017*

report by John Lewis, photos by John Lewis and Malcolm Campbell

We had a sunny day with light winds (a little more than predicted) starting with a cool morning and pleasant temperatures of around 24 degrees by lunch time. The gate was opened at 7am however most people arrived closer to 7.30am suggesting as we get older a later starting time may be preferred in future years. Events were run concurrently with a relaxed atmosphere on the day. Traditionally Scale is flown first to take advantage of early morning calmer conditions however the wind throughout the day varied from light to calm taking away the urgency to get the scale flights in quickly.

This year we only had 3 entries in scale. Brian had a nicely finished lightweight Waterman Gosling Racer he normally flies indoor while Malcolm and Dale both entered Piper Cubs. Malcolm's Piper cub was showing some damage (Malcolm said it was hail damage in scale terms) and was first away with the Mills .75 providing the correct amount of power for a very scale like flight. Both Dale and Brian had rubber powered models that only just made the 20 second qualifying flight. Brian's model was more stable in flight than Dale's but didn't impress the judges (John and Graham) as much as Malcolm's flight.

In terms of fidelity to scale Brian had the most impressive model and scored the highest. Thanks to Brian we had the scale score sheets provided. The marking of each aspect with the associated K factors led to the accumulation of some high scores and when added to the flying points provided the final result with Brian winning narrowly from Malcolm and Dale in third spot.

5 entries in HLG this year which may be an indication of the age of our members however judging by the height Craig was achieving on his launches he is not suffering any disadvantage. Craig was keen to fly early to avoid lift as he had no DT on his model. Nevertheless he had some long flights and managed to land in a dam requiring an early morning skinny dip. (**Ed**: *Yes John, two 3+ minute and one 4+ minute flights were pretty long!*).

John was flying a Peter Lloyd designed tip launch glider. On its first outing last year the model was disappointing however this year it showed a lot more potential achieving some good fights to earn second place. William, Des and Brian were all flying largish conventional designs with William taking out third place. Brian only had the one flight scoring a max, so I assume his model was lost on that flight. (**Ed**: *Actually, it landed after 70 secs directly in front of his car, so I guess Brian felt he couldn't improve on his accuracy!)* Des scored 60 also for his best 3 flights but, by having an extra flight recorded, he crept ahead of Brian on a count back.

As with HLG we had 5 entries in CLG this year, down from previous years. Malcolm was unassailable with 4 maxes and nearly five. John hasn't been able to get CLG models to



Only three fronted for the Scale event



Brian Taylor launches his Gosling



Malcolm Campbell's little J3 flew very well



Dale's little J3 enjoyed William's special rubber



Craig Hemsworth was "The Man"in HLG. No one came close.

perform previously but this year managed some respectable scores which could have been better except for a couple of premature DTs. Kathy wasn't at her normal high-scoring best this year and remained "maxless", but she was still able to cruise into third place just 4 seconds short of John's score. Des had some good flights but his model was inconsistent and seemed quite critical in terms of the launching angle. Unfortunately Albert didn't record any scores, having broken his model and the glue wouldn't take when he attempted repair. Both William and Dale who normally do well in this event left early and didn't enter.

Apart from the official contests a few people took advantage of the good conditions. Craig had a Civy Boy 64 with a great sounding K&B 35 motor that exuded a delightfully strong aroma of burnt glow fuel with perhaps a sprinkling of nitro methane. It reminded me of aeromodelling days gone by. (**Ed**: *Craig told me he was using C/L stunt fuel, so it may have had some tricky ingredients*)

Craig's model flew well until disaster struck. It appeared to self-destruct in mid-air, possibly from a DT under power or failing wing rubber bands. (Ed: *Actually the launch appeared flat and then it reared up before going into a relatively slow vertical dive. The wing popped off, loosening a few ribs and damaging the TE, and the fuse was slightly damaged*.) Craig and Albert did some F1B testing without incident however Des was keen to get his HLG/CLG flights over so he too could play power models.

It's amazing how well Dessy's models fly when the DT fails to operate. As luck would have it, his Stomper landed in the lake. We could see the model clearly through binoculars but, once at the lake Malcolm, Kathy and Des were unable to see it floating a few hundred metres in. (**Ed**: *Because our reliable base camp had directed us 100m off line! Kathy sighted the model, where we had seen it land!*) Malcolm generously decided to get his feet wet and retrieve Dessy's model. Fortunately the water level never

went over knee-deep. This was a good finish to another enjoyable day's flying at Coominya.



Craig takes a perfect AFL mark!



Malcolm took a long walk in the lagoon to retrieve Dessy's Stomper

Name	F1	F2	F3	F4	F5	F6	Best of 3
Craig Hemsworth	**60**	47	**60**	17	**60**		180
John Lewis	**51**	**37**	25	**60**	27	35	148
William Jones	**28**	**36**	**28**				92
Des Slattery	**20**	4	**6**	**34**			60 + 4 count back
Brian Taylor	**60**						60

CLG RESULTS

Name	F1	F2	F3	F4	F5	F6	Best of 3
Malcolm Campbell	**60**	**60**	59	**60**	34	60	180
John Lewis	7	**32**	**43**	11	**50**	18	125
Kathy Burford	**29**	28	**40**	7	17	**52**	121
Des Slattery	7	18	**38**	**41**	**20**	5	99
Albert Fathers	-	-	-	-	-	-	-

SCALE RESULTS

Name	Aircraft	Static points	Flying points	Total
Brian Taylor	Waterman Gosling	781.5	426	1207.5
Malcolm Campbell	Piper Cub	690.5	468	1158.5
Dale Jones	Piper Cub	642.0	176	818



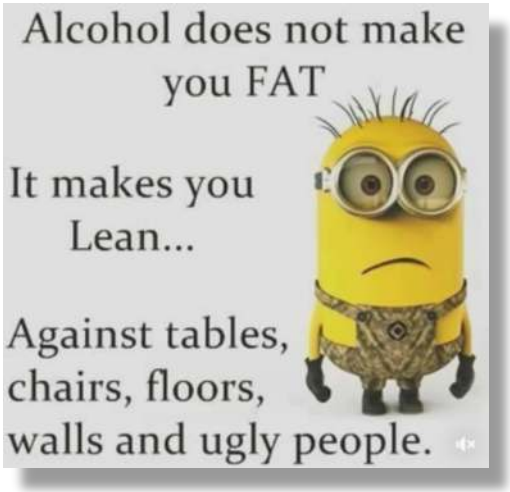
After his swim in the dam, Craig flew a Civy Boy



And we loved the sound of the vintage K & B 35



Drone Boy documented attendance from up high





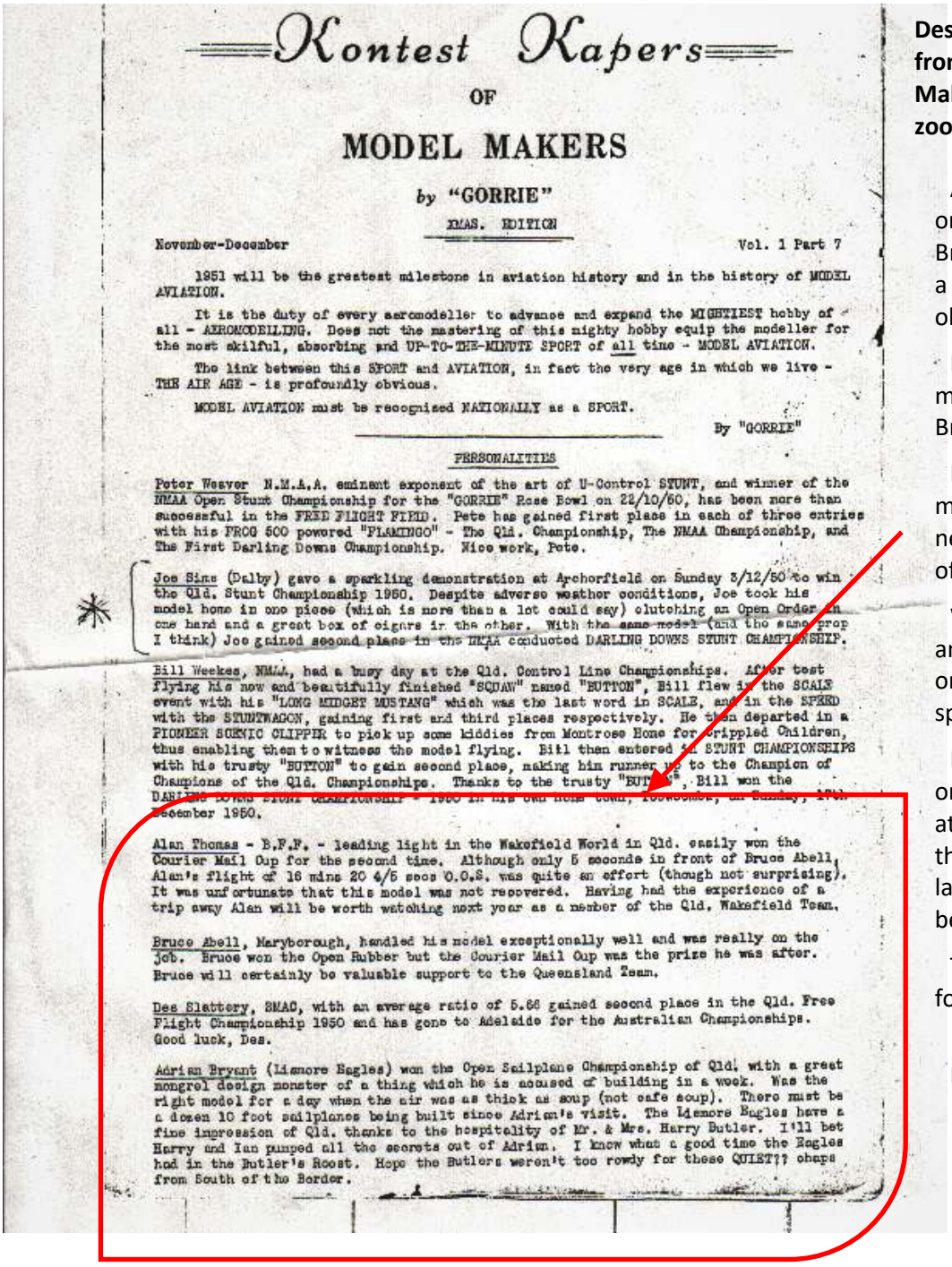
DRONE BOY PHOTOS - a new perspective of our Coominya field



The 7 Mile Lagoon - it's drying up, slowly



The top dam, near the road - note the clarity of the photo!



Kontest Kapers

OF

MODEL MAKERS

by "GORRIE"

XMAS. EDITION

November-December Vol. 1 Part 7

1951 will be the greatest milestone in aviation history and in the history of MODEL AVIATION.

It is the duty of every aeromodeller to advance and expand the MIGHTIEST hobby of all - AEROMODELLING. Does not the mastering of this mighty hobby equip the modeller for the most skilful, absorbing and UP-TO-THE-MINUTE SPORT of all time - MODEL AVIATION.

The link between this SPORT and AVIATION, in fact the very age in which we live - THE AIR AGE - is profoundly obvious.

MODEL AVIATION must be recognised NATIONALLY as a SPORT.

By "GORRIE"

PERSONALITIES

Peter Weaver N.M.A.A. eminent exponent of the art of U-Control STUNT, and winner of the NMAA Open Stunt Championship for the "GORRIE" Rose Bowl on 22/10/50, has been more than successful in the FREE FLIGHT FIELD. Pete has gained first place in each of three entries with his FROG 500 powered "FLAMINGO" - The Qld. Championship, The NMAA Championship, and The First Darling Downs Championship. Nice work, Pete.

Joe Sine (Dalby) gave a sparkling demonstration at Archerfield on Sunday 3/12/50 to win the Qld. Stunt Championship 1950. Despite adverse weather conditions, Joe took his model home in one piece (which is more than a lot could say) clutching an Open Order in one hand and a great box of cigars in the other. With the same model (and the same prop I think) Joe gained second place in the NMAA conducted DARLING DOWNS STUNT CHAMPIONSHIP.

Bill Weekes, NMAA, had a busy day at the Qld. Control Line Championships. After test flying his new and beautifully finished "SQUAW" named "BUTTON", Bill flew in the SCALE event with his "LONG MIDGET MUSTANG" which was the last word in SCALE, and in the SPEED with the STUNTWAGON, gaining first and third places respectively. He then departed in a PIONEER SCENIC CLIPPER to pick up some kiddies from Montrose Home for Crippled Children, thus enabling them to witness the model flying. Bill then entered in STUNT CHAMPIONSHIPS with his trusty "BUTTON" to gain second place, making him runner up to the Champion of Champions of the Qld. Championships. Thanks to the trusty "BUTTON", Bill won the DARLING DOWNS STUNT CHAMPIONSHIP - 1950 in his own home town, Toowoomba, on Sunday, 17th December 1950.

Alan Thomas - B.F.F. - leading light in the Wakefield World in Qld. easily won the Courier Mail Cup for the second time. Although only 5 seconds in front of Bruce Abell, Alan's flight of 16 mins 20 4/5 secs O.O.S. was quite an effort (though not surprising). It was unfortunate that this model was not recovered. Having had the experience of a trip away Alan will be worth watching next year as a member of the Qld. Wakefield Team.

Bruce Abell, Maryborough, handled his model exceptionally well and was really on the job. Bruce won the Open Rubber but the Courier Mail Cup was the prize he was after. Bruce will certainly be valuable support to the Queensland Team.

Des Slattery, SMAC, with an average ratio of 5.66 gained second place in the Qld. Free Flight Championship 1950 and has gone to Adelaide for the Australian Championships. Good luck, Des.

Adrian Bryant (Lismore Eagles) won the Open Sailplane Championship of Qld. with a great mongrel design monster of a thing which he is accused of building in a week. Was the right model for a day when the air was as thick as soup (not safe soup). There must be a dozen 10 foot sailplanes being built since Adrian's visit. The Lismore Eagles have a fine impression of Qld. thanks to the hospitality of Mr. & Mrs. Harry Butler. I'll bet Harry and Ian pumped all the secrets out of Adrian. I know what a good time the Eagles had in the Butler's Roost. Hope the Butlers weren't too rowdy for these QUIET?? chaps from South of the Border.

Des sent in this attachment. It is the front page of Arthur Gorrie's Model Maker from 1951. You will have to zoom in on the circled bit.

AS it was Bruce Abell 89th birthday on 29th August and he was coming to Brisbane to stay with his daughter for a few day he wanted to meet up with old flying friends.

Bruce asked could there be a meeting with Allen Thomas, Adrian Bryant and myself.

Looking through info to arrange the meet found the old Gorrie newsletter, and there were the four of us mentioned on the front page .

We all finished up at Adrian`s place and much talk about old times went on. This was a very enjoyable time spent together.

Bruce Abell was the founder and organizer of The Veterans Gathering at Muswellbrook. Next year will be the 30th anniversary and may be the last as there is talk of the flying field being mined.

Thought this might be of interest for the Digest.

Des Slattery

IMPORTANT UPDATE: Co-ordinates updated and checked Jul 2017

EMERGENCY LOCATION ADVICE – phone 000

BFFS Flying Field Coominya

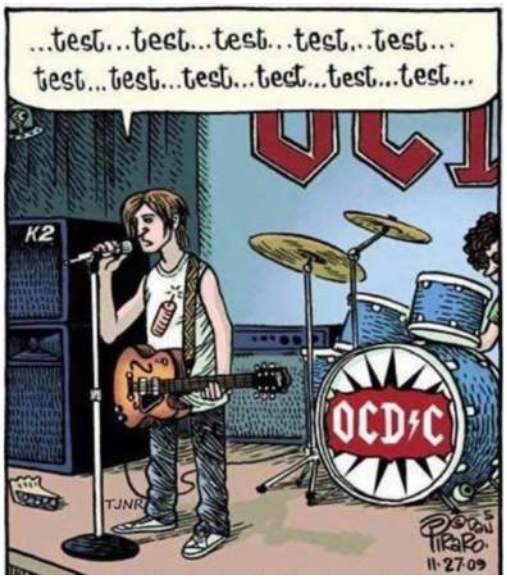
We are on a large open paddock. Entry is via a gate on left hand side of Banool Road, if you are travelling west. ***(Banool Rd comes off Watsons Road that comes off the Coominya - Esk Rd.)***

GSP coordinates of the gate are:

27º 26' 74.7" South 152º 26' 28.2" East

My name is _____

And my mobile is:_____



INDOOR 2017

Hanger Rat State Championships 3 June 2017

report by John Lewis

Recently our Indoor numbers have been down but on this occasion there were 8 entries and hardly a time when there wasn't at least one model in the air. Ben had built two new well finished models, one for him and one for his daughter Annika (Ben has never had a hanger rat before) and John built a new one (15 years since his previous hanger rat). I think Larry had a new one as well as did Tim Johnston who turned up with 2 new models.

Van was in the air a few minutes after we arrived and hung up on one of the overhead rafters after a couple of minutes of flying time. Larry's first flight of 180 seconds set an early bench mark and wasn't matched by anyone throughout the day. John's new model looked promising but didn't circle well on full power resulting in some low initial times until he switched the trim to a left hand circle. Annika's model would almost power stall just after leaving the floor but otherwise flew well. Ben didn't get most of his official flights in till later in the day when the cooling air restricted the height his model achieved compared with earlier in the afternoon. Tim Johnston made some good flights but never challenged the top scores. Ron Munden had a couple of low scores and then flew his Delta Dart for the remainder of the afternoon.

As the day progressed it was obvious that Larry would be hard to beat and his last flight of close to 200 seconds assured his first place position. Brian as usual was lurking close behind but was unable to crack the three minute mark and came in a clear second. Annika ended up in third spot well clear of Van, John, Ben and Tim who were in the next bunch with similar scores (Van being one second ahead of John).

It was a very enjoyable afternoon's flying with very few model hang ups and probably the best Indoor event we have had for some time. After the Hanger Rat event Brian entertained us with some test flying of his new small indoor drone.

HANGER RAT RESULTS



Name	R1	R2	R3	R4	R5	R6	Best Two
Larry Brownlow	**180**	148	53	149	162	**193**	373
Brian Taylor	152	167	**172**	**178**	168		350
Annika Lewis	98	120	80	116	**151**	**139**	290
Van R-Smith	118	117	**132**	127	75	**135**	267
John Lewis	20	12	113	**129**	96	**137**	266
Ben Lewis	**136**	69	**126**	108	107	105	262
Tim Johnston	88	72	81	**124**	**134**	85	258
Ron Munden	**31**	**39**					70

P18 STATE CHAMPIONSHIPS

(BFFS Sponsored) **8 July 2017**

Report by John Lewis
Photos Malcolm Campbell and John Lewis

Possibly due to the school holidays the keypad codes wouldn't let us into the parking lot outside the hall however we were able to park in the school grounds via the Vulture Street entry not far away. Once inside the hall everything was fine however, some new models had developed warps.

It had rained all day the day before and with the cool dry Saturday afternoon the change in humidity may have contributed to the twisted wings. In any case it was disappointing for Ben who had arrived with a new nicely decorated lightweight model. As has been the case of late, Larry began well taking the lead for first flight scores. John had a couple of new models that found their way into the rafters often prematurely terminating potentially good flights. It soon became obvious the contest winner would be Brian or Larry with their scores close to three minutes being well ahead of the rest of the pack. Brian however needed only half of his flights to gain a well-deserved victory.

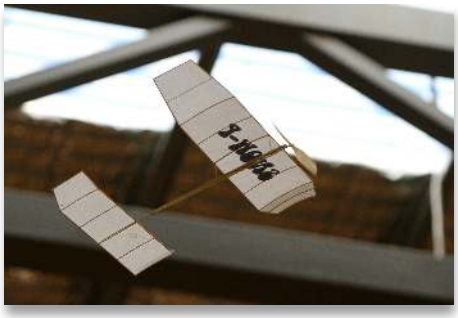
Ben eventually resorted to his old model that failed to reach good height although it had performed reasonably well the year before. Like Ben, Malcolm's models that had previously performed well had gone out of trim. It was good to see both Malcolm and Kathy flying again as they haven't been able to attend our local Indoor events for some time. Van certainly had the fastest flying model that terrorised the normally serene afternoons flying and managed some respectable scores.

Annika, John and Ron were all in contention for third place after Brian and Larry had cemented their claim on the top two positions. Annika was flying dangerously between the rafters and survived many lucky bounces but couldn't achieve sufficient flying points. Ron was having a good afternoon with consistently good flights with one over two and a half minutes but couldn't manage a second high scoring flight and came in fourth. This left John placed mid-way between Larry and Ron's scores to take the third spot.

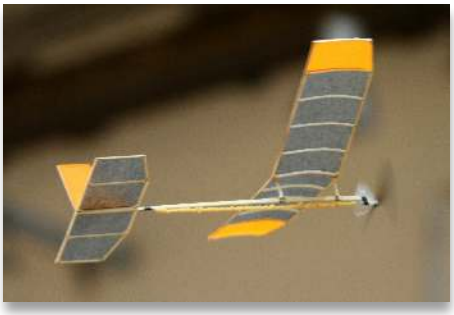
It was another enjoyable afternoon of indoor flying with seven entries making it a good competition. Our next and last indoor event for the year is Peanut Scale and, being well prepared, Brian did some peanut trimming after the P18 contest.

P18 RESULTS

Names	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Best 2
Brian Taylor	157	**176**	**188**				364
Larry Brownlow	**164**	**169**	146	148	105	112	333
John Lewis	40	138	60	**154**	**146**	144	300
Ron Munden	90	**110**	37	**146**	56	72	256
Annika Lewis	97	**122**	59	84	89	**106**	228
Van R-Smith	82	81	80	**103**	78	**96**	199
Ben Lewis	21	**85**	65	76	**97**	16	182



1st place BRIAN TAYLOR



2nd place LARRY BROWNLOW



3rd place JOHN LEWIS


Annika, Brian and John - P18 enthusiasts


Annika launches as Van looks on


Ben Lewis's P18


Ben P18 in artsy pose


Father John's P18

2017 Peanut Scale State Champs



report and photos John Lewis

Peanut Scale was our last Indoor event for 2017 and finished with the closest of margins between the first 3 place getters. On arrival it was good to find the new gate code I had been given was working, the hall floor was clear of obstacles and the centre net was in the raised position. Ron Munden gave up his afternoon to judge and time for us which was a very nice gesture.

Van was first into the air trying to trim his Fike but eventually choose his more reliable Lacey as his official entry. Ben had a lovely new Red Bull Edge 540 using depron foam for the wings and tail while employing a traditional balsa stringer construction for the fuselage. The model was fully coloured in the Red Bull colour scheme and Ben wore his Red Bull shirt to match. The odds were however stacked against Ben with a new untried mid wing model which required more time to fully trim then was available.

Ben's daughter Annika's Piper Cub had been badly damaged the previous year and also needed some re-trimming after being recently repaired. By comparison Brian had been progressively trimming his beautifully built Albatross D111 at each of the previous events throughout the year and was able to achieve some nice long flights including ROG bonus points. Larry and John were using their well proven models from previous contests and were achieving the longest times.

In fact all models present flew well and all were able to take advantage of the 20 bonus points awarded for ROG. Except for John getting hung up on one flight all other flights avoided the obstacles under the roof. Under the current rules the points awarded for static and one-third of the flying time seem to result in a good compromise allowing for a close contest between a more difficult well detailed subject and a plain model more suited to duration.

As a result John's model with the longest duration and lower static points tied with Larry's and Brian's' more detailed models that had lower flight times. Counting back to decimal points the scores were still tied and so we resorted to adding the second highest recorded flight time. This process favoured John's model leaving him with 57 points, Larry with 56.6 and Brian on 56. Van, Annika and Ben were not that far behind with 51, 47 and 44. So ended another great afternoon at the hall and a great way to finish our indoor flying for 2017.

Now is the time to start building for next year. With the advancing age of our members Indoor has a lot to offer presenting some challenges with building and trimming without long retrieves and a comfortable flying site out of the sun and wind. I hope to see you at indoor in 2018.

PEANUT SCALE RESULTS

Name	Static	F1	F2	F3	F4	F5	F6	1/3 Flight	Total	Tie break	Aircraft
John Lewis	**30**	73	71	48	81	*82*	82	**27.3**	57	57.0	Fike
Larry Brownlow	**35**	58	62	*67*	59	65	53	**22.3**	57	56.6	Waco SRE
Brian Taylor	**38**	50	51	*56*	53	54	45	**19.0**	57	56.0	Albatross D111
Van R-Smith	**28**	53	52	60	66	*70*	68	**23.3**	51		Lacey
Annika Lewis	**29**	32	46	51	53			**17.6**	47		Piper Cub J3
Ben Lewis	**31**	25	40					**13.3**	44		Edge 540

All flight times include bonus ROG points except Ben's first score



2017 Peanut Scale winners





Reliable Ron did a great job as Scale Judge

CONSTRUCTION CORNER





Choosing Thinners for Dope

JOHN SAYS: Recently Ben doped the wing of his new Junior Simplex and experienced an extreme case of blushing. He initially attributed this to moisture in the air but subsequent attempts on a clear sunny day made no improvement. It turned out to be the thinners.

I have always used Dulux Duthin 120 or 140 with no problems. The Diggers lacquer thinners from Bunnings is what caused the problem. The Diggers is fine for cleaning brushes or dope/balsa glue off of your hands but not good if you want an unpainted clear tissue finish.

After re-doping Ben's model using the Dulux thinned dope the blushing went away.

Painting Cabin Models

JOHN SAYS:

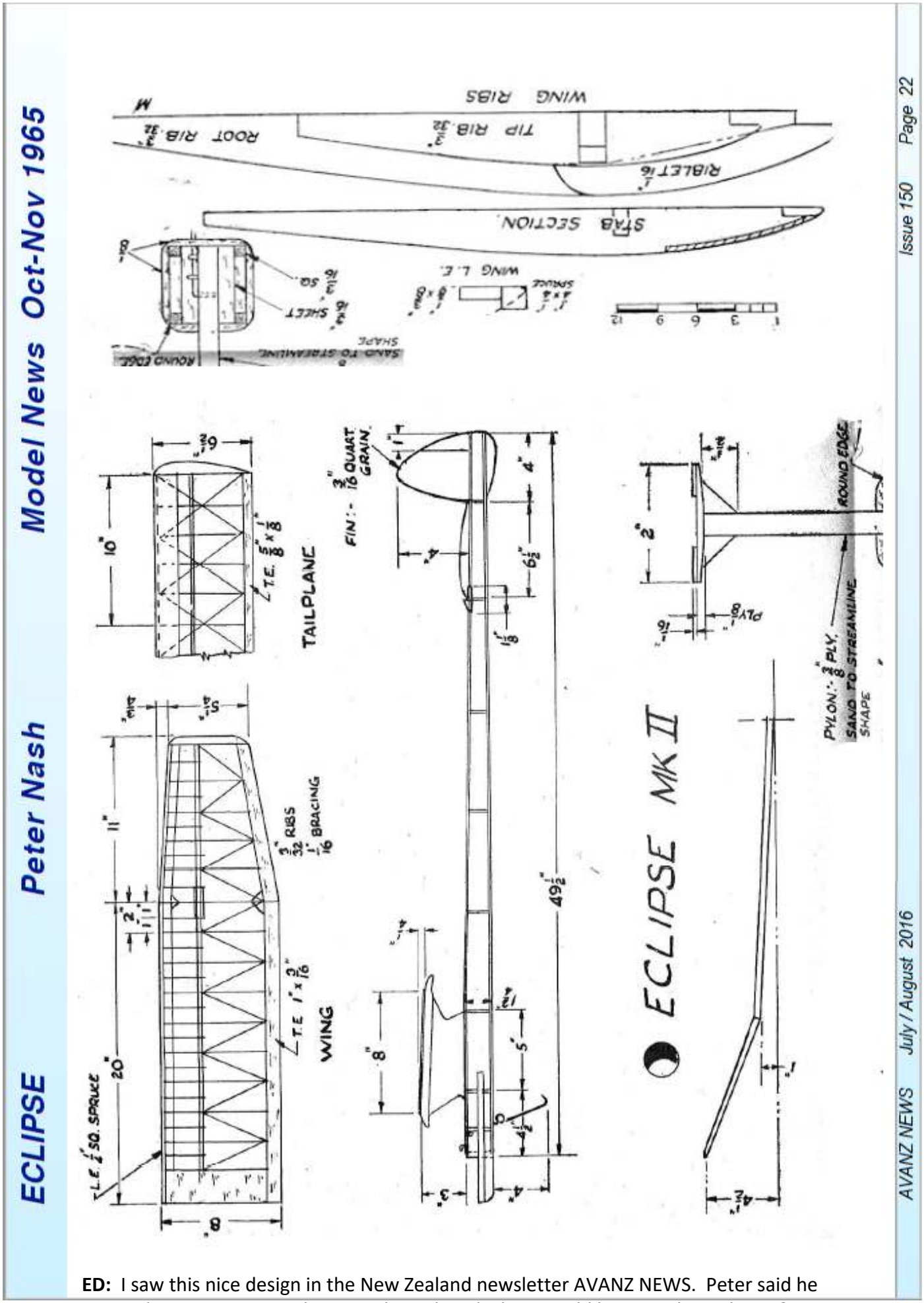
With cabin models etc, masking up the outside is easy enough with newspaper and masking tape but the open tops can be tricky. John Lewis cuts up left over foam rubber carpet underlay, slightly oversize. He then pushes it into the openings in the top. John says it is easy to remove or reposition, and allows him to easily paint the surrounding area.



2017 AWARD OF MAAA SERVICE MEDAL
MALCOLM CAMPBELL

On behalf of the AFFS Executive Committee and Members we extend our congratulations to Malcolm Campbell for his achievement in being awarded an MAAA Service Medal for his efforts in showcasing aeromodelling both nationally and internationally. Mal has a worldwide following of aeromodelling fans keen to see his action shots from Free Flight Competitions. His efforts in production of the *BFFS Digest* and *Free Flight Down Under* are legendary and provide the fabric for ensuring a greater interest in Free Flight.
Congratulations Mal !!

Graham Maynard
President AFFS



ED: I saw this nice design in the New Zealand newsletter AVANZ NEWS. Peter said he enjoyed some success with it. Maybe reduced a bit it could be a good E36 design?

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	4	5	3	26
Larry Brownlow	5	2	3	5	4	4	23
John Lewis	1	3	4	1	3	5	17
Ben Lewis	3	4	2				9
Annika Lewis	2			3	1	1	7
Van Richards-Smith				2		2	4
Ron Munden					2		2

Progressive Outdoor Champion of Champions Points Table

Name	F1A	F1B	F1G	F1C	O/P	F1J	F1H	O/R	P30	Scale	HLG	CLG	Total
John Lewis	2	4	2	4	4	4	4	2	4		4	4	38
Malcolm Campbell	4						2	3		4		5	18
Ben Lewis	3	3	5				5						16
Peter Nash				5	5	5							15
Ron Munden		1	1	3	3	3		1					12
Des Slattery								4	3		2	2	11
Albert Fathers	5							5					10
Craig Hemsworth		5									5		10
Dale Jones			4						2	3			9
Brian Taylor			3							5	1		9
William Jones									5		3		8
Kathy Burford							3					3	6
Van R-Smith	1	2							1				4

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		3	5									28
Des Slattery	3	4	3	2	3			2	2									19
Dale Jones			4	4		5		4										17
Malcolm Campbell		3			5		3		4									15
Albert Fathers	5				4													9
William Jones				4				5										9
Graham Maynard	2						5											7
Van R-Smith							4		3									7
Kathy Burford		5																5
Adrian Bryant	1																	1

BFFS Spy

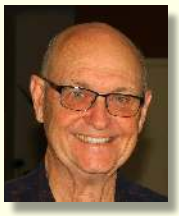




I've been a bit too busy lately to get out with my camera. Sorry about that, but I'm sure you can look forward to photos from Drone Boy!

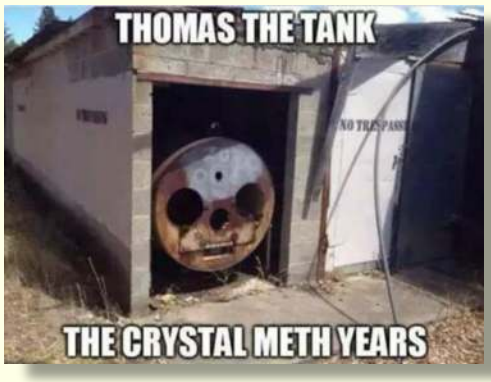
You have been warned.





JOKES PAGE

The New World of Google

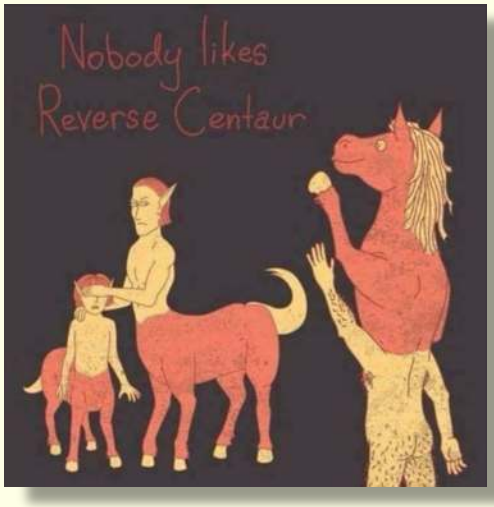


- Hello! Gordon's pizza?
- No sir it's Google's pizza.
- So it's a wrong number?
- No sir, Google bought it.
- OK. Take my order please ..
- Yes sir, do you want the usual?
- The usual? You know me?
- According to our caller ID, in the last 12 times, you ordered pizza with cheese, sausage, thick crust
- OK! That is it
- May I suggest to you this time ricotta, arugula with dry tomato?
- No, I hate vegetables
- But your cholesterol is not good
- How do you know?
- Through the subscribers guide. We have the result of your blood tests for the last 7 years
- Okay, but I do not want this pizza, I already take medicine.
- You have not taken the medicine regularly, 4 months ago, you only purchased a box with 30 tablets at Drugsale Network
- I bought more from another drugstore
- It's not showing on your credit card
- I paid in cash
- But you did not withdraw that much cash according to your bank statement
- I have other source of cash
- This is not showing as per you last Tax form unless you got it from undeclared income source

-WHAT THE HELL? Enough! I'm sick of Google, Facebook, twitter, WhatsApp. I'm going to an Island without internet, where there is no cell phone line and no one to spy on me

- I understand sir, but you need to renew your passport as it expired 5 weeks ago..





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:

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

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