The magazine for all those who love Free Flight

The BFFS DIGEST

December 2017



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* *Final contests for 2017*
* *Club champions for 2017*
* *Final Bremer Waters Christmas Party*
* *Construction Corner*
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* *70th Nationals Program*
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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.

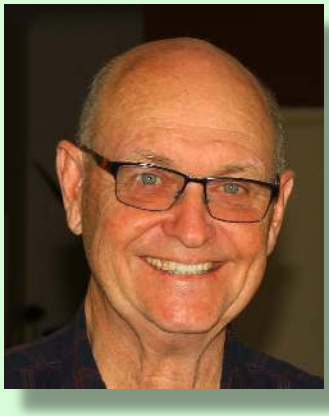
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Free flight benefactor and Hall of Fame inductee Adrian Bryant seen here launching his Lim Joon in the LSq/100 event at Coominya in October, with Albert Fathers assisting.

PRESIDENT'S REPORT



A couple of months ago we were celebrating the drying up of the lake on our Coominya field and looking forward to an enlarged flying space but that was before the rain. Driving onto to the field on our last flying day for the year in late October it was a case of wondering if we would need to be towed out. Fortunately no one got bogged but our shoes were quickly soaked through and yes the lake has returned to an even bigger size. Fortunately we had light winds for most of our flying days particularly in the second half of the year providing us with many good flying opportunities.

Numbers were down this year largely due to ill health or family commitments however there were lots of smiling faces at this year's Christmas Party held at Bremer waters. Thanks to George Baynes who secured the venue for us again and Dale Jones and her trusty band of lady helpers that provided another wonderful meal. It was another rainy day and the temperature was quite cool for this time of year with a few looking for a jacket. As usual Malcolm took lots of photos so if you missed this year's event you will no doubt get an impression of the day reading about it in this edition of our club newsletter.

I recently got confirmation that our indoor bookings for next year have been approved however the Saturday in both March and August will need to be swapped to Sunday to avoid clashes with school activities. The bad news is the hall charges have gone up significantly so we will need to approach MAAQ for assistance to help fund this aspect of our flying.

I think everyone is aware of the hard work Malcolm puts into the newsletter and reminders he sends out to members. So often things change like the indoor dates or adverse weather which are totally out of our control and often require late changes so it is important to check your emails just prior to any flying day or the latest version of our calendar. It appears I will have the NBN inflicted on us in the next month so hopefully I will have Internet and my land line working again by the start of our first event on next year's program being our club meeting on the 27th Jan 2018. If you need to contact me by phone prior to our first meeting my mobile number is 0419 728 347. Hopefully I will still be able to receive emails via my iPhone.

2017 was another great year enjoying the flying and friendship of our club members and their families -
I wish you all a Merry Christmas and good health in 2018.

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



With the last competition finishing in late October, the long gap between events begins. The first event in 2018 will be for Delta Darts at the BSHS Hall on 3 March followed by events for 2 min models and CLG at Coominya on 11 March. Of course that gives us all a lot of time for repairs and new builds before the competition year starts in earnest. I suspect a lot of time will be invested in the E36 class now that it seems to be getting increasing interest from clubs down south.

For those who can travel, April and May have great events scheduled in Dalby, West Wyalong and Narrandera. The 70th Nationals at West Wyalong will be one not to miss, with all disciplines flown within a very small distance from town. It will be easy to compete and observe on most days. I'm predicting E36 will be the most entered free flight class!

Albert, Kathy and I start our competitive flying early, in February, with our trip to Lost Hills. This is a big event I find hard to miss. It will be my eighth visit and Kathy's sixth, so we must enjoy it! 2018 is also a Team Trials year with the Free Flight World Champs to be held in Lost Hills CA in October 2019. I expect the level of competition in both F1A and F1C will be at its highest for many years, with more Aussies stepping up for the team trials challenge in 2018. It will be interesting to see how many get serious this coming year.

On a festive note, I wish you all a Merry Christmas and a Happy, Healthy and Safe New Year. *Cheers,*

Malcolm Campbell



Alas, the lagoon *was* slowly receding! See photos on page 12.

LETTERS TO THE EDITOR:

Not only does he do the Digest, he also flies with the best of them!

- 3rd Open Rubber Coominya
- 22nd in Budapest Cup
- 12th F1A World Championships (good work team also 4th)
- 1st CLG
- 2nd Outdoor points table
- MAAA Service Medal

Well done Malcolm. It also proves that I read all the Digest! What more can I say? Cheers, Warwick Williams

An interesting edition despite the rigours of your successful World Championship endeavours plus the compact high-mileage holiday that followed. Photos very good as usual - some models particularly attractive. JAC Buderim

As usual you have excelled with the latest edition of the Digest! Congratulations! John DT

Thanks a lot Malcolm. Bernard Boutillier France

Fantastic job Malcolm – many thanks Mike Mulholland NZ

Yep, I'll like it, but will read it properly later on tonight. Howard G

Mal, your Brisbane recent newsletter was very good! WC Hungary piece had lots of fleshed out details well written! Congrats Leeper.

I had great enjoyment reading your account of the WC in the BFFS mag, half wishing I was there and half glad that I wasn't! Paul Rossiter WA

Congratulations Malcolm. Another great issue of BFFS Digest. May you be awarded even more awards in the future. David Brawn UK

Well you have done it again. Great one. When do you find the time? Dale

I haven't been checking my emails for a few days so it was a pleasant surprise to find the September edition of the BFFS newsletter in my inbox. As you said it is bigger than usual and consequently it has heaps of good photos and articles but the thing I became aware of and really enjoyed was the sprinkling of jokes and little things of interest slotted in between the articles. I found myself reading it from start to finish - a most enjoyable read. I wasn't aware of your MAAA service medal for 2017 but I'm sure everyone agrees richly deserved. I felt a bit embarrassed I hadn't taken any photos on Dale's fun day but I discovered reading the digest you had captured the day with some great photos. Excellent newsletter. John Lewis

BFFS Club Day E36 and P20

Coominya 24 September 2017

report by John Lewis, photos Malcolm Campbell and John Lewis



Malcolm Campbell's Apache E36 performed well on the day

The weather forecast kept most away with strong winds and a temperature of 38°C predicted. However as is often the case the wind speed was light for most of the morning and we left before it got too hot. Des came ready to do battle in every class offered but for most it was E36 that captured the interest and with their ease of operation it became the preferred class of the day. Des did make one flight in P20 but he was the only entry.

After the scores were in for E36 there seemed little interest in assembling stooges etc for the 100 gm coupe class or P20 especially with the possibility of strong wind and the increasing temperature so those present decided to call it a day after flying E36. We did get 6 entries in E36 which turned out to be both a fun and close contest. Malcolm had only intended to make 3 flights but after his second flight was cut short when he accidentally activated his RDT he decided to re-enter. Ben had a new un-flown model which crashed on its first flight requiring some repairs and trim changes but once trimmed flew well. In fact all the E36 models were flying well on the day with Des, Ben and John all in contention for second place after Malcolm established a convincing win with 3 maxes with his second entry.

Judging by the smiles on faces those present had a really enjoyable morning and with a better forecast I have no doubt we would have had at least 10 in E36 and a reasonable turnout for both the P20 and 100 gm coupe events.

E36 results

Name	Fl. 1	Fl.2	Fl. 3	Total
Malcolm Campbell	120	120	120	360
Des Slattery	108	113	120	341
Ben Lewis	120	100	114	334
John Lewis	103	109	120	332
Malcolm Campbell	120	42	120	280
Graham Maynard	35	102	76	213

P20

Name	Fl. 1	Fl. 2	Fl. 3	Total
Des Slattery	90	-	-	90



Ben Lewis's gets stuck into his first E36 event



Graham Maynard



Des Slattery



John Lewis's fan club



Monty Tyrrell's Flying Circus, Battersea Park, London, 1953
L to R Don McLaren, Derry Brown, Alf Shields (Rowley Park Speadway Promoter SA), Monty Tyrrell and Adrian Briant

The photo is from Arthur Gorrie Model Maker 1951
Text and photo supplied by Des Slattery

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

Bruce asked if he could up with Allen Thomas, Adrian Bryant and myself.

Looking through info to arrange the meet I found the old Gorrie newsletter and there I found this 64 year old photo of Adrian.

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.

Col's Vintage Rally including QDP and BFFS Mini Power

Coominya - Saturday 7-10 -2017

report by John Lewis, photos by Malcolm Campbell and Eye In The Sky Drone Boy



Des Slattery's Dixielander



John Lewis's Dixielander



Graham Maynard's Eliminator

It was necessary to change the flying day to Saturday as we had no one available to open the gate on Sunday due to family commitments and a few wanting to watch the Bathurst motor racing.

At 7am there was light rain falling and a constant light breeze. Some had already made other arrangements for the Saturday and others decided not to attend due to the rain and consequently we only had a small contingent of flyers. Both QDP and Mini Power were held over from previous days and it was decided to hold those events on the Vintage weekend partly because they were generally older designs and because we only had two flying days left.

Only John and Des flew **Mini Power** with John winning the event flying his ageing Purple Haze.

QDP was better supported with 4 entries. Des began well with a max (the only one in that event) and went on the comfortably win. John had some trouble getting his diesel motor started and was heard muttering about bloody diesels but eventually got his Dixielander into the air to take second place. Malcolm also flying his Dixielander came in third while Graham got off to a bad start when his model broke in two after what appeared to be a safe DT landing on a test flight. Graham's reserve model suffered from a warp in the wing that forced him to use restricted power to prevent the model from spiraling in under power.

Only 3 entered **Vintage** with Des and Graham flying power and Malcolm flying an old A1 glider. Graham only made the one flight to



John Lewis's old faithful, his Purple Haze



Des Slattery's Gil Morris designed Kerswap

take third spot leaving Des and Malcolm to fight it out for this year's vintage award. Des led after the first flight but a poor score on his second flight allowed Malcolm to surge ahead and win the event.

In spite of the small attendance it was an enjoyable day with occasional light rain that didn't cause any problems and the light wind meant all the flights remained inside the field.

Qld Mini Power

Name	Flight 1	Flight 2	Flight 3	Total
John	98	68	120	286
Des	35	102	59	196

Qld Diesel Power

Name	Flight 1	Flight 2	Flight 3	Total
Des	120	96	98	314
John	89	98	86	273
Malcolm	35	59	71	165
Graham	39	30	-	69

Vintage

Name	Flight 1	Flight 2	Flight 3	Total
Malcolm	86	108	53	247
Des	94	28	63	185
Graham	50	-	-	50



Malcolm Campbell's Aiglet launched by Kathy Burford



Drone Boy (in yellow shirt) casts a new perspective on Coominya

LSQ/100 AND NO FRILLS WAKEFIELD

Coominya 22nd Oct 2017

report by John Lewis, photos by Malcolm Campbell and Eye in the Sky Drone Boy

After a week of rain we were greeted with a sunny day, light winds and a pleasant predicted 24° C maximum temperature. Driving on the field there was the constant sound of water being displaced by the car tyres as we headed upwind to the lower part of the paddock away from the road. Disappointingly our numbers were down for the last sponsored LSq/100 and No Frills events. Allen Thomas has generously sponsored these two events for many years and on behalf of BFFS I would like to thank him for promoting these great classes.

The **LSq/100** (the original Wakefield class) was reintroduced at the 52nd Toowoomba Nationals as a special event and flown to the original rules at Oakey which Allen also sponsored. I think from memory there were 10 entries and the event was won by Pieter de Visser. Being a vintage style of model they appear to be aerodynamically challenged with thick fuselages as a result of the cross section rules, however they fly surprisingly well.

John forgot to bring his RDT transmitters and elected to fly his model without a DT. John's 3rd flight lasted some 25 minutes when the tracker signal faded suggesting the model had landed but it couldn't be located. Albert also lost his model in a similar location on a previous occasion when his DT failed to operate but this year Albert had everything working well and won the event. Apart from Albert and John who recorded 2 maxes each there were no other maxes recorded in the LSq event. Des had some good flights that seemed to fly in different directions on each occasion with his first flight landing perilously close to the now enlarged lake. It was good to see Adrian participating as he launched from a sitting position



Albert Fathers winning OD LSq/100



Fat Boy's final flight, OOS and never found

The Tale Of Three Lim Joons


Des Slattery


Adrian Bryant takes it easy


Malcolm Campbell hits a tree

LSq/100 results

Name	Fl. 1	Fl. 2	Fl. 3	Total
Albert Fathers	180	135	180	495
John Lewis	180	120	180	480
Des Slattery	129	117	116	362
Adrian Bryant	66	60	101	227
Malcolm Campbell	89	75	-	164


Des Slattery caused a stir in No Frills Wake

assisted and encouraged by Albert. Malcolm often does well in this event but this year only made two flights with his model appearing to be out of trim. He withdrew after his second flight hit a tree while gliding, damaging the wing. Although there were only 5 entries it was great to see these models flying again.

Only Des and John entered **No Frills Wakefield** with Des flying an old Col Somers' model. John and Des both maxed their first flight and had relatively easy retrieves although needing to walk through ankle deep water. Both John and Des found unhelpful air on their second flight (under the rules no lift picking is allowed) with Des gaining a 40 second advantage. Des landed in a particularly muddy patch of ploughed ground causing a most uncomfortable retrieval and a change of shoes.

John maxed his 3rd flight putting pressure on Des who appeared to miss good air resulting in a sub max flight. Des' model although not gaining a lot of height hung on to hold the lead by a little over twenty-seconds. Both Mark and his son Alec helped out with time keeping but didn't bring any models to fly.

Apart from the limited entries it was a very enjoyable morning. We had intended to fly the postponed 100gm coupe event however that was abandoned in favour of looking for John's lost model. Perhaps it was

the weather preceding the day that discouraged some from attending but there are other club members with eligible models and, with these events listed on next year's calendar, make sure you get along next year to enjoy the fun.


Smile Des, you won!


John was a surprise second

No Frills Wakefield results

Name	Fl. 1	Fl. 2	Fl. 3	Total
Des Slattery	180	140	163	483
John Lewis	180	100	180	460


Two-winged thermistors


There was some lift about


We had that feeling we were being watched

EYE IN THE SKY



Banool Road, looking towards the million dollar horse property.
The trees behind probably know where " Fat Boy" is.



Banool Road, our field in the top left hand corner,
and neighbour Kay's place top right.



Returning from our unsuccessful search for " Fat Boy"



Seven Mile Lagoon was drying out



Then it rained again!

One of the shortest wills ever written read: 'Being of sound mind, I spent all my money.'



Sometimes I sit quietly and wonder why I'm not in a mental asylum. Then I take a good look around at everyone and realize... maybe I am.

Jim Fullarton 100 on 9 November 2017





Placegetters in the 1951 Camden Nationals:
3. Allen Thomas 1. Alan King 2. Jim Fullarton





Jim Fullarton was born in Sydney on the 9th of November 1917 and commenced his aeromodelling career in 1930 with the Rose Bay Club where he developed his building and flying skills.

Models in those days were rubber powered and Jim became a leading exponent of the models flown for the Wakefield Trophy. Jim was a member of the Australian Wakefield teams of 1935 and 1938, his models being shipped abroad and proxy flown by overseas modellers. Jim ceased his aeromodelling activities during the WWII period but was again a member of the Australian Wakefield team in 1949 and 1951, sending his models overseas to compete.

Always a dedicated free flighter, Jim did get involved with control line flying and in the early fifties produced a model of the Veco "Squaw" powered by a McCoy 19. This was the first flapped model seen in Victoria and its performance changed forever the design of our aerobatic control line models.

Jim's aeromodelling was not entirely directed to competitions and he found time to experiment with many unorthodox approaches to flying model aircraft, producing a number of own design canard pushers. From 1949 to 1965, as a part of his aeromodelling activities, Jim also wrote a column in "Aircraft" magazine reporting on aeromodelling events of the day.

With his outdoor free flight flying now limited by the need for assistance in reaching the flying fields and help in retrieving models Jim's aeromodelling is largely restricted to indoor flying where he is still an active competitor and a winner in duration and scale events.

Extract courtesy of John Lamont (AMN).

Reaching such a milestone is a wonderful achievement for anyone, but Jim is exceptional; he's reached his centenary and remarkably is still able to build intricate models and participate in aeromodelling activities, both indoor and outdoor. Congratulations Jim Fullarton, you are a national treasure.

70th MAAA NATIONAL CHAMPIONSHIPS 23rd-30th APRIL, 2018. OFFICIAL PROGRAM OF EVENTS. 12/10/2017

DATE	SOCIAL EVENTS	REGISTRATION CENTRE. FF & RC INDOOR WW STADIUM	C/L AEROBATICS GRASS REDMAN OVAL	C/L SPEED, RACING WW AIRPORT	C/L COMBAT, RACING AB FIELD	FF OUTDOOR AB FIELD	RC OLD TIMER AB FIELD	RC HELICOPTER GUN CLUB	RC PYLON RACING WW AIRPORT F/L B	RC PATTERN & SCALE WW AIRPORT F/L C	RC GLIDER WW AIRPORT F/L A
Mon 23rd APRIL	6pm OPENING CEREMONY. 7pm Indoor RC	REGISTRATION & PROCESSING 8am - 3 pm MON-FRI	PRACTICE	PRACTICE	PRACTICE	PRACTICE	PRACTICE			PRACTICE	PRACTICE
Tue 24th APRIL		OPEN RUBBER & PEANUT SCALE 6-9pm (practice 3-5pm) RC SCALE STATIC JUDGE 8am-3pm	F2B AEROBATICS ADV & EXP 9am-4pm	COMBINED & JET SPEED 9pm-5pm	JNR COMBAT, F2D COMBAT 8am-5pm	F1C, F1A, OPEN RUBBER 8am-2pm	1/2A TEXACO 10am-1pm, STD DURATION 1.30pm-5pm			PRACTICE	F3K R/C HLG, OPEN THERMAL 9am-5pm
Wed 25th APRIL	ANZAC DAY DAWN SERVICE	F1D, F1L, 6pm-9pm (practice 12-5pm) FF SCALE STATIC JUDGE 8am-12pm	F2B AEROBATICS ADV & EXP 10am-4pm	F2C T/ RACE (heats 1&2) CLASS 2 T/ RACE 9-5pm	1/2a COMBAT 8am-5pm	VINTAGE POWER, OPEN POWER 8am-12pm	DURATION 1pm-5pm		F5J PRACTICE	F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm	F3K R/C HLG, OPEN THERMAL 9am-5pm
Thu 26th APRIL		IHLG, ICLG, HANGAR RAT & H/R SCRAMBLE 6pm-9pm	F2B AEROBATICS ADV & EXP 9am-4pm	F2C T/ RACE (heats 3&4) F2C FINALS, F2F T/ RACE 11am-5pm.	VINTAGE A T/ RACE 8am-11am	F4A SCALE 8am-11am F1B 8am-2pm	Sport/Cabin SCRAMBLE 9.30am-10am TEXACO 11am-5pm	PRACTICE		F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm	F5J GLIDER 9am-5pm
Fri 27th APRIL	SWAP MEET AUCTION INDOOR STADIUM 6pm-9pm	LAST DAY TO REGISTER.	F2B AEROBATICS ADV & EXP. 9am-4pm	OPEN RAT RACE, SNR 2.5cc R/R Classic FAI T/ RACE 11am-5pm	JNR 2.5cc R/ RACE 8am-10am	SCRAMBLE 7.30am-8.30am HLG, CLG,DLG 9am-11am E 36 (9am-2pm)	GORDON BURFORD EVENT 10am-1pm, NOSTALGIA 1.30pm-5pm	F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm	PYLON SETUP, PYLON PRACTICE	F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm	F5J GLIDER 9am-5pm
Sat 28th APRIL	NIGHT SCRAMBLE 6pm-7pm & BBQ A B FIELD	CLOSED	CLASSIC STUNT 9am-4pm	F2A SPEED 9am-5pm	CLASSIC B T/ RACE, BENDIX 8am-5pm	P30, F1J VINTAGE RUBBER & GLIDER 8am-2pm	2cc DURATION 10am-1pm '38 ANTIQUE, 1.30pm-5pm	F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm	Q500 9am-11.30am Lunch. F3D 12pm-2.30 F400 & F3T 2.30pm-5pm	F3A PATTERN EXPERT, ADVANCED, SPORTSMAN 9am-5pm	OPEN ELEC GLIDER, F3B GLIDER 9am-5pm
Sun 29th APRIL		CLOSED	VINTAGE STUNT 9am-4pm	GOODYEAR, 27/10 GOODYEAR. 9am-5pm	OPEN COMBAT 8am-5pm	F1H, F1G OZ DIESEL (8am-2pm)	OLD TIMER GLIDER 10am-2pm	F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm	Q500 9am-11.30am Lunch. F3D 12pm-2.30 F400 & F3T 2.30pm-5pm	F3A PATTERN EXPERT, ADVANCED, SPORTSMAN 9am-5pm	F5B ELEC GLIDER, F3B GLIDER 9am-5pm
Mon 30th APRIL	Celebration DINNER West Wyalong Services & Citizens Club	CLOSED	RESERVE DAY	F4B C/L SCALE 9am-1pm	VINTAGE COMBAT 8am-5pm	RESERVE DAY	RESERVE DAY	RESERVE DAY	F5D 9am-5pm	RESERVE DAY	F5B ELECTRIC GLIDER 9am-5pm

LSq/100 statistics 1998 - 2017



Our sponsor Allen Thomas

LSq/100 Top Three Ranking

For those who placed in the top three over the last 20 years

Rank		Total Points
1	Brian Taylor	22
2	Des Slattery	20
3	Albert Fathers	19
4	Allen Thomas	18
5	Adrian Bryant	11
6	John Lewis	6
7	Pieter de Visser	6
8	Col Somers	5
9	Malcolm Campbell	4
10	William Jones	3
11	Howard Gostelow	2
12	Keith Murray	2
13	Ron Munden	1
14	Darren Jones	1

LSq/100 Top Attendances

For those who placed in the top three over the last 20 years

Place		# of Events Attended
1	Des Slattery	13
2	Brian Taylor	9
3	Allen Thomas	8
4	Albert Fathers	7
5	Adrian Bryant	6
6	Col Somers	4
7	John Lewis	3
8	Malcolm Campbell	3
9	Pieter de Visser	2
10	Darren Jones	1
11	Howard Gostelow	1
12	Keith Murray	1
13	Ron Munden	1
14	William Jones	1

No Frills statistics 2000 - 2017



No Frills Top Three Ranking

For those who placed in the top three over the last 18 years

Rank		Total Points
1	John Lewis	31
2	William Jones	20
3	Brian Taylor	12
4	Mark Armour	8
5	Des Slattery	7
6	Ben Lewis	6
7	George Baynes	6
8	Ron Munden	5
9	Darren Jones	3
10	Col Somers	2
11	Graham Maynard	2
12	Adrian Bryant	1
13	Pieter de Visser	1
14	Van Richards-Smith	1

No Frills Top Attendances

For those who placed in the top three over the last 18 years

Place		# of Events Attended
1	John Lewis	14
2	William Jones	7
3	Brian Taylor	6
4	Mark Armour	5
5	Des Slattery	4
6	Ben Lewis	3
7	George Baynes	3
8	Ron Munden	3
12	Adrian Bryant	1
10	Col Somers	1
9	Darren Jones	1
11	Graham Maynard	1
13	Pieter de Visser	1
14	Van Richards-Smith	1

CONSTRUCTION CORNER

Thin balsa sheets

-a neat idea for Indoor

Written by Don Slusarczyk
Free Flight Indoor Column
As seen in the April 2016 issue of Model Aviation.





For many years, as I razor-planed down my glider wings, I wondered if those shavings of wood could ever be reused, especially when they were from a nice piece of 1/4-inch, 4- to 5-pound C-grain balsa. Most of that great wood ended up as scrap in the garbage can. The curls of balsa were very tight and the wood was cracked, so it was not usable. This was something one simply accepted when making a glider.

Throughout the years, I saw that some people were actually successful using razor-planed wood for EZB propellers. It was not until I saw sheets cut by Jeff Hood during a local contest, and how well the sheets came out, that I decided to look into this method.

Jeff published an article about razor-planing wood in the 2009 National Free Flight Society (NFFS) Symposium. His article was well written and allowed me to successfully cut my own sheets using this method. I know some have never read this article, so I will provide a quick guide on how to use this technique.

The first item—and the most critical—is the razor plane. I use a David Combi Plane. It is difficult to find in the US, but can be purchased from sources in the United Kingdom for approximately $12, plus postage. I suggest buying two, as well as a spare pack of blades. A quick Internet search shows the plane and spare blades can be bought from HobbyStores. The company ships to the US.

The reason for this specific razor plane is because the wood is cut at a shallow angle and does not crack as it curls.

When you have the razor plane, you need to wet-sand the bottom of the razor plane to make it smooth and flat. The David Combi Plane is made from cast aluminum and the bottom is milled, which is okay for general planing, but if you want to cut sheets down to .005- or .006-inch thick, you will need to polish the bottom of the device.

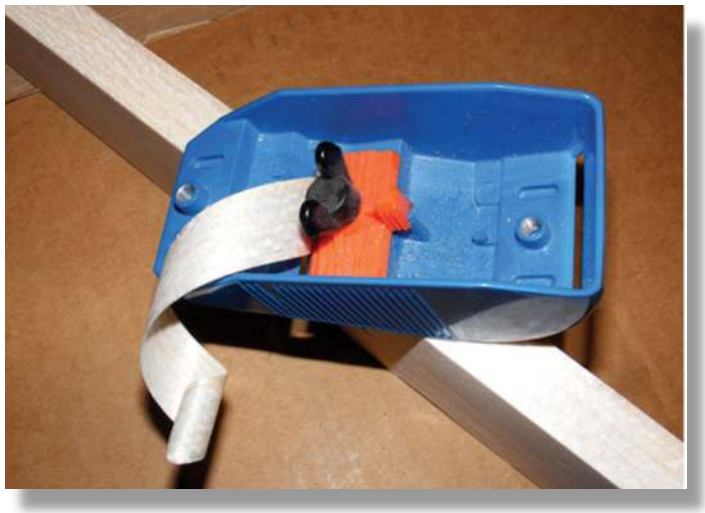
To smooth and polish the bottom, get some wet sandpaper in grits ranging from 400 to 1,500. I buy single sheets from my local Ace Hardware.

This next step will take some time, but it is worth the effort. I used a small piece of glass as my sanding base, but anything will do as long as it is smooth and flat. The sandpaper is placed on the flat surface, then some water is added to the paper.

Lay the razor plane on top of the wet sandpaper and start sanding by moving the razor plane in a circular motion while pushing it down slightly. After a few minutes of sanding, lift the razor plane up and rinse the sandpaper with some clean water. A small container of fresh water nearby makes it easy to clean the sandpaper.

Go back to sanding. I watched a TV show while doing this to help pass the time. You will eventually see all of the machining marks disappear from the bottom of the plane. When this happens, go to the finer grit to polish and make the bottom very smooth.

Now you are ready to start making some cuts. Install the blade and set it to make a cut approximately .010-inch deep to get a feel for using the razor plane. You will want to use a balsa sheet roughly 1-inch wide or less to be able to cut a full-width sheet across the plane's blade. For practice, I used 5- to 6-pound wood approximately 1/8-inch thick.



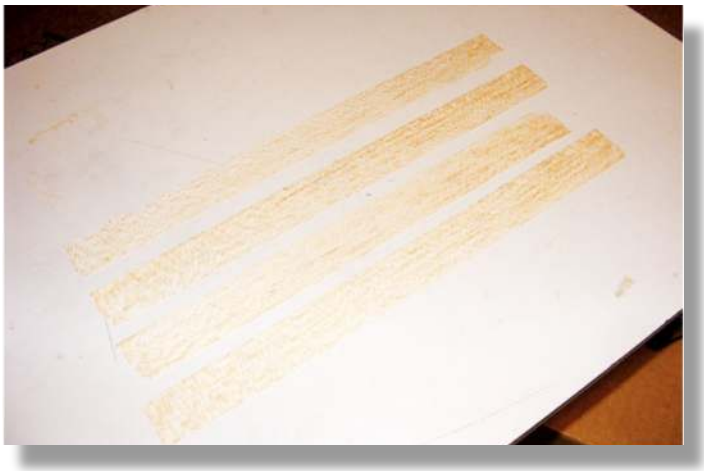
To make your cut, skew the razor plane roughly 45° to the sheet. Go at a slow, but steady, pace. After you make your first cut, you will need to measure the thickness to see how deep you are cutting and whether the sheet is the same thickness across the width. Make adjustments to the blade to get an even-depth cut across the width of the sheet at the thickness you want.

The reason I suggested getting two razor planes is that you can set them up for two different thicknesses. I have one set to make cuts approximately .006-inch thick, and one set for cuts roughly .010-inch thick. This way I do not have to readjust the blades each time because it can be time consuming. After you have it dialed in, you can start planing the good, lightweight wood.



As you start planing, you will be able to achieve one long rolled-up curl from full-length, full-width sheets. When you have cut approximately 10 of these curls, you can start to flatten them. Fill a sink with hot water then drop the curls into the water. They will begin to uncurl and soak up the water.

After a few minutes in the warm water, carefully take out the uncurled sheets and lay them on a sheet of



glass. I run my finger along the sheets to press them to the glass, squeeze out excess water, and let them air dry overnight.

When removed from the glass, the sheets will be fairly flat and perfectly usable for making EZB or F1L propellers. The sheets can be sandwiched between larger blocks of balsa for storage, which will also help keep them flat.

Until next time, keep the weights down and the times up!

Don Slusarczyk
don@donsrc.com

Some BFFS History

While sifting through the archives to assemble the stats on LSq/100 and No Frills, I stumbled over some other facts that may interest the historians in our club:

- The BFFS have two life members - Harry Butler (1988) and Allen Thomas (2013)
- We flew at the Wivenhoe Pocket field for 17 years
- We conducted a trial of the Coominya field in January 2000
- We flew our first competition at Coominya in February 2004
- We first flew Indoor at the BSHS in February 2004
- Our QDP event is 17 years old
- BFFS Life Member Allen Thomas has sponsored Australia's richest Free Flight event (LSq/100) for over 20 years!
- We are the first Australian club to conduct E36 competitions
- Long-term Digest Editors: Big Bill Thomas 6 years Col Somers 9 years Malcolm Campbell 11 years
- Long-term committee members:

	Treasurer - Dale Jones	13 years
	President John Lewis	16 years
	Secretary Malcolm Campbell	18 years

How to retrieve a model from the top of a Gum tree

Words and pictures by John Lewis





Our first retrieval effort was attempted by attaching poles together but with a combined length of 16 meters our pole was still six or seven meters short.

The hope was that the model may come down of its own accord assisted by the wind.

With a bout of calm weather the only forecast wind was 3 days later so I went to the field mid week hoping the model would be on the ground and not in a cows stomach. It was still sitting nicely on the top branch however I had been to Bunnings and BCF and had made up a model retrieval kit so here was a good opportunity to put theory into practice. With Graham's recent treeing of a couple of models it seemed like we needed more ways to recover models than just long poles.

The idea I had in mind was to use a slingshot to fire a lead sinker with fishing line attached over a lower branch - then by pulling a rope over the branch I may be able to shake the model loose.

Fortunately I already had a couple of sling shots which are still available on the line from the



Outdoors Warehouse (providing you live in Queensland - not available in some of the nanny Southern States - check their website). I have just purchased a new one recently.

I had also collected 3 bags of lead sinkers from BCF (Boating, Camping and Fishing) and had sprayed them orange to help locate them in the grass.

While I was at BCF I noticed they had some hi tech looking bow and arrows for $69 (one bow and 3 arrows with extra arrows available). Although these could also come in handy for home defence I felt there was a fair chance the arrows would get caught up in the foliage and with a fishing line attached the greater accuracy of the bow and arrow may be compromised. The Slingshot is more portable and the lead sinkers less likely to get caught up and are in any case more disposal.

One thing had me concerned was how to allow the fishing line to come off the spool once the lead sinker was fired. I used a 250mm cup head bolt to secure the spool to the ground on an approximate angle to my line of sight but found the small slit cut on the side of the spool would catch the line every so often so my first few attempts were cut short when the fishing line snagged. Each attempt though I was getting higher and after 6 attempts the sinker went over a branch and dropped to the ground with the .8mm fishing line







in place. Although not as high as I would have liked I decided to attach the 3mm Grunt cord and pull that over the branch. Once that was in position it was a simple task to attach the 40m length of Grunt 6mm marine rope with a breaking strain of 650kg.

Now it was time to see if I could get enough leverage to shake the top branches. My first few feeble attempts seemed to be insufficient to succeed so I thought I would tie the rope to the back of my SUV and see what I could achieve. It was then that the predicted wind appeared and the model was moving around in the top branches, Well I thought I could add to the effect and with some new enthusiasm I laid into pulling the rope. The model was looking like letting go and although at this point I realized I should have been wearing gloves (feeling the pain of rope burn) I was so close to getting the model to drop I just kept on pulling on the rope. As they say persistence pays off and to my delight the model escaped from the tree and safely DTed to the ground. On the way home I stopped off at Bunnings and got some gloves. I also found it handy to have a knife and scissors to cut the various lines and packaging so I have included them in my model retrieval kit and stored it all in an Avalon travel bag we got on a previous overseas trip.



I had a number of offers from people to use a drone (Quadcopter) to rescue the model however I had concerns this could lead to

the drone also getting caught up in a tree.

Recently got a DJI Phantom 4 Quadcopter for my birthday so once I become proficient with operating it that will be another option for future model retrieval.







List of Retrieval items

with approximate prices

Marksman Slingshot available from Outdoors Warehouse $34.95

Range of lead sinkers (size 3 and 4) from BCF (Boating,Camping & Fishing) $10-15

Available from Bunnings rope section

Grunt .8 X 250m Fishing line $8.70

Grunt 3mm X 60m Utility cord (100kg breaking strain) $12.50

Grunt 6mm X 30m Tracer rope (500kg breaking strain) $22

Grunt 6mm X 40m Marine rope (650kg breaking strain) $29

Bunnings gardening, craft and bolt section

Ironclad EXO Leather Gloves $20

Fiskars Ultimate Titanium Scissors $10

9mm X250mm Galvanised Cup Head Bolt $3.50

Woolworths

Utility knife with snap off blades $3.50

Suitable Carry Bag

Worth a look - people you know are in here!

Narrandera 2007 - photos by Sergey Khantsis URL: http://columb.us/narrandera07/index1.html



The New Ruler, John Lewis's challenging project



The New Ruler will be electric powered


John French's Model Shop Sportster

Model Shop Sportster

I just thought you might like to see my latest completed model, an English design from "The Model Shop" in Newcastle Upon Tyne called "The Model Shop Sportster. It's 24'' span, covered in Yellow Airspan and one coat of nitrate dope, with black newsagency tissue for trim. I'm not sure when it was kitted but I think it must have been in the 1940s or 1950s.

John French


A digital torque meter

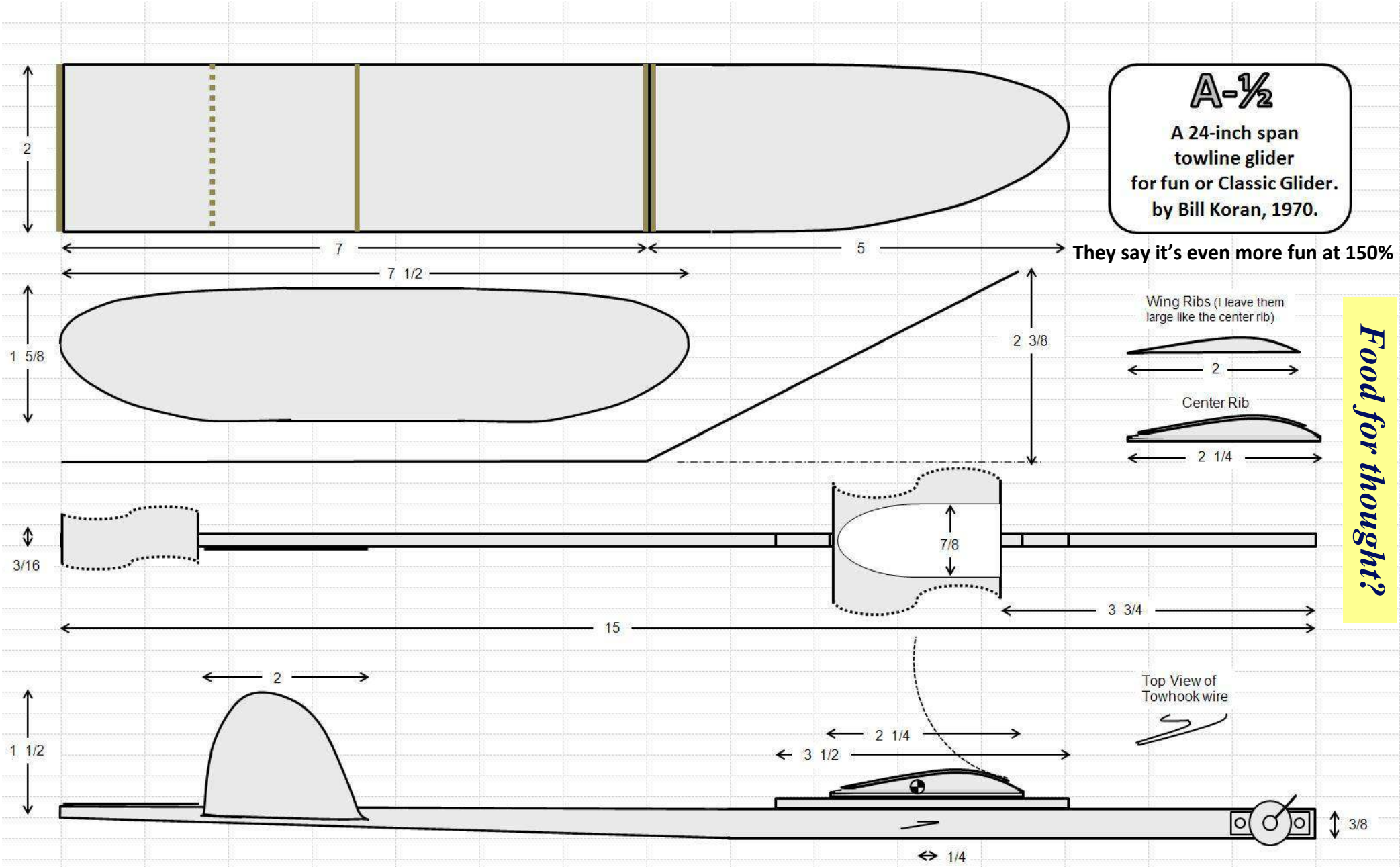
US flyer Richard Ranney's digital torque meter

https://www.youtube.com/watch?v=BymcfGkjnyk

A-½

A 24-inch span towline glider for fun or Classic Glider. by Bill Koran, 1970.

They say it's even more fun at 150%



Food for thought?

CRAZY IVAN
THERMAL DETECTOR



US F1A glider flyer Mike McKeever tells me of his NATS project, a thermal detector for the HLG and Cat glider pens, known as a **Mad Russian**. He has called his a **Crazy Ivan**.

Mike says there's not a lot of science to my Crazy Ivan. I copied it from Tim Batiuk (actually Stan's Mad Russian) that Tim forgot on the field last April. Here are some basics:

The booms basically a 17 inch 1/2" hardwood dowell. At the front is a approximately 1 1/4 inch dowell drilled to accept the 1/2" dowell and shaped like a rocket nose cone (I put some lead in the nose so the CG of the pivot would be a little more forward but I doubt it makes a difference)

The 1/2" dowell is drilled at the back to accept a 15" long carbon rod about 1/8" diameter

Perpendicular to the dwell is a rudder that's probably 7 square inches. Shape optional

The pivot is at the CG and is a piece of music wire around 1/6 inch (I have a bearing on mine. Tim's worked fine without it)

The "skirt" is a 15" X 15" sheet of .6 mill trash bag plastic taped to the carbon rod (I used a straw and taped the plastic to the straws on either side of the boom).

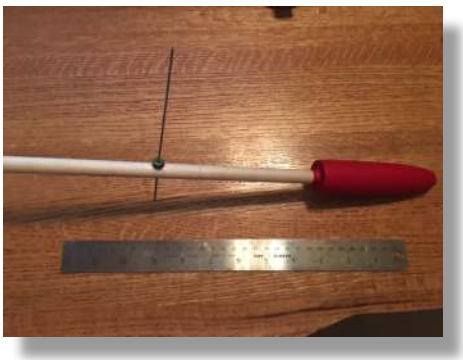
You then need an aluminium pole (13 to 16 feet) with some form of bearing to accept the 1/16 music wire pivot.

It's not rocket science but actually does a pretty good job of finding thermals.

The thing pivots on the bearing back and forth as the thermal arrives, then the skirt goes up and it's time to go.

Mike

***ED**: So who'll be the first to build one of these?*











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
FOREST LAKE 4078

Three generations of Free Flight



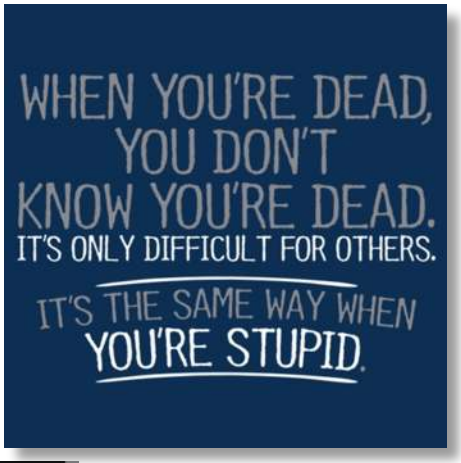




From left to right: Annika Lewis, Ben Lewis and John Lewis. They all fly Indoor and Outdoor together. Could this be the only 3 generation family flying Free Flight in Australia?















BFFS Spy



While in Hungary, Kathy and I had these biscuits every day with our morning cup of tea. Perhaps this is what brought me luck at the World Championships?



US flyer Don De Loach knows how to pack 'em in, just like the late Col Somers used to do.



Endurance

Endurance is a new free flight event that involves model aeroplane flying in a physically challenging environment. The event is expected to attract persons who enjoy a challenge but who also like a technical aspect - such as flying models. It brings to mind the popular television shows; Gladiator, Survivor etc.....

The rules of Endurance are essentially those of "Scramble" i.e. the aim is to achieve as much flight time as possible within a given time period by a series of individual flights with a maximum flight time. Motors (IC only) have to be hand started by the flyer and models have to be launched from the nominated flight line.

The principal difference between a traditional scramble and endurance is that instead of being held on a flat, open field that would be appropriate for other free flight events, Endurance will be flown on a "course" that involves obstacles that have to be negotiated during retrieval. The idea arose when a mention of the effective 'tripwires' on the Richmond NSW field led conversation into retrieval conditions for F1C at the Odessa World Championships; the downwind area included barbed wire, anti-tank ditches and buildings as well as the familiar trees and fences.

Endurance courses can involve fences, small ravines and hills, creeks and dams, ploughed land, buildings, and vegetation; blackberries come to mind. It is envisaged that Endurance will be flown in a rather less frenzied style than Scramble since it will be necessary to conserve energy and avoid injury.

This will be especially necessary for the ultimate event – 24 Hour Endurance. This event which combines night and day scramble, will normally be timed to start at noon and finish at noon the next day. Models will obviously have to be fitted with lights as for a night scramble and it will probably be advisable if competitors wear head torches. Most competitors will need to have several timekeepers working in shifts.

Vin Morgan May 2010

2017 Indoor State Champs Points Table

Name	Delta Dart	HLG/CLG	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 R-Smith				2		2	4
Ron Munden					2		2

2017 Outdoor State Champs 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

PERPETUAL TROPHIES - 2017

Champion of Champions Outdoor	John Lewis
Champion of Champions Indoor	Brian Taylor
Club Champion	Des Slattery
F1A Trophy	Albert Fathers
F1B Courier Mail Wakefield Cup	Craig Hemsworth
F1H Trophy	Ben Lewis
F1J Clock Trophy	Peter Nash
Scale Trophy	Brian Taylor
LSq/100 Trophy	Albert Fathers
Col Somers Vintage Award	Malcolm Campbell
Club Member of the Year	Kathy Burford

2017 Club Champion Points Table

Name	2 Min	CLG Coupe	100g	P20	E36	All in %	KKK	Frog	½ Hour Scramble	Mini Power	QDP	100g Coupe	P20	E36	Vintage	LSq/100	No Frills Wake	Total
Des Slattery	3	4	3	2	3			2	2	4	5		5	4	4	3	5	49
John Lewis	4		5	4		7		3	5	5	4			2		4	4	47
Malcolm Campbell		3			5		3		4		3			5	5	1		29
Dale Jones			4	4		5		4										17
Albert Fathers	5				4											5		14
Graham Maynard	2						5				2			1				10
William Jones				4				5										9
Van R-Smith							4		3									7
Kathy Burford		5																5
Adrian Bryant	1															2		3
Ben Lewis														3				3

STATE CHAMPS PLACE GETTERS

OUTDOOR

F1A
1. Albert Fathers
2. Malcolm Campbell
3. Ben Lewis

F1B
1. Craig Hemsworth
2. John Lewis
3. Ben Lewis

F1C
1. Peter Nash
2. John Lewis
3. Ron Munden

F1G
1. Ben Lewis
2. Dale Jones
3. Brian Taylor

F1H
1. Ben Lewis
2. John Lewis
3. Kathy Burford

F1J
1. Peter Nash
2. John Lewis
3. Ron Munden

P30
1. William Jones
2. John Lewis
3. Des Slattery

Open Rubber
1. Albert Fathers
2. Des Slattery
3. Malcolm Campbell

Open Power
1. Peter Nash
2. John Lewis
3. Ron Munden

Scale
1. Brian Taylor
2. Malcolm Campbell
3. Dale Jones

CLG
1. Malcolm Campbell
2. John Lewis
3. Kathy Burford

HLG
1. John Lewis
2. Craig Hemsworth
3. William Jones

INDOOR

Delta Dart
1. Larry Brownlow
2. Brian Taylor
3. Ben Lewis

F1L (EZB)
1. Brian Taylor
2. John Lewis
3. Larry Brownlow

F1N
1. Brian Taylor
2. Ben Lewis
3. John Lewis

Hanger Rat
1. Larry Brownlow
2. Brian Taylor
3. Annika Lewis

Peanut Scale
1. John Lewis
2. Larry Brownlow
3. Brian Taylor







The prizes and the people



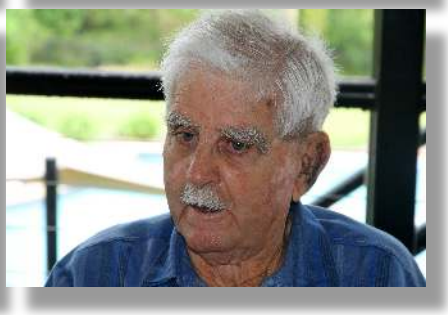












The yummy sweets, the Lucky Door Prize and more people, some ready for the prize giving



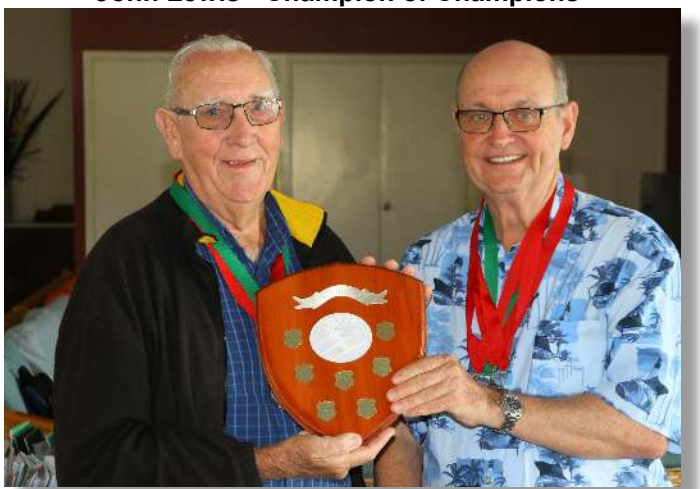

And the winners are ……..



John Lewis - Champion of Champions



Brian Taylor - Indoor Champion



Des Slattery - Club Champion



Kathy Burford - Club member of the year



Albert Fathers - F1A trophy



Peter Nash - F1J trophy



QDP winners



Albert Fathers - LSq/100 trophy



Malcolm Campbell - Vintage trophy



Winners of all 3 Power Classes, Ron, Peter and John



No Frills Wakefield winners



LSq/100 winners



State CLG winners



Scale winners



Vintage Rally winners



Open Rubber winners



Club CLG winners



E36 winners



2 Minute Class winners



F1L winners



And last but not least, our Club Chocaholics, although I think Des Slattery qualifies as Willy Wonka 2017.



FOOD FOR THOUGHT
US modellers hold ½A power "Orbiteers". Seems like a nice E36 project to me?

Let's finish off the year with the most rewarding "Feel Good" comment for 2017, coming all the way from the lone star state of Texas USA.

This is not just for me. Our club has made a significant impact internationally, thanks to the widespread distribution of our BFFS Digest and those who contribute to its success.

So I reckon we <u>all</u> deserve a pat on the back!

Hello Malcolm….

My congratulations on receiving the MAAA Service Medal …..well done, sir!! The publishing work you have done, which is greatly enhanced by your photography, has a far-reaching impact. Here in our part of the southern USA our club has followed some of your reported information to modify our award banquet system, rework our club CLG/HLG competition scoring, work on a club-based F1G Coupe effort, and stir some interest in the little P-20 models for small-field competition. Thank you for your enormous effort on behalf of free flight aeromodelling.

I also want to salute your F1A performance at the World Championships this year. The evil weather conditions sounded like some of our summer with the high temperatures AND high humidity. Fortunately, it sounded like all your team made it home safely.

Keep up the great work.

Karl Hube
Thermal Thumbers Model Airplane Club
Atlanta, Georgia, USA

BRISBANE FREE FLIGHT SOCIETY

2018 Flying Calendar

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January	🛠	Sat 27th	12pm - 4pm	Club general meeting plus "show and tell"	John's place
March	IND	**Sun** 4th	3pm - 6pm	Delta Dart State Champs (club sponsored)	BSHS
	CP	Sun 11th	7am - 3pm	2 min models (3 flights) + CLG (6 flights)	Coominya
		Sun 25th	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	CP	Sun 8th	7am - 12pm	All in % - multiple entries (3 flights ea)	Coominya
		Mon 16th – Tue 21st		**TUI CUP, WIDGIEWA CUP and AFFS CHAMPS**	NARRANDERA
		Thu 23rd – Fri 30th		**70th NATIONALS**	WEST WYALONG
	IND	Sat 28th	3pm - 6pm	HLG/Catapult State Champs	BSHS
	🏆	Sun 29th	7am - 12pm	**F1G State Champs** (5 flights), All in % - multiple entries (3 flights ea)	Coominya
May	🏆	Sat 5th	7am - 12pm	**F1C State Champs** (2014 rules: 5 flights and 5 secs)	Dalby
	🏆		1pm - 4pm	**Open Power State Champs** (3 flights)	Dalby
	🏆	Sun 6th	7am - 12pm	**F1J State Champs** (5 flights)	Dalby
	🏆	Sat 12th	7am - 12pm	**F1A State Champs** (5 rounds - first Rd 4min)	Dalby
	🏆	Sun 13th	7am - 12pm	**F1B State Champs** (5 rounds - first Rd 4min)	Dalby
	IND	Sat 19th	3pm - 6pm	F1L (EZB) State Champs	BSHS
June	IND	Sat 2nd	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sun 10th	8am - 1pm	**F1H State Champs** (5 flights), E36 (3 flights)	Coominya
		Sat 16th - Sun 17th		Reserve days if May F1A and F1B events postponed	Dalby
	🛠	Sat 23rd	12pm - 4pm	AGM with BBQ lunch	John's place
	CP	Sun 24th	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 7th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 8th	8am - 2pm	**Open Rubber & P30 State Champs** (3 flights each)	Coominya
		Sun 22nd	8am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
August	IND	**Sun** 5th	3pm - 6pm	Peanut Scale State Champs	BSHS
	CP	Sun 12th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
		Sun 26th	8am - 2pm	Club Fun Day Vintage, Sports models and Limited RC (Prizes, no points)	Coominya
September	🏆	Sun 9th	7am - 2pm	**Scale, HLG and CLG State Champs**	Coominya
		Sat 15th	7am - 12pm	F1A & F1C **Team Selection Trial** (5 rounds)	Dalby
		Sun 16th	7am - 12pm	F1B **Team Selection Trial** (5 rounds)	Dalby
	CP	Sun 23rd	7am - 3pm	Col's Vintage Rally (accumulation of points for each class)	Coominya
October		Sun 14th	7am - 3 pm	LSq/100 (3 flights), No Frills Wakefield (5 flights)	Coominya
		Sun 21th	7am - 3 pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
November		Sun 18th	12pm - 3pm	BFFS Xmas Party and prizes presentation	Malcolm & Kathy's

🏆 Outdoor State Champs ×ÒÜ Indoor State Champs ÝÐ Club points apply 🛠 Club meetings

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☎ John Lewis 07 3848 4280 ☎ Malcolm Campbell 07 3278 7164 ☎ Albert Fathers 0755 34 34 90

2018 FREE FLIGHT CALENDAR Ver 5 (22 November 2017)