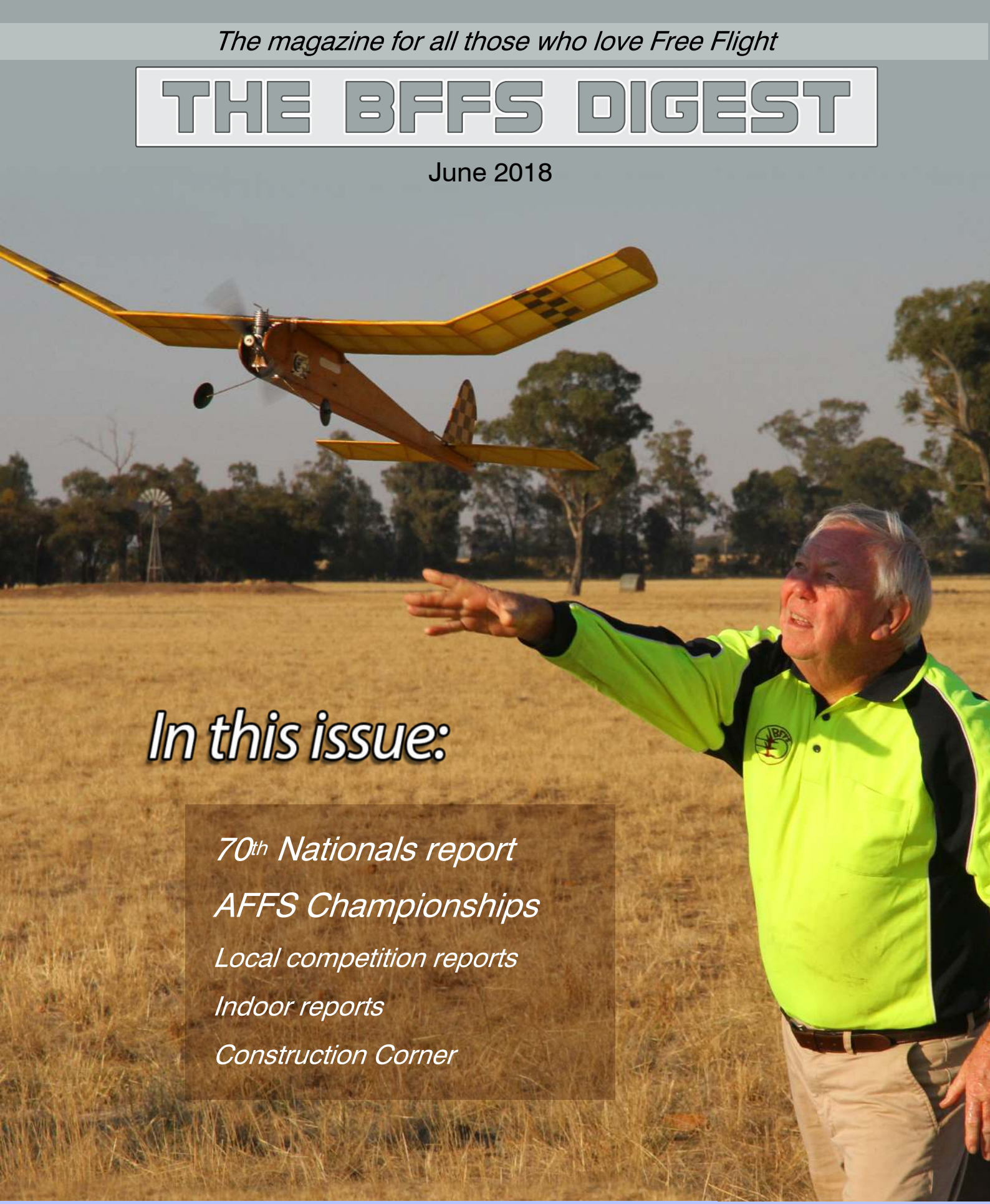
The magazine for all those who love Free Flight

THE BFFS DIGEST

June 2018



In this issue:

70th Nationals report

AFFS Championships

Local competition reports

Indoor reports

Construction Corner

2017 - 2018 Management Committee

President	John Lewis
Vice-President	William Jones
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Admin	Graham Maynard

Enquiries regarding the BFFS Inc should be directed to

The Secretary, B.F.F.S. Inc
77 Freshwater Circuit Forest Lake QLD 4078

Editor and Newsletter Publisher
Malcolm Campbell
77 Freshwater Circuit FOREST LAKE QLD 4078
Phone:- 3278 7164 **Email** :- actrain@ozemail.com.au

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.

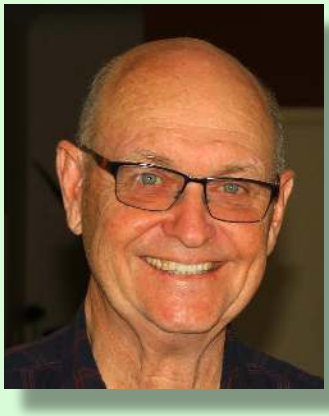
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Van Richards-Smith competed in both day and night Scrambles at the 70th Nationals in West Wyalong. He is seen here launching his Gigi. Van competed in both Free Flight and Control Line so was kept busy most days.

PRESIDENT'S REPORT



The last few months have been a very busy time with club members travelling to the AFFS championships, Nationals, Power State Championships at Dalby and local events at Coominya. We have also completed half of our Indoor program so this issue is rich with recent competition reports and photographs from local and interstate events. This edition we also remember our trips to Maryborough with an emphasis more on sport designs.

Numbers particularly at local events have suffered lately partially due to health issues, family commitments and holidaying overseas. Generally the weather this year has been good however our F1A and F1B State Championships were postponed after adverse weather played havoc down the East coast of Australia mid-May.

Looking at our latest calendar (version 6) the bulk of our flying for this year is still ahead. Apart from the weather other changes are also beyond our control with the latest change being **the next Indoor day** (Hanger Rat). The new date **will be 9th June** as the school requires the hall on the 2nd June.

I hope to see as many of you as possible over the next few months. For now sit back and enjoy another fine effort from our newsletter editor.

Cheers *John Lewis*

BFFS MEMBERS HAVE MORE FUN



Remember, your 2018-2019 membership fees are now due

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
Kathy's Fun Fly.....4
All In Percentage.....6
F1G State Champs.....7
F1C State Champs.....8
Open Power State Champs.....9
F1J State Champs.....10
Indoor HLG/CLG.....11
Indoor F1D (EZB) State Champs.....12
The AFFS Champs at Narrandera.....13
70th Nationals at West Wyalong.....17
Construction Corner.....25
Looking Back.....26
Model retrieval by Drone.....28
2018 Calendar.....29

The BFFS AGM is not far away - it's on 23rd June, so mark your calendar. And please, if you have any Agenda items, they need to be sent to Secretary Malcolm Campbell by 10th June. actrain@ozemail.com.au

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.

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:_____

SECRETARY'S REPORT



These last few months have been very busy for a few of us, readying our models and ourselves for the AFFS Champs and the 70th Nationals. These events this year were run back to back, saving Queenslanders a lengthy second trip. Nonetheless, Kathy and I racked up nearly 4,000 k as we had a little holiday after West Wyalong.

Graham, Des, Albert and Elly, Van and Diane, Craig , Kathy and I made the trip south, with Craig only doing the AFFS and Des electing to do only the Nationals. Des was accompanied by his son Peter. Both events were a resounding success and we all came away pleased that we made the effort - we even picked up a few trophies. Kathy likes to socialise so each night we seemed to be having meals or drinks and nibbles with the other competitors, both in Narrandera and West Wyalong.

Adrian Bryant was admitted into the Hall of Fame and I received my Service Medallion, both awarded by Neil Tank during the Opening Ceremony. The West Wyalong Council strongly supported the Nationals and it is hoped it will return there next year, and then become the permanent home for the MAAA Nationals.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Wow another good digest. Loved the USA report. Loved going down memory lane with the photos of old flyers. We need to put more old stuff in Digest. Dale & William

Thank you very much for the March BFFS Digest and all your "magic camera" Lost Hills Flickr photos! All the best to Kathy and you.
Peter and Brigitte Brooks (Arizona USA)

Malcolm, I really appreciate getting these. Thank you very much! I'm sad I couldn't make it to Lost Hills this year, but it sounds like you had a good trip. It sounds like the AMA portion of the contests may be done, in which case I may not be back to Fab Feb. I hope that's not the case. Again, thanks. Have a great outdoor season! Bill Koran (USA)

I honestly don't know how you manage it all! Yet another great read. Thank so much for putting all the work in to your magazine, you can hardly call it a newsletter. I can tell you that I really look forward to reading it mainly because it is so very well assembled, but you are also good at taking photos despite entering so many contests. Like I said, I don't know how you do it Malcolm!
John and Kath French, Eden NSW

Thank you Malcolm, as usual, it is so nice to read the Digest. Makes me feel I am close by. Have a good time.
Best regards, Michael Seifert (Malta)

Thanks Malcolm, nice job as usual. Guess you love doing it. But don't stop now. Sorry to see Ivor Parker passed away. Very nice person whom I got on well with in my early BFFS days. He was a very gentle guy. What about his Reverend friend, the New Zealander whom I can't remember his name.....But I can look it up if required in old Aeromodeller magazine when he lived in New Zealand way way back. Not sure if you were there but we found a Black Magic in the boon docks of Fernvale that the Reverend had made and lost many years before.....I recognised the wing structure as it being a Black Magic. Cheers Howard G

Thanks for the latest BFFS Digest, I enjoyed the old pics. I remember attending a BFFS event in the 90's with my young son, I think it was down Beaudesert way I built him a rather smart red Hawker Hunter HLG. It flew away, upsetting my son but thrilling me. I had entered in the scale rubber event. Had built a pretty decent FW Ta 152H thinking the big span (about 45 inch) of the H model would be beneficial.
I didn't win anything but the Ta flew well by my standards. Trawling the internet recently I came up with this. I built many of these Frog products in the 50's(the Interceptor was one of the few that I managed to get airborne briefly. Hobbyco in Sydney always seemed to stock the entire Frog range.
Regards, Warwick Williams

I have read your March 2018 newsletter from cover to cover. Really enjoyed the mixture of international and local events and the many other items of interest. I have often wondered how I could describe to emergency or RACQ how to get to our flying field if we needed assistance. Your Emergency Location advice on page 20 is a great help. Nice to remember Jim Fullarton and Arthur Gorrie. I spent most of my Saturday mornings at Arthur Gorrie's shop in my teens. After looking at the construction corner I realise it's time to go downstairs and start building for 2018. Looking forward to seeing the new E36 models in action.
Cheerio John Lewis

CLUB COMPETITIONS



KATH'S FUN FLY

Coominya 28 March 2018 photos by John Lewis and Malcolm Campbell



Peter Nash's new E-36

With William unable to travel, Kathy stood in for Dale and did a pretty good job. The club shade tent was much appreciated by the 14 attendees as it was a hot and humid day and a slight breeze meant the models would not stray too far. The day saw models constantly in the air and it was a good start to the flying year.

Peter Nash brought Helen along to the field and she seemed to enjoy the experience, watching Peter trim his E36 and assisting with retrieves.

It was good to see Terry and Nola Tomlin turn up. They often talk about coming but something always seems to prevent them at the last minute. It is a long way to come from Maryborough for a morning's flying but they did enjoy it.

Brian Taylor had his little Popette going well by the end of the day although the motor was a little reticent when he first tried to start it.

Terry Tomlin flew a tough little biplane of his own design and it was doing regular graceful circuits around the field, although it once misbehaved and attacked the wing of one of Ron's vintage power models.

Ben Lewis's E36 performed well although the hawk escort had him worried.

I got mine and Kathy's balsa F1Hs going well but my carbon 6-panel model flew well once then unexplainably performed a 90 degree



Ben launches E-36, Annika looks on



Hawk likes Ben's E-36


It was great to see Terry and Nola Tomlin make the big trip south


Ron Munden's Black Magic


Brian Taylor checked out the F1J action


Terry Tomlin launches his OD biplane


Des Slattery spent time trimming for the Nationals


Des also had some repairs

change in direction breaking the boom and a few more things. I decided to finally retire that model as it has brought little joy over several years of ownership. John also had an F1H with a broken boom that day.

Des Slattery never stopped flying. But that is classic "Des" - I hope we are as fit and keen at 84!

Larry Brownlow got some great flights out his lightweight OD E36, with a steep spiral climb and then a decent glide. In an effort to further improve performance he went too far and the resultant crash broke the motor pod off the body. He did however enjoy some RC flying as well.

Ron Munden got his model to go with short power runs and DT but when he tried to introduce the glide the motor died on launch a bit then picked up but the power pattern was then flat and dipped a wing. It ended up a bit like John and my F1H models, with a two part fuselage. Des flew one of his older ½ A/Open Power models which went well, although one of his models bit the dust pretty hard.

Ben and John also did a lot of RC flying. Both John's New Ruler and Ben's Mad Hatter have a 480 motor


I spent some time with the camera

while their Jnr Simplexes have a 450 motor. The 480 in both the larger models were struggling particularly with the take off however, in spite of the marginal power, both new models flew well once airborne.

For morning tea, Kathy put together a nice healthy spread of carrots, celery, cheese, cakes etc and drinks. Des really enjoyed the chocolate milk and he obliged by finishing off the 2L bottle when everyone else had had their share. Des was once a milkman, and still is!



Ben had some colourful R/C models


And John's "New Ruler" flew well




And the hungry hordes devoured it

ALL IN PERCENTAGE

Coominya 8 April 2018

report by Malcolm Campbell, photos by John Lewis

With the AFFS Championships a week away, health issues and holidays, it wasn't expected to be a big roll up on 8 April. The weeks leading up to it had been very windy with many days of rain, but it came good on Sunday. Getting seven attendees was something of a surprise but only two entered the All In Percentage event. The others were getting ready for Narrandera.

We had a very light breeze for two hours and then 3 – 4 m/sec from 10am which was manageable – no one went out of the paddock. The wind was SSE in the main, so we set up in the bottom left of the paddock. The models were drifting towards the road, but none made it there.

Des Slattery flew his Lime-E (my name, Des calls it his electric Limey). Brian Taylor flew a very effective balsa F1G. Both flyers scored two maxes from very good height with Des dropping the first flight with a time of 1m 40s and Brian his second flight with a 1m 45s, so Brian won in a tight, happy competition.

So what else happened on the day? Well Des flew his hot F1J and it bit him, again. His launch was a bit right but early in the flight the right tip broke off. It didn't stop there – the motor also didn't cut off so the encounter with the ground was pretty savage, breaking another wing, the boom and the folding prop. Needless to say, Des was not too happy but he moved on, setting up his Open Power model for some testing well away from the cars.

Ron Munden flew his repaired F1J well away from the cars too, so I can't tell you much other than he came back later in the morning with a brand new bandage. Van Richards-Smith towed his own design F1A up a few times but he wasn't happy. He also threw up a little HLG and trimmed his John Lewis-inspired Scooter scramble model. He made progress but has some work to do if he wants a reliable model for the Nationals.

Kathy Burford and I arrived an hour earlier than the others because we had two un-flown E36 models to trim. Kathy's Apache II has an 1806N motor and trimmed off quite quickly, although it misbehaved mid-way through testing. I did the initial trimming and Kathy flew E36 for the first time, putting in 4 reasonable flights. She said she liked it.

The winds were ranging between 3 and 4 m/sec when I set up my new E36, a Joulebox II. It too trimmed out quickly and I tried out two different props with a 3rd yet to try when an un-banked launch caused the model to perform a big loop. The RDT stopped the motor but it reached the ground before the second DT took place (there is a 2 sec delay between motor stop and the next instruction). In this case, that was too long and the

DT didn't happen. So I have some repairs to make.

Kathy and I departed at 11.30 am as I wanted to get stuck into repairs. Later in the day, poor Des damaged his new Open Power model and Van broke his F1A off the line.

So Des, Van and I left the field with some repairs to do. It was a good lay-back day for everyone although it was hard to believe it was autumn.


Des Slattery nurses his battle weary F1J

F1G STATE CHAMPS

Coominya 29 April 2018

report and photos by John Lewis


Expert lift picker at work Brian Taylor waits in F1G


Ron Munden launches

With some members at the Nationals in NSW and others overseas on holidays we ended up with only three entries. On arrival there was a light breeze blowing towards the road so we established a flight line near the lower fence line. Ron recorded the first official time but, with what appeared to be an under-powered model, he failed to reach adequate flight and was down in just over 30 seconds. John elected to fly one of his simpler older home built models. John also failed to max in the cool conditions. Brian in his casual style waited for better air and made an easy max to take the lead.

John used a new motor for his second flight and picked better air to score his first max. Ron had a motor break which severely damaged his model. His reserve model seemed to be under elevated and spiraled in on the glide. Brian picked some good air on his second flight to record another easy max.

By mid-morning the wind was picking up to 3 - 4 m/sec. John scored another easy max getting very high but Brian after gaining good height on his climb found some down air to sub max his third flight. Ron after some trim changes had an improved third flight score after a compromised launch during a wind gust. John's fourth flight gained good height but after the props folded the wind direction changed and the model flew towards the neighbouring farm house. The DT decent appeared to land in Kay's property but the model had actually landed in the next neighbour's yard. Kay's husband Bob rang the neighbours to ensure their dogs were not on the loose and John's model was safely recovered.

Brian and Ron elected not to continue with the now increased wind speed and unsuitable direction. Nevertheless it was an enjoyable morning's flying with no lost models.


The winning model of John Lewis

Name	F1	F2	F3	F4	Total
John Lewis	95	120	120	120	455
Brian Taylor	120	120	113	0	353
Ron Munden	32	30	44	-	106

F1C STATE CHAMPS

Dalby 5 May 2018

Report and photos by John Lewis



Peter Nash launches his old but effective foil F1C at Dalby

Watching the weather predictions through the week it looked good for both Saturday and Sunday at Dalby. But as often is the case it deteriorated a little just before the weekend, however, Saturday still looked reasonable. At 7am Saturday morning there was a southerly breeze blowing around 2 -3 meters per second running more or less parallel to the Cecil Plains Road.

Both John and Ron had forgotten to bring their trackers while Peter had forgotten his fuel bottle. Fortunately the field was clear of crop or stubble making recovery easy and I had an extra fuel bottle. Needless to say we intend to make up check-lists in future. John was away first but over bunted on a short run and was down in just over 80 seconds landing on the grass launch area. Peter as expected gained good height with an impressive climb to easily max. In fact Peter had mistakenly set 4 minutes and was still reasonably high when he DTed giving him an unnecessarily long walk. Ron was having engine problems but finally got his engine running well enough for his first flight. Unfortunately the engine lost power soon after launch and after an initial good climb angle the nose dropped and the model went in for an attempt. Ron produced a reserve model but after a morning of frustration he chose not to fly it as the engine wouldn't shut down.

Peter recorded a second easy max while John failed to set his engine run and was perhaps lucky it ran a short time of 2 seconds rather than for an extended time. Peter's third flight was uncharacteristically around 90 seconds. John did a little better but was still over bunting producing an initial stall. Peter's fourth flight also sub-maxed but as the wind was now around 6 meters per second and the models were getting close to the Daybreak sheds it wasn't a bad result. John adjusted his bunt time and got a better transition but the glide was cut short as the model tightened its turn on the glide and lost height quickly. John's 5th flight was better but didn't turn much on the glide so it seemed the wind and turbulence was affecting the glide trim to some extent. Peter had sustained some damage on his fourth flight and with sufficient points didn't need to make his 5th flight to win the event.

It was agreed to have an early lunch with the prediction indicating less wind in the afternoon for Open Power which is often the case at Dalby. It was quite warm particularly for May at around 25 degrees and except for the wind increasing later in the morning it was a perfect day. I had rung Halina (the Dalby MAC secretary) on Friday night from the Russell tavern where we had dinner with Ron and Shelia. Halina and her husband Mark were all prepared for us and were on the field at 7am to open up, turn on the generator etc and provide morning tea and lunch. Most of the Dalby club members were involved with displays in town but we were still well catered for.

F1C RESULTS:

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Total
Peter Nash	180	180	94	117	-	571
John Lewis	82	45	103	67	115	412
Ron Munden	att	-	0	-	-	-

OPEN POWER STATE CHAMPS

Dalby 5 May 2018

Report and photos by John Lewis



John Lewis's ancient F1C ready for action in Open Power

After a relaxing lunch, as expected, the wind dropped to around 2 m/sec with increasing lulls. With an increased engine run of 6 seconds John's F1C model now looked competitive and his first flight was more like a typical Peter Nash flight gaining good height with a good transition and glide to easily max. John's model was built in the days of 7 second runs and performs well on the longer run.

The afternoon was producing good lift with less drift but also down air which Peter encountered to drop out of the sky in just over 90 seconds from a height that appeared would be a certain max. John's second flight was a copy of his first but a large eagle got uncomfortably close half way through the glide. Fortunately it left the model alone.

John's third flight began well but the engine failed to shut down at 6 seconds when the bunt activated. Eventually the motor stopped at nine and a half seconds and the model appeared to be pulling out on the direct collision course with the trees in the parking lot. Fortunately it missed the trees and the club house as it glided in for a disappointing flight of 29 seconds just clear of obstacles but at least in one piece.

Ron was having difficulties with his Open Power model but after a good climb the model DT'ed at the end of the engine run. Once again the eagle appeared but I think it wasn't so attracted to Ron's Dixielander and decided to fly away. Ron was down in 38 seconds but as luck would have it his second flight over-ran and he was faced with a long walk for no score. As with his second F1C model Ron was unable to get his open power model to reliably shut down and retired.

It now seemed like Peter would post a couple of easy maxes to win the event but his second flight also found sink and failed to max. Peter's third flight got away not well with a bad launch with the model pulling hard to the right on the climb. Still this time Peter had found some good air and easily maxed. John was in the box seat before his disastrous third flight but Peter had also dropped a couple of flights so it was a case of whether Peter's last max would be enough. As it turned out - not quite and John managed to win by one second. Ron could have still won with this two remaining flights providing he got two maxes but his malfunctioning engine cut-off prevented him from trying.

As the afternoon progressed it became very pleasant sitting in the shade while we planned our dining arrangements for the evening. Reflecting on the day we came to the conclusion we needed to do a lot more practice and trimming at Coominya throughout the year.

OPEN POWER STATE CHAMPS RESULTS

Name	Fl.1	Fl.2	Fl.3	Total
John Lewis	180	180	29	389
Peter Nash	93	115	180	388
Ron Munden	38	-	-	38

F1J STATE CHAMPS

Dalby 6 May 2018

Report and photos by John Lewis



Ron Munden had engine problems

After a pleasant evening at the Russell tavern on Saturday night Peter, Ron, Sheila, Julie and John were at the field by 7am on Sunday morning. Although we had indicated we didn't require any lunch both Halina and Mark were there again at 7am to open the facilities and provide morning tea free of charge.

By the time we were ready to make our first flight the wind speed was already above 4 meters per second. Peter put up an impressive test flight (should have made it official he was heard to say). John made a very good first flight gaining good height with an excellent glide to easily max around 150 meters from the highway (the wind direction on Sunday was more easterly giving us less recovery space). Ron was again having engine problems. After trying different glow plugs and replacing fuel lines along with cleaning the spray bar etc the motor just wouldn't run correctly. The wind was also picking up and Ron had to chase his hat on a few occasions as it blew away.

Peter made his first official flight and easily maxed. John's second flight was like the first, a good straight climb, transition and glide in spite of the wind to this time land within 100 meters of the road. Peter's second flight sub-maxed and the model suffered some tissue damage. With the increasing wind Peter canvassed the idea of calling it quits. I had been careful carrying my model back upside down but while setting up the lines for a possible 3rd flight a wind gust appeared to break the wing main spar and cause some delamination of the front DBox. With the wing now flexing six inches from the centre I readily agreed with Peter's assessment of the conditions.

We agreed we would retreat to the club house (where we had coffee and iced bun ready for us) and check on the weather prediction. The real time wind was above the prediction and registering 10.1 meters per second so it seemed prudent to stay in the shelter for a while then pack up. Although we had a shortened flying session I did enjoy the two flights I had with the model performing perfectly.

We left by 11am and had a light lunch at McDonald's in Toowoomba and home by 2pm. It was nice to have the car unpacked, washed and refuelled with still some afternoon left so the early finish did have some benefits.

The Warrego highway through the Dalby township is undergoing extensive repair with two-way traffic limited to one side with a 40 kph speed limit. There was a music festival on the weekend as well so accommodation was scare. In spite of the wind on Sunday it was a very enjoyable weekend. Thanks to the Dalby club once again for their hospitality and the use of their facilities and to Julie who did most of the timing on the weekend.

F1J STATE CHAMPS RESULTS

Name	Fl. 1	Fl. 2	Total
John Lewis	120	120	240
Peter Nash	120	92	212
Ron Munden	DNF		

INDOOR 2018

HLG/CLG State Champs

B S H S Hall 28 April 2018

report and photos by John Lewis



Young Annika Lewis is taking after her Dad in HLG

We ended up with 5 entries after Larry destroyed a few CLG models trying to get them trimmed. John recorded the first time of 26 seconds flying his usual XTC HLG model. Brian after some testing with his smaller CLG got a great launch and transition pulling out just under the ceiling to record 33 seconds for his first flight.

Now 10 yrs old Annika has developed a fluent launching style recording a respectable 13 seconds with a quite small HLG model on her first flight. Ben also flying a HLG model top scored just ahead of Brian with 34 seconds. John continued to record mid 20 scores with his best time being 28. Brian was most consistent scoring 33 and 34 seconds on most flights with a final score of 35. Annika was unable to improve but made 3 flights of 13 seconds. She re-entered with her smallish catapult glider scoring a string of 17 second flights and finishing with a flight of 18 seconds.

Ben had a great launch on his second flight but just clipped the ceiling and his flight ended by hitting the wall. After some inconsistent launches Ben managed a couple of 37 second flights and a 39 to win the event. Apart from the HLG/CLG event Brian had some



Ben Lewis still enjoys HLG

impressive flights with his Peanut model. Larry did some EZB testing while John did some Delta dart testing. Both Ben and Annika had a number of flights with a foam flying wing.

Ron was absent with family commitments, John Taylor was overseas on a cruise while a few other potential flyers were away attending the Nationals at West Wyalong. Nevertheless it was another fun and relaxing afternoon at the hall.

The Winners

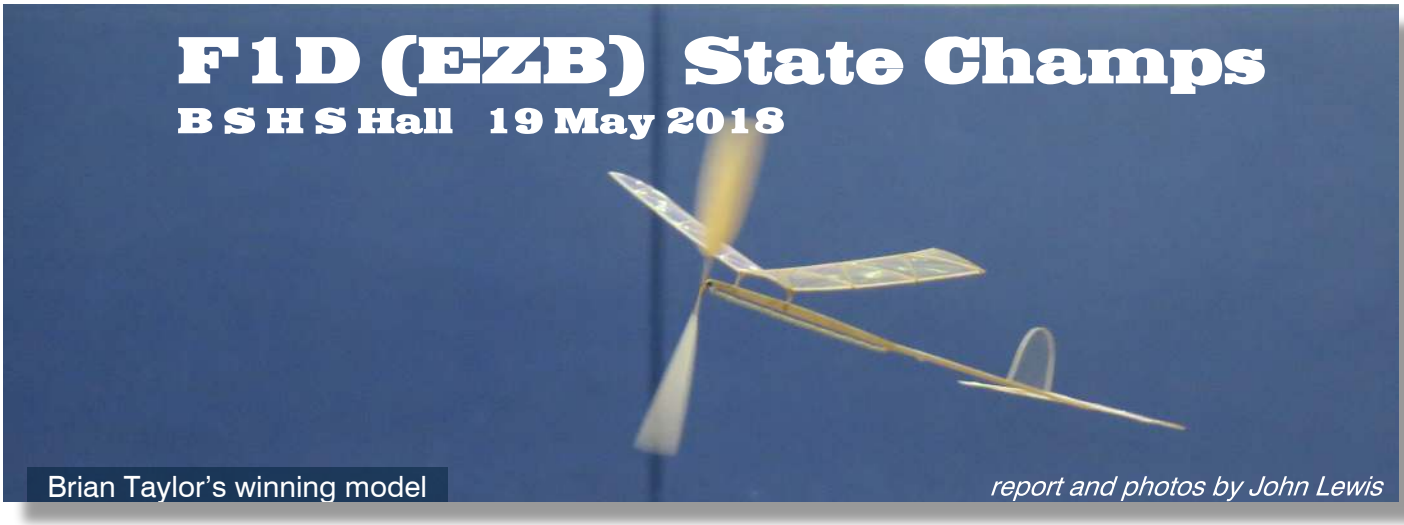


HLG/CLG RESULTS

Name	1	2	3	4	5	6	7	8	9	Best 3 Total
Ben Lewis HLG	34	10	31	36	39	9	37	37	33	113
Brian Taylor CLG	33	29	34	34	33	34	11	16	35	103
John Lewis HLG	26	24	24	24	28	24	24	25	26	80
Annika Lewis CLG	17	16	17	17	17	17	17	17	18	52
Annika Lewis HLG	13	8	13	12	12	2	11	13	4	39

F1D (EZB) State Champs

B S H S Hall 19 May 2018



Brian Taylor's winning model

report and photos by John Lewis

This year our entries were at a bare minimum however the standard of flying was as good as I can remember.

John began well with a 4 min 50 sec flight with virtually no drift and a couple of lucky bounces. Brian was keen to keep the pressure on and posted a flight of just over 5 minutes and managed to fly under the roof obstacles. Larry had some initial trimming difficulties and produced a couple of low scores of less than two minutes. Both John and Brian suffered from hang-ups on their second flights as air movement in the hall was now creating drift. Larry was looking good on his 3rd flight at just over 3 minutes but drifted into the wall. Brian managed a superb 5 min 44 sec flight to set the high time of the afternoon and confirm his leading position.

As the afternoon wore on the cooler air made it difficult to score high times so John was forced into pushing his luck relying on lucky bounces to achieve competitive scores. John managed to fly in and out of rafters and avoid hanging up to get a time of over 4 minutes on his 5th flight. Larry on his 5th flight managed a great flight just two seconds short of Brian's top flight time. By now John had made all of his flights and with one flight remaining Larry need to achieve another good score to beat John and possibly Brian. Although Larry's last flight initially looked as good as his 5th flight the cooling air meant his model was well short of his previous time and was down in just over 4 minutes. As is often the case Brian had secured first place with a few flights and was able to do some Peanut Scale trimming having flights in reserve should he need to fly again.

It was another enjoyable afternoon's flying at the hall. Hopefully next year we will have more entries to make use of the facilities.



John Lewis placed 2nd



With Larry Brownlow 3rd



Name	R1	R2	R3	R4	R5	R6	Best 2
Brian Taylor	5.05	2.23	5.44				10.49
Larry Brownlow	1.28	1.43	3.04	2.32	5.42	4.06	9.48
John Lewis	4.50	2.43	3.06	3.10	4.12	3.59	9.02

41st Australian Free Flight Society Championships Narrandera 16 - 21 April 2018

16 April 2018

The BFFS Digest Narrandera report covers only those events that club members competed in. The full report and results appears in Free Flight Down Under. Graham Maynard, Craig Hemsworth, Kathy Burford and I, and Albert and Elly Fathers made the long trek south. The field was in better shape than previous years and Phil Mitchell had removed a lot of the prickly weeds from around the flight line before we got there.

TUI CUP

Day 1 was blown out. No one flew, and we returned the next day and the wind was back down to between 3 and 6 m/sec, with less wind in the afternoon. F1A and F1C flew at the same time, with F1B rounds offset by 30 minutes.

F1A: Mongolian Tumur Sanjaa dropped R1 badly, as did I. Only Brian and Phil maxed R1 and Albert did not get a flight. In R2, I was the only one not to max, with timer problems that were resolved when I swapped models. Only Albert dropped R3 and then the horror round – R4 caught us all out with very tricky air. We all launched with confidence to record scores between 2m 14s and 2m 35s. The only exception was Tumur Sanjaa who circled for most of the round and squeaked in a 2m 59s flight that landed not far from the flight line. So at that stage it was Phil, Brian and then Tumur. Only Brian failed to max R5 but it was worse than that. He dropped the line when he couldn't get his model to turn and repeated this with his second launch, elevating Tumur and me into second and third places.

COMBINED % OPEN: Only four contested this delayed event, with one Vintage Power Model versus three F1Hs. Chris BIrch's Eliminator had somewhat of an advantage, with a 15 sec engine run and he maxed all flights only to lose the model OOS in his final flight. It was found 5 – 6 k downwind. I maxed out too, staying in the field of view, and placed second with Phil Mitchell third.

WIDGIEWA CUP
Wednesday 18 April

Better weather was expected but it was not to be, as winds were predicted to be 7 m/sec by 8.30am. For the Widgiewa Cup, like the Tui Cup, it was decided to fly offset rounds in A, B and C with B 30 minutes later.

F1A: The round started in strengthening winds. Albert got a particularly good launch alongside Brian Van Nest with both getting the 4 min R1 time. Others weren't so lucky.

Then came the announcement the event would be cancelled and run again on Thursday. Obviously that didn't suit the flyers who had maxed so the jury convened and it was decided that it would be a fresh start on Thursday. So we all went back to our rooms.

Thursday 19 April

Many were at the field in the dark at 6 am with the comps scheduled to start at 7 am. We saw a few big roos on the road as we scanned both sides on our way out to the field. This was certainly the best day so far but I was having trouble with my early rounds model and had to fall back on my windy weather #3 model because #1 and #2 both had problems. Not to be left out, #3 showed uncooperative tendencies too, but I had to fly with it. A switch fault caused a poor R1 performance but the real bad luck was with Albert Fathers. After a great R1 flight yesterday, he could only get 2m 14s in R1 today. He wasn't happy. Brian, Phil and Tumur got the 4 mins



Craig Hemsworth got the perfect score in all three F1B events

and Rob Wallace was just short. Albert's day went from bad to worse with only one max. He also broke the boom on his best model when it refused to come around in the breeze, and then his long model (with full carbon wing) screwed in for a low score. Fortunately, his Stamov short model was showing potential. I fixed my problem before R2 and, along with Phil and Brian, maxed the remaining 4 rounds. Both Brian and Phil had some luck, as one of Phil's DT'ed less than a metre from the ground and Brian's flapper cruised the flight line after a low height launch before thermalling up for an easy max. Tumur had a real up and down day with only 3 maxes but, in the end, he beat me into third place by 1 second. Rob Wallace withdrew after R1 when he failed to max.

In the fly-off the next morning between Brian and Phil, Brian claimed it easily, 43 secs ahead of Phil, with models going 3k in 6 minutes. I witnessed some carnage in both B and C, livening up those close to the flight line. As I was not reporting B and C for FFDU, all I can say is Craig

Hemsworth's flying was fantastic, maxing all three F1B events at Narrandera. Graham Maynard had 2 good rounds in the Tui Cup, CD'ed for the Widgiewa Cup and then put on his best performance for years, falling just 8 secs short of a full house in the AFFS Champs event. Five flyers ahead of him maxed out.

AFFS CHAMPS
Friday 20 April

The weather was on the improve, with very little wind for the early morning fly-off. A few of us spent some anxious moments trimming and sorting models before R1.

F1A: In a light breeze my #1 model flew for 4 mins, the first time since Hungary. But it was a real surprise that Tumur and I were the only ones to max it. Sadly, Brian Van Nest was unable to compete, spending 3 – 4 hours finding and retrieving his FO winning model. R2 and R3 were maxes for all except poor Albert, copping a 22 sec R2 flight. Just like the Tui Cup, R4 sorted us all out, and quite a few downwind F1Bs as well. Scores from 1m 30s to 2m 48s affected the whole field. Things came good again in R5 with all maxing except Phil when he duffed his launch, sacrificing 3rd place to Rob Wallace, who maxed with a damaged model. Albert was unable to score in R5, exhausted from a very trying morning, and the knowledge he had to drive home that afternoon. I got lucky and placed second.

AFFS CHAMPS
Saturday 21 April

Combined Vintage

This was to be 3 Nebula gliders versus one Eliminator power model. We expected a battle. I set the pace being the only one to max the first flight but Phil pulled ahead in his second flight although Chris Birch was the only one to max. Kathy's model retired after her first flight indicated some trimming was needed. I was really happy with my final flight with a big max. Phil didn't max, giving me the win by 8 seconds with Chris 3rd, a long way down.

F1H

Phil and Dave Ackery had no trouble maxing out in the light breeze although thermals became elusive as the day progressed. Brian Van Nest uncharacteristically dropped two rounds and I went fully off the boil badly dropping the final 2 rounds after maxing the first three. I think I was really tired, and impatient. Kathy and I flew together and we simply ran out of time to put in a 5th flight for Kathy. The fly-off between Phil and Dave was a one horse race with Phil nearly doubling Dave's FO time. Kathy and I then rushed off to the balsa glider pen for CLG – it was a very busy day for us with 3 events each.

Combined HLG/CLG/DLG

Five contested and all flew CLGs, with spectator and timers! Kathy Rossiter, Noels, Kim Jacobsen and Graham Maynard timed and it was a jovial affair. Kathy Burford put us all on notice with a first flight max and immediately became the crowd favourite.

The breeze tended to buffet the little gliders particularly if the launch wasn't good. There were only two maxes scored, one by Kathy and the second by me, in my last flight, that cruelly gave me the win with a 2 sec advantage. I was not popular with the crowd although Kathy took it OK.

So for my efforts, I got the big silver cup and a few medals, Kathy placed 2nd in CLG, and Crag was the standout with three full houses in F1B.


Combined Open % winners


Combined HLG/CLG/DLG winners


A table at the magnificent Morundah Pub


My big surprise

RESULTS FOR ALL NARRANDERA COMPETITIONS

TUI CUP 2018

F1A

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Phil MITCHELL	240	180	180	155	180	935		1
Tumur SANJOA	161	180	180	179	180	880		2
Malcolm CAMPBELL	172	121	180	141	180	794		3
Albert FATHERS	0	180	100	134	180	594		5

F1B

	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Craig HEMSWORTH	240	180	180	180	180	960	310	1
Xin Pu SHENG	240	180	180	180	180	960	308	2
Richard BLACKAM	234	180	169	166	180	929		3
Graham MAYNARD	240	180	15	143	86	664		9

F1C

Yuan GAO	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Roy SUMMERSBY	240	180	180	180	180	960	405	1
Gary POPE	240	180	180	180	180	960	360	2
	240	180	180	180	180	960	352	3

WIDGIEWA CUP 2018

F1A

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Brian VAN NEST	240	180	180	180	180	960	389	1
Phil MITCHELL	240	180	180	180	180	960	346	2
Tumur SANJAA	240	180	164	180	133	897		3
Malcolm CAMPBELL	176	180	180	180	180	896		4
Albert FATHERS	114	155	156	180	158	763		5

F1B

	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Gongor MIJIDDORJ	240	180	180	180	180	960	411	1
Charlie JONES	240	180	180	180	180	960	371	2
Xinpu SHENG	240	180	180	180	180	960	360	3
Craig HEMSWORTH	240	180	180	180	180	960	349	4
Bruce HAO	240	180	180	180	180	960	307	5
Gary GOODWIN	240	180	180	180	180	960	289	6
JiaHong LIU	240	180	180	180	180	960	250	7

F1C

Roy SUMMERSBY	240	180	180	180	180	960	456	1
Yuan GAO	240	180	180	180	180	960	378	2
Wei JI	240	180	180	180	180	960	246	3

AFFS CHAMPIONSHIPS 2018

F1A

NAME	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Tumur SANJAA	240	180	180	168	180	948		1
Malcolm CAMPBELL	240	180	180	90	180	870		2
Rob WALLACE	175	180	180	107	180	822		3
Albert FATHERS	181	22	180	145	0	528		5

F1B

	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Gongor MIJIDDORJ	240	180	180	180	180	960	358	1
Charlie JONES	240	180	180	180	180	960	347	2
Richard BLACKAM	240	180	180	180	180	960	207	3
Yun Sheng WU	240	180	180	180	180	960	16	4
Craig HEMSWORTH	240	180	180	180	180	960	DNF	5
Graham MAYNARD	240	180	180	172	180	952		6

F1C

	R1	R2	R3	R4	R5	TOTAL	FO1	PLACE
Roy SUMMERSBY	240	180	180	180	180	960	445	1
Yuan GAO	240	180	180	180	180	960	364	2
Gongor MIJIDDORJ	240	180	180	180	180	960	325	3

COMBINED % OPEN

	F1 %	F2 %	F3 %	TOTAL %	FO Model	FO %	PLACE
Chris BIRCH	100	100	100	100.0		146	1
Malcolm CAMPBELL	100	100	100	100.0		73	2
Phil MITCHELL	100	75	100	91.6			3
Kathy BURFORD	3	100	54	52.0			4

F1H

	R1	R2	R3	R4	R5	TOTAL	R1 HIGH	PLACE
Phil MITCHELL	120	120	120	120	120	600	360	1
Dave ACKERY	120	120	120	120	120	600	190	2
Brian VAN NEST	118	120	72	120	120	550		3
Malcolm CAMPBELL	120	120	120	40	24	424		5
Kathy BURFORD	62	120	120	120	0	422		6

HLG/DLG/CLG

	Best three flights			Best 3 Total	PLACE
Mal CAMPBELL	38	34	60	132	1
Kathy BURFORD	60	23	47	130	2
Phil MITCHELL	30	36	31	97	3

COMBINED VINTAGE

	R1	R2	R3	TOTAL	R1 HIGH	PLACE	MODEL	MODEL FLOWN
Mal CAMPBELL	180	118	180	478	321	1	Nebula 1954	Vintage Power
Phil MITCHELL	143	178	149	470	143	2	Nebula 1954	F1H
Chris BIRCH	47	180	106	333	47	3	Eliminator 1952	F1H
Kathy BURFORD	68	0	0	68	68	4	Nebula 1954	F1H

AFFS CHAMPION 2018 Malcolm CAMPBELL

BEST JUNIOR 2018 Chris BIRCH

JUNIOR ENCOURAGEMENT AWARD Xiangxue JI

Full Narrandera results appear in Free Flight Down Under







Early starts each day, frustration in F1A for BFFS members and lots of dust after a dry summer -
but we still like Narrandera for its wide open spaces, no fences and no trees.



THE 70th NATIONALS

West Wyalong 23 – 30 April 2018

Reports and photos Malcolm Campbell

This was the best of the five Nationals I've attended, when core values are taken into account. Where it won in spades for me was the proximity of every field to the town centre. We stayed in the centre of town and we could even walk to some venues!

Many free flight flyers came up from Narrandera, as the AFFS Championships finished a couple of days before the Nats events started. After a hectic six days at Narrandera, the pace was much more relaxed. Having the two events back to back was excellent for those who travelled long distances.

The weather for the week looked good and it was. Only one event needed to be split over two days, when the wind got up, but all other days were perfect.

A full report can be found in Free Flight Down Under, including other disciplines – I've only reported events for the BFFS Digest where club members competed.

Tuesday 24 April - F1A, F1C , OPEN RUBBER and INDOOR

F1A

This was a disappointingly small entry for a major event. Van Richards-Smith and I did battle with Vin Morgan. So only the three of us came out to play although 9 had entered, a theme that is not unusual at Nationals. I nearly maxed the 4 min R1 but Vin and Van fell well short. We all maxed R2 but Van had a shocker in R3 whereas Vin and I maxed. The flight line was moved out to higher NE ground because F1As and F1Cs started dropping amongst the trees near the club house during R3.

After experiencing bad air in R4 at all three Narrandera F1A events, it happened again at West Wyalong. We all dropped R4 but the tables really changed for me during R5. We waited for ages in the doldrums waiting for a breath of decent air. After 20 minutes it felt good to me so I launched, with Van alongside pulling up seconds later. My model bunted and went right, as it should. Van's came off softly, straight into a waiting thermal and a max. Mine being on the edge started much higher but fell like a stone in sink for an 86 sec flight!

After all that waiting the breeze came up again and Vin picked great air going into the best thermal of the day, maxing from extreme height. But he missed first place by 9 seconds thanks to his misdemeanour in R1.

OPEN RUBBER

Vin was kept busy helping Leigh in between F1A rounds and she put up some great flights with what is an excellent Open Rubber model. Gary Odgers barely missed the fly-off, just 7 secs short and Des Slattery started well with a max but then loaded a soft motor for the final two flights. That was fortunate because his timer didn't start in his last flight and he glided in near the clubhouse. His son Peter did a wonderful job supporting him and accompanying him on all retrieves.

Three made the fly-off and it was a dominant win to Leigh Morgan with a flight of over 5 minutes.

With other evening commitments, I forgot to go to the WW Stadium to watch **Indoor Peanut Scale** and **Open Rubber**, but Phil Warren used a Piper Cub J3 to win Peanut from Reeve Marsh with Van Richard-Smith's Lacey M10 placing third.

Wednesday 25 April - VINTAGE POWER , OPEN POWER and INDOOR

Open Power

Today produced a flurry of activity, as Y Bars, Stompers, Dixielanders, Zoot Suits and F1Js filled the sky. With minimal drift and plenty of lift,



Des Slattery did well in Open Rubber, but had a lucky escape wih his timer



Des's model tracks up under Leigh Morgan's winning model

everyone was having a good time. A few Stompers and a Dixie landed rather hard and some models may not fly again but everyone had fun and that's what old time aeromodelling is all about. Ten contested Open Power and Roy's protégé Chris Birch cleaned up with his Eliminator, 11 secs clear of Wally Boliger with oldie Des Slattery happily in 3rd place.

Vintage Power

Nine flew in this and Roy cleaned up with his Swiss Miss with a full house from Peter Lloyd who dropped 13 secs in his second flight. Harry Sokol's little yellow Y Bar looped its way happily into 3rd place just a scant 2 secs ahead of Des Slattery's Stomper.

Thursday 26 April - F4A SCALE, F1B, IHLG, ICLG, HANGAR RAT and HANGAR RAT SCRAMBLE

F1B and SCALE

Today was windy so only two rounds of F1B were flown before it was delayed, to be resumed the next morning. Graham Maynard elected not to continue flying after two low scores in R1 and 2.

INDOOR

Our late arrival in the WW Stadium meant we would only see the Hangar Rat Scramble but it was entertaining with 8 Rats competing. Lovable rascal Mickey Towell cleaned up, well clear of Phil Warren with Van Richards-Smith in 3rd place. Rats are a transport problem and, as much as I like them, I couldn't fit mine in. Maybe next time I'll make one with a removable wing and undercarriage.

Friday 27 April - SCRAMBLE, HLG, CLG, DLG and E-36

Scramble

15 flew in Scramble and it was the usual spectacle with most models staying close to the fight line. Van flew his Gigi into 11th place after having some pretty long retrieves that heavily impacted his air time. In partnership with Andrew Heath as runner, Tahn had the perfect team and strategy to successfully chase the title, 30 years after he'd last won it.

HLG, CLG, DLG

These three events were flown concurrently, from 9.30 to 11.30 am (E-36 was flown from 9.30 am until 2.30 pm) and this kept me very busy as Kathy and I both flew CLG and were also to fly E-36 after we finished CLG.

Five flew in **HLG** but there were no maxes although Mickey Towell (the eventual winner) got close and Peter Lloyd put in consistent times to place second, with Van Richards-Smith in third place.

Seven flew in **CLG** and Kathy Burford led the way with two straight maxes. Des Slattery got close to a max but he wasn't at his best. Even Adrian Bryant had a go, launching from a chair. I started with a max but it wasn't until my 4th flight that I recorded another. I got my 3rd max in the final flight, as did Kathy but she couldn't get back in time for her 6th flight. So I won on a count back and we both finished well clear of all the others.

It was then off to the **E-36** flight line for Kathy and I, only to learn that all 7 contestants had flown and Leigh Morgan was the only one to max out.



Des Slattery 's Stomper nearly placed 3rd in Vint Power


Van-Richards-Smith in F1B


Van Richards-Smith again, this time in Hangar Rat


Van again, this time in Day Scramble


Des and the Bryants at Indoor


Indoor attracted plenty of interest


Sean O'Connor's model blended in with the background


Richard Blackam kindly escorted Adrian at Indoor

Des Slattery, Graham Maynard and Roy Summersby had each recorded 2 maxes and Graham was trailing Leigh in second place. Des placed seventh, no thanks to a disastrous first flight. Kathy and I started flying at 11.30 am with the knowledge that Leigh had since flown 2 FO maxes, off the reduced 5 sec engine run.

I maxed my first flight but Kathy was struggling with an untrimmed model. I continued to max, and Leigh went back out to put the pressure on with a third FO max. So the bottom line was I put up three FO maxes during a time when Leigh's 4th FO flight returned a score of 1m 43s. I <u>really</u> just squeaked in my 3rd FO max but the fourth one was from great height when I RDT'ed it. It was a really exciting event and a good win for me. I am sure there will be a bumper entry next year.

The **Swap Meet** at the WW Stadium appeared hugely successful with lots of cash changing hands and modellers leaving the stadium with boxes of stuff and big grins. Des and Adrian seemed to have fun.

Saturday 28 April - P-30, F1J, VINTAGE RUBBER, VINTAGE GLIDER AND NIGHT SCRAMBLE

F1J

Strangely, only two old fellas flew in F1J and it was the older one who gleefully took the prize. Amazingly, 15 entered! It came down to two old vintage balsa models battling it out when it could have been a nail biter. Still Des did well with his reliable old Limey to beat Harry Sokol, even though Harry clocked up two maxes to Des's one.

VINTAGE RUBBER

A close finish once again won by Des Slattery with Mike Glaister finishing 3 seconds behind although they each only recorded one max. Adrian Bryant uncharacteristically put in <u>two</u> flights to finish third out of 5 flyers.

VINTAGE GLIDER

More should have flown, 5 entered but only Kathy and I flew. The wind was light but both Kathy and I landed in the neighbouring paddock on one of our flights. My Nebula performed faultlessly to rack up three great maxes. Kathy's final flight dragged the towline aloft and it looked like she'd lose her model but minutes later it fell away and the watch was started for a max. After it DT'ed, it stayed aloft for a further 15 minutes. Its successful retrieval from 3 km away in another farm was only surpassed by finding the towline when we only had a rough idea where it disconnected. Some of the joy was lost when a bee stung me on the chin!

NIGHT SCRAMBLE

Thirteen flew in the Scramble and the large crowd that assembled thoroughly enjoyed it. Many models had good lighting systems and some had the bare minimum in the way of illumination. Van used his Scooter until he lost the Mills tank, and that wasn't found until the next day. He then brought out his Moon Shadow, just for fun. It was set up for night flying with lots of LEDs, a body light and a buzzer. Van gained the distinction of hitting the CDs table on his second flight!


Van Richards-Smith also flew Night Scramble


Des Slattery launches his ever reliable Limey


Des and son Peter were a close-knit team


Graham Maynard placed second in F1G


Kathy Burford and I had a fair bit of success at the Nats

I took a lot of photos but it was quite risky being out on the flight line with some poorly lit models buzzing low and quiet overhead. After an hour, the hooter went and it was all over, with young Chris Birch a clear winner from Robert Fitzgerald and Aaron Booth. Our man Van once again placed 11th.

The BBQ

The BBQ was a corker, with over 200 attending. The caterers even offered seconds and, although we all had full plates the first time around, a number went back for more. The Chinese cooked up a few things for us to try and Yuan Gao displayed his culinary skills yet again. He was instrumental in some classic food at WW in previous years and has now made his name at Lost Hills this year with a Dumpling Night that was very well attended. A roaring fire greeted us when we arrived and the embers still kept us warm as last drinks were called.

Sunday 29 April - F1H, F1G and OZ DIESEL

F1H

Only a two horse race, my R1 max was nearly my last as the timer didn't start and it took 4 mins to finally land. Kathy and I picked up plenty of maxes in F1H although I treed my model in R4. It was recovered undamaged. It was a difficult day in the first 3 rounds, with long periods of dead calm and occasional 2 m/sec winds to help us straight towers. It was of course great for the power flyers.

F1G

It was wonderful to see the whole Chinese team and supporters get behind their two juniors, and it paid off. Xiwen Fan won with 4 maxes and little Xiangxue Ji, the sweetheart of the Nats, placed 3rd. Graham Maynard, who continued to trim his model during the comp, placed 2nd just 5 seconds off the leader. His model can only get better.

OZ DIESEL

This class had a healthy entry list with most of Australia's best Oz Diesel flyers competing - 8 in fact competed. Five flyers maxed their first two flights but it was down to two after the third flight. West Wyalong's dreaded late morning air claimed 5 victims in their fourth flights and then it was anyone's guess who would win. Martin Williams and Peter Lloyd both maxed and Gary Odgers dropped his final flight, to give Peter the win from



Kathy Burford retrieves our two F1Hs, the refurbished club house making for a nice background



Mike Glaister, Graham Maynard, Adrian Bryant and Dave Thomas survey the action at West Wyalong



The fire ensured all BBQ attendees remained warm

Gary with Martin just 3 seconds in arrears. Des finished strongly but his first 2 flights sealed his fate and he came 5th. It was a very entertaining and well fought event – a great one to end the Nats on.

On Monday, we walked down to the Services and Citizens Club for **The Celebration Dinner**. Speeches were short, conversations were good and everyone seemed happy. The variety of Chinese foods was well received by a reasonably sized group of modellers and the 70th Nationals came to a close. Overall the weather was excellent and all venues were managed so well. It was a real pleasure to be able to see all venues in action at the 70th Nationals, the first fully integrated Nats for many years. Some very hard workers in the NSWFFS deserve a standing ovation.

Would I go again to a Nats at West Wyalong? Well, I've already booked my accommodation!



½ A Combat at Redman Oval was thrilling

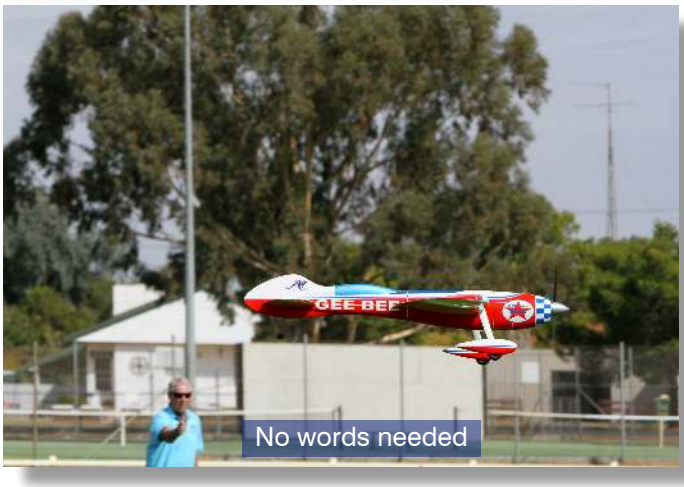
Some more pictures from the 70th Nats



Poetry in motion



Most of us started in Control LIne



No words needed



MAAA President Neil Tank awards Adrian Bryant his Hall of Fame award



And I get my Service Medallion from the MAAA President. Nats organisers Gary Pope and Tahn Stowe look on.



WW Council Economic and Tourism advisor Jeff Stien, Neil Tank, Tahn Stowe and Gary Pope at the Opening Ceremony



Adrian and Jo at the dinner. I don't know the lady on my right!

70th NATIONALS RESULTS

F1A 9 entered, 3 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total
1	Malcolm	Campbell	226	180	180	149	86	821
2	Vin	Morgan	127	180	180	145	180	812
3	Van	Richards-Smith	148	180	54	91	180	653

F1B 17 entered, 9 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score
1	Xinpu	Sheng	240	180	180	180	180	960	305	1265
2	Richard	Blackam	240	180	180	180	180	960	250	1210
3	Yunsheng	Wu	240	180	180	180	180	960	230	1190
7	Graham	Maynard	134	147				281		281

F1C 13 entered, 9 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total	Fly-Off	Score
1	Roy	Summersby	240	180	180	180	180	960	442	1402
2	Yuan	Gao	240	180	180	180	180	960	407	1367
3	Xinpu	Sheng	240	180	180	180	180	960	379	1339

F1G 13 entered, 5 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total
1	Xiwen	Fan	120	120	120	120	97	577
2	Graham	Maynard	120	94	120	120	118	572
3	Xiangxue	Ji	120	120	80	120	120	560

F1H 4 entered, 2 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total
1	Malcolm	Campbell	120	73	120	120	120	553
2	Kathy	Burford	66	41	120	120	120	467

F1J 15 entered, 2 flew

Place	First Name	Surname	R1	R2	R3	R4	R5	Total
1	Des	Slattery	91	81	87	96	120	475
2	Harry	Sokol	120	88	35	120	41	404

OPEN POWER 20 entered, 10 flew

Place	First Name	Surname	R1	R2	R3	Total
1	Christopher	Birch	180	162	180	522
2	Wally	Boliger	180	156	175	511
3	Des	Slattery	80	167	175	422

OPEN RUBBER 14 entered, 7 flew

Place	First Name	Surname	F1	F2	F3	Total	Fly-Off	Score
1	Leigh	Morgan	180	180	180	540	312	852
2	Michael	Glaister	180	180	180	540	151	691
3	Gary	Goodwin	180	180	180	540	5	545
6	Des	Slattery	180	170	173	523		523

E-36 16 entered, 9 flew

Place	First Name	Surname	R1	R2	R3	Total	FO 1	FO 2	FO 3	FO 4	Score
1	Malcolm	Campbell	120	120	120	360	120	120	120	120	840
2	Leigh	Morgan	120	120	120	360	120	120	120	103	823
3	Graham	Maynard	85	120	120	325					325
5	Adrian	Bryant	120	86	104	310					310
7	Des	Slattery	47	120	120	287					287
9	Kathy	Burford	40	70	120	230					230

DAY SCRAMBLE 26 entered, 15 flew

Place	First Name	Surname	Score
1	Tahn	Stowe	2230
2	Christopher	Birch	1975
3	Warren	Leadbeatter	1959
11	Van	Richards-Smith	726

70th NATIONALS RESULTS

NIGHT SCRAMBLE 29 entered, 13 flew

Place	First Name	Surname	Score
1	Christopher	Birch	2121
2	Robert	Fitzgerald	1963
3	Aaron	Booth	1671
11	Van	Richards-Smith	284

OUTDOOR HLG 12 entered, 5 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Best of 3
1	Michael	Towell	18	22	**54**	**32**	23	**31**	117
2	Peter	Lloyd	**36**	**40**	26	**30**	4	3	106
3	Van	Richards-Smith	12	12	**22**	8	**32**	**22**	76
4	Geoff	Hungerford	**19**	13	**15**	4	13	**15**	49
5	Goran	Milosavljevic	**9**	2	**10**	1	**13**		32

OUTDOOR CLG 13 entered, 7 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Best of 3	Count back	Score
1	Malcolm	Campbell	**60**	44	31	**60**	35	**60**	180	44	224
2	Kathy	Burford	**60**	**60**	36	35	**60**		180	36	216
3	Danny	Maslowicz	**45**	28	**41**	**60**	22	14	146		146
5	Des	Slattery	**21**	**19**	5	7	**50**	18	90		90
6	Adrian	Bryant	**11**	**16**	**5**	3			32		32

OUTDOOR DLG 6 entered, 1 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Total
1	Peter	Lloyd	26	**60**	**45**	**60**	24	19	165

P-30 17 entered, 7 flew

Place	First Name	Surname	F1	F2	F3	Total	Fly-Off	Score
1	Leigh	Morgan	120	120	120	360	179	539
2	Sean	O'Connor	120	120	120	360	170	530
3	Danny	Maslowicz	120	66	120	306		306
5	Van	Richards-Smith	63	71	70	204		204

VINTAGE RUBBER 13 entered, 5 flew

Place	First Name	Surname	F1	F2	F3	Total
1	Des	Slattery	180	137	172	489
2	Michael	Glaister	151	180	155	486
3	Adrian	Bryant	113	132		245
5	Van	Richards-Smith	31	42	62	135

VINTAGE POWER 20 entered, 9 flew

Place	First Name	Surname	F1	F2	F3	Total
1	Roy	Summersby	180	180	180	540
2	Peter	Lloyd	180	167	180	527
3	Harry	Sokol	180	180	146	506
4	Des	Slattery	180	144	180	504

VINTAGE GLIDER 5 entered, 2 flew

Place	First Name	Surname	F1	F2	F3	Total
1	Malcolm	Campbell	180	180	180	540
2	Kathy	Burford	151	180	180	511

OZ DIESEL 19 entered, 8 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	Total
1	Peter	Lloyd	120	120	120	98	120	578
2	Gary	Odgers	120	120	120	102	80	542
3	Martin	Williams	120	120	102	77	120	539
5	Des	Slattery	70	85	120	108	120	503

F4A SCALE 6 entered, 4 flew

Place	First Name	Surname	Static	Flying	Complexity	Total	Aircraft
1	Phillip	Warren	792	492.5	0	1284.5	Comper Swift
2	Maris	Dislers	808	0	0	808	E.A.C. Monoplane
3	Roy	Summersby	801.4	0	0	801.4	Sopwith Swallow

OPEN RUBBER 4 entered, 1 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Aircraft
1	Phillip	Warren	37.29	42.34	42.45	41.53	44.46	41.54	Piper Cub

70th NATIONALS RESULTS

PEANUT SCALE

6 entered, 3 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Score	Aircraft
1	Phillip	Warren	41.2	54.6	49.8	51.0	54.5		193.2	Piper J3
2	Reeve	Marsh	35.7	32.8	31.5	32.3	31.4	29.5	96.7	Polish
3	Van	Richards-Smith	34.4	41.3	21.1				-	Lacy M10

INDOOR HLG

9 entered, 3 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Best 2
1	Michael	Towell	4.4	23.1	**25.5**	19.4	5.1	**24.7**	50.2
2	Christopher	Birch	14.0	17.9	18.4	15.9	**18.5**	**19.3**	37.8
3	Harry	Sokol	15.5	17.0	13.0	8.0	**18.0**	**19.0**	37.0

INDOOR HLG

4 entered, 0 flew

F1D MICROFILM

2 entered, 2 flew

Place	First Name	Surname	F1	F2	F3	Best 2
1	Sean	O'Connor	**7.24**	7.09	**9.13**	16.37
2	Max	Newcombe	**6.52**	**4.00**		10.52

F1L (EZB)

3 entered, 2 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	Best 2
1	Sean	O'Connor	**7.00**	5.34	1.33	6.50	**7.54**	14.54
2	Max	Newcombe	**4.52**	**4.08**				8.60

HANGAR RAT

15 entered, 8 flew

Place	First Name	Surname	F1	F2	F3	F4	F5	F6	Best 2
1	Max	Newcombe	128	**136**	92	121	127	**140**	276
2	Danny	Maslowicz	98	**127**	**120**	2	9		247
3	Phillip	Warren	106	108	**114**	111	112	**120**	234
5	Van	Richards-Smith	**75**	37	**88**	64	47	57	163

HANGAR RAT SCRAMBLE

15 entered, 8 flew

Place	First Name	Surname	Score
1	Michael	Towell	849
2	Phillip	Warren	745
3	Van	Richards-Smith	698

BFFS at the 70th Nationals

Malcolm	5 x 1st
Des	2 x 1st, 1 x 3rd, 1 x 4th, 2 x 5th, 1 x 6th & 1 x 7th 8 events IRONMAN!
Kathy	3 x 2nd & 1 x 9th
Graham	2nd, 3rd & 7th
Van	3 x 3rd, 2 x 5th & 2 x 11th



This is Shady Liu, a real standout at both fields, for his FB video posts and wild music. Click on the link below to see and hear what I mean. DO IT!

Click on this link with volume up: URL: https://www.facebook.com/shady.liu.73/videos/1013589735454822/

CONSTRUCTION CORNER



No, I can't believe it. Is there only one person building anything this year?

Come on, get you camera out, pen up some words and send it in to me, for the next edition.

By the way, this is John Lewis's next F1H.

DO YOU HAVE AN ARTICLE FOR THE BFFS DIGEST?

Contact the Editor:

Malcolm Campbell
77 Freshwater Circuit
Forest Lake QLD 4078

Ph: 07 3278 7164
Mob: 0417 774 826
actrain@ozemail.com.au



Looking back

at Maryborough Gatherings



By Pilot Bear



In this issue of the BFFS Digest, "Looking Back" is dedicated to Terry and Nola Tomlin's efforts in promoting regional participation and enhancing free flight interest in Queensland.

Looking back, we had at least 12 trips to Maryborough. It all began after Terry Tomlin, who regularly attended our Gala Free Flight weekends at Wivenhoe, suggested a precision contest for sports models with some inspiration coming from the English Bowden Trophy event.

Terry designed a set of rules and organised a weekend of free flight events in Maryborough. Apart from Terry's precision event there were other free flight events including indoor. Some old indoor photos from 1993 appear below.











In typical country fashion the Maryborough modellers provided lunch and night time meals for both Indoor and outdoor Free Flight. I still remember the large range of cakes provided by the Maryborough ladies outside the Indoor stadium.





The Maryborough weekends became a regular event on the Queensland free flight calendar and attracted participants from Brisbane, Townsville, Rockhampton and Maryborough. We even held some State Championships in Maryborough such as F1B and Open Rubber on the large outdoor site Terry was able to acquire. Being close to the coast the weather was sometimes unpredictable, ranging from perfect to unflyable.



The main event however was always the precision event with a target design chosen for each year. Entries in the precision event were always in double figures. Probably the prettiest design was the Ladybird.











Control line was later included as part of the weekend and soon became an equal partner in the weekend activities. A target project was chosen each year for Control line like the Keil Kraft Spectre while others like Malcolm choose their own favourite design. Night flying also became popular both at the Maryborough RC club field and later at the Cricket club under flood lights.









Apart from night flying our evenings always included meals and a social aspect often at the Maryborough RC club facilities or a motel and later at the cricket grounds. There are so many great memories and so many pictures to share from our visits to Maryborough but that will have to wait until the next edition of "*Looking Back*".



MODEL RETRIEVAL BY DRONE

From "Gas Lines" SCAMPS club, SAM 13, USA

Gollywock Found! After two days of searching for my Gollywock lost in the weeds, I got a phone call: "*Are you the owner of a lost Gollywock?*" I said yes, and a jubilant voice yelled "*Well it's not lost any more!*"

Hal Cover had gone to the field on Friday with his drone, and found my plane from 60 feet up! I don't know who was more elated, me or Hal! Hal has been flying his drones over the weed field for about five months now, learning how to recognize things from the air, and more importantly how to know where the drone was as he looked into the screen in his hand. Hal's drone is pretty sophisticated, and has a high resolution, gimballed camera.

The problem is, as you fly over the search area, especially one with no distinguishing features like our weed field, there are no references to tell you where you are, or where you've been. It's easy to miss an object buried in the weeds, and also easy to miss a whole area in the search.

Hal has developed a technique where he flies the drone on a fixed heading as far as the search area extends, then moves sideways a known amount (say twenty feet), performs a 180 so he's pointing back the way he came, then traverses the search area in the reverse direction. Repeating this operation results in a classic "racetrack" search pattern, ensuring that no area is overlooked.

Even then, Hal has found that the object may not be seen during the search, but may be found later playing back the search record on a larger-screen device at home. When the object is seen in the screen, he drops in altitude, orders the drone to hover in place, and walks to the spot marked by the hovering drone.

The whole process requires a great deal of diligence and discipline to carry it off! Anyway, thanks Hal and I'm glad to have my 12-year-old Gollywock back!

BRISBANE FREE FLIGHT SOCIETY

2018 Flying Calendar

Month		Date	Start	Event	Location
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
	IND	Sat 19th	3pm - 6pm	F1L (EZB) State Champs	BSHS
June	IND	Sat 2nd	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sun 3rd	8am - 1pm	**F1H State Champs** (5 flights), E36 (3 flights)	Coominya
	🏆	Sat 16th	8am - 1pm	**F1A State Champs** (5 rounds - first Rd 4min)	Dalby
	🏆	Sun 17th	8am - 1pm	**F1B State Champs** (5 rounds - first Rd 4min)	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 IND Indoor State Champs CP Club points apply 🛠 Club meetings

CONTACTS:

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

2018 FREE FLIGHT CALENDAR Ver 6 (11 May 2018)