The magazine for all those who love Free Flight

THE BFFS DIGEST

September 2018



In this issue:

- *F1A, F1B, F1H, P30 and Open Rubber State Champs*
- *Fun Fly days*
- *E36 and Frog events*
- *Walking Scramble*
- *Indoor reports*
  Hanger Rat and Peanut Scale
- *Looking Back*

2018 - 2019 Management Committee

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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.

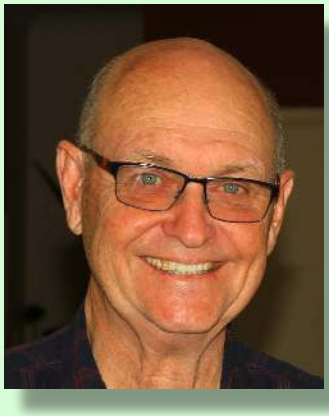
Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

COVER PAGE:

Ben Lewis launches his Hanger Rat in the BSHS Sports Stadium during the Queensland State Championships for this diminutive class. Three generations of the Lewis family competed in this well-supported event.

Photo by John Lewis

PRESIDENT'S REPORT



This year we have seen a marked decline in the number of entries particularly in the FAI classes. In all fairness though, the Power events have always attracted small numbers in Queensland and these have remained constant. It has been a challenging year trying to ensure good outdoor flying weather. We have needed to postpone a few events at both Dalby and Coominya due to strong winds however we have managed some near perfect flying weather as a result.

On the flip side E36 has captured a lot of interest with new models being built and flown. Our indoor entries have remained constant perhaps even improved a little but as with the outdoor events the more demanding classes like F1L (EZB) and F1N (IHLG) struggled to find support. Although we have had to reschedule a couple of indoor dates, the hall has been thankfully clear of furniture.

The Fun Days are still attracting the biggest following and continue to remain popular. The Walking (Campbell) Scramble and Frog events held on the June Fun day were well supported and enjoyed. Recently Open Rubber attracted 5 entries and 4 in P30 while Peanut Scale also had 5 entries. In terms of State Champs still to run we have Scale, HLG and CLG at Coominya on 9th September and the postponed P18 Indoor event on 22nd September. There are still a number of club events before the end of the year and hopefully some good weather.

This year's Christmas Party and prize presentation will be held at Malcolm and Kathy's place on 18th November, so lots of BFFS things happening in the remainder months of 2018

Cheers *John Lewis*

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BFFS MEMBERS HAVE MORE FUN



Remember, you must have current membership to be insured.

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 Watson's Road that comes off the Coominya - Esk Rd.)

GPS 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

There have been a number of competitions completed since the June Digest, so many that I thought it appropriate to release the September edition in August. I don't do that often but it does provide a buffer for the December Digest, when the competition dries up in the hotter summer months.

We continue to experience very good flying weather meaning minimal interruption to our flying calendar. We've had a variety of winners and good representation in most events. The 7 Mile Lagoon seems to be slowly evaporating although it continues to reduce our working area.

I've done a survey of E36 flyers in Australia for "*Free Flight Down Under*" and the results are interesting. Fifty percent of E36s reside in SE Queensland! I'm sure this class will continue to grow.

Six State Champs reports and a couple of Fun Fly days fill out the covers of this edition of the BFFS Digest. I always hope for more contributions to reduce the load a bit but I thank John Lewis for his considerable support writing articles.



Please send me your articles for the December Digest - I need them.

Cheers,

Malcolm Campbell

LETTERS TO THE EDITOR:

Once again, a really good Digest. I read it all in one sitting that's why I'm now standing up typing this! There has been so much activity since your last Digest, it was making my head spin. I love the photos of the Ladybird Special; before we emigrated to Australia in 1974 I sent off to "Aeromodeller" and had that plan posted to me. But it wasn't until over 20 years later that I actually built it. I put an ME Heron in it and brought it to Muswellbrook around 1996 or thereabouts, but that Heron had prematurely gone to Diesel Heaven because neither Des or Col could get it to even fire up even on their good fuel, so it is still awaiting its maiden flight.
John and Kath French

Malcolm, a beautiful issue,
very clean and inviting to read.
Great photographs as usual.
Thanks.
Bruce Grawburg (Arizona)

Our flying field on a wet day, artistically captured by Ann Taylor, on her iPhone!



Another great great newsletter! I like the new BFFS Digest lettering on the front page and I read through your AFFS and Nats reports - great reports - I really enjoyed them. Great to see the Queenslanders doing so well. You must stop showing me pictures of control line stunters - "*Poetry in Motion*" - what a stunning looking aircraft! Great article on Kath's fun day. Do you watch models all the way down to get that one of Des's model exploding - split second timing! I am pleased how well the indoor shots came out in the "*Looking Back*". I found it a most enjoyable read and a tribute to your editing skills. This edition is up there with your best. Thank you for all the time you spent putting it together. It is a great record of what we do.
John Lewis

F1H STATE CHAMPIONSHIPS and E36 Club Comp

Photos & story by Malcolm Campbell



Coominya 3 June 2018

The weather certainly wasn't what they predicted. We drove towards Coominya, expecting 4 m/sec winds on arrival, but it was actually calm with light zephyr breezes for most of the morning. The air on the day ended up be tricky for those who flew. That proved frustrating for Albert who had F1As to trim. There was a good roll up for E36 (6 entries) and F1H had 4 entries. John and Ben started with F1Hs while the rest of us trotted out our E36s.

E36 - Kathy and I both got in a test flights by 8 am and the drift indicated we move more SE, towards the bottom left side of the paddock. I flew early, getting great height and an easy max. I repeated this in my second flight and was looking the one to beat. My last flight, before 9 am, came off the top high and looking good but a stall crept in and it wouldn't go away. A certain max was trimmed back to 1m 7s. My model certainly got height of the day.

Kathy flew her 3 flights soon after, the first an easy max, although the model was mysteriously gliding left. She went backwards from there as we re-instated the R – R pattern. I copped a bit of flak for that. It's fascinating how a model can fly 14 R – R test flights perfectly, and then play up a few weeks later in competition.

Albert too encountered trouble, first a tree and then he broke the nose off his model – so he didn't get to compete. Graham had a few good flights, although the model refused to put its nose up enough to get decent height. He did however have a great glide; there's more in that model once trimmed. We were all so keen to see his high thrust-line Elmann 3 fly but Graham retired it after a few straight up and straight down test flights.

Peter Nash worked hard on his E36, gradually getting a better pattern but he was hindered by a charger that refused to top up his batteries beyond 8 volts, so he has some work to do. He says a new charger is high on the list. Des was the dark horse. He trimmed off his two models early and started flying in earnest about 10 am. Favouring his Cobra-powered Lime-E, he got good height and a good glide to record 2 maxes before striking less favourable air in his final flight. Not to be discouraged he then trotted out his 1806N-powered Pearl putting in three flights that failed to eclipse the times put in by his Lime-E.

Ben and John were preoccupied with their F1H event so they didn't fly E36, but we did get to see Ben's new own design E-36. Resplendent in Hyundai metallic green paint,



Des Slattery launches for Brian Taylor in F1H



Ben, John Lewis and I spend an anxious 11 minutes watching John's F1H that didn't DT. It did land safely.


Ben Lewis's latest E36 - it's yet to fly

sporting a 5 panel wide chord wing, a long moment arm and a rather large stab, it will certainly be the prettiest model on the field. John also has a full elliptical model on the building board.

So it was Des who won the day, 9 secs ahead of me, with Des's second entry placing 3rd.

F1H Ben and John were hard at it when Kathy and I rolled out our towlines. John and Ben both recorded a couple of maxes and from my observation looked pretty much in control of the podium. But I didn't see all of their flights and, like the rest of us, they were both caught out by very light breezes that made them both work hard to keep their models aloft. One of John's flights was memorable. A hang-up in his mechanical timer prevented a DT and he and Ben spent a nervous 11 minutes watching his high circling model that fortunately landed about 1 k out from the flight line, thanks to the very light winds. Still he was very happy with his new model but felt he needed to sort out the bunt.

Ben's last flight was a good example of how tricky the air was. He circled for a while and the model looked good high overhead. He did 3 check circles with the model holding up very well. Then when he went into the launch mode the model immediately lost the buoyant air and virtually fell out of the sky. There appeared to be plenty of lift about but very small bubbles and lots of sink.

Both Kathy and Brian found they simply weren't fast enough to get the model to towline height. Kathy elected not to compete saying she needed longer legs. I spent time selecting my air and it paid off; I was lucky sometimes and also not so lucky, but I did rack up 3 maxes and surprisingly won the event.

It was a great day out in the sun, perfect weather for power models but hard work for glider flyers. There were eight cars and ten flyers/spectators on the field, all enjoying themselves – that's what free flight is about. Kathy took some pictures and did a great job collecting the money and organising the score cards

After the others had departed Kathy and I packed up and had lunch before moving to the centre of the paddock to sort out three F1As into which I'd recently installed new servos and timers; one also had a new tow hook. The winds had increased a bit which aided towing but there were also dead still patches. We didn't leave the field until 4.15 pm, reasonably satisfied with results, but still not 100% happy.

Albert and I have some team selection trials to attend, and it's a long way to drive (to West Wyalong and Dalby) if things aren't right.

E-36 RESULTS

Place	Name	F1	F2	F3	Total
1	Des Slattery	120	120	106	346
2	Malcolm Campbell	120	120	97	337
3	Des Slattery	82	100	120	302
4	Graham Maynard	120	45	120	285
5	Kathy Burford	120	81	51	252
6	Peter Nash	94	71	51	216


E36 winners Des & Malcolm

F1H RESULTS

Place	Name	F1	F2	F3	F4	F5	Total
1	Malcolm Campbell	120	120	88	120	60	508
2	Ben Lewis	120	105	120	69	49	463
3	John Lewis	120	120	61	59	61	421


F1H winners

F1A STATE CHAMPIONSHIPS

Dalby 16 June 2018



Photos and story by Malcolm Campbell

The lead-up to the Queensland F1A State Championships was not predictable. It was to have been flown on the same weekend as the F1B State Champs but, for the whole week leading up Sunday looked like being blown out. For a while Saturday did as well so, as this was also a Team Selection Trial, all interested parties were contacted saying the weekend would be postponed until the end of the month.

Then Saturday started to look great and at the last practical moment, F1A was back on the agenda, and I'd just cancelled my accommodation. Luckily I got a room again and John had hung on to his. Ben Lewis was unable to attend with a child illness his top priority. Wind speed prediction Friday morning for Saturday was now between 1.8 and 4 m/s – perfect. Kathy and I arrived on Friday afternoon and dropped out to the field before checking in. It was windy, consistently 7 – 9 m/s with gusts of 10 – 11 m/s. If we flew on the grass airstrip, we had corn stubble 350 m out, and the predicted wind was taking us there. We would have to fly south of the strip, on the black soil, to avoid over-flying the stubble. The black soil was actually a good towing surface whereas the grass strip had gaping cracks in the parched black soil so it wasn't a good surface to run on. Apart from the NE quadrant, the field was bare without crop residue, and very easy to fly and walk on, probably as good as it's ever been. The road up through the centre would also allow us to do motorised retrievals if needed. Things looked good.

After booking in, we returned to the field and put in an hours testing until after sun down then returned to the warmth of our cabin.

But on Friday night, things changed dramatically and Saturday was now blowing across the whole five rounds at 5+ m/s. Albert decided to do the Ironman thing, waking at 2.30 am and driving up on the day of the event. He picked up Des Slattery on the way and arrived on the field at a frosty 6.30 am to commence sorting out his models. We got there at 7.30 am and put up a test flight in virtually no breeze. This was not what was predicted but it looked like we wouldn't have strong winds all day.

The first round started at 8 am and I went up straight away to record an easy 4 minute flight. Albert's launch looked good although it went right and transitioned low to be down in 2.5 minutes. John fared worse, failing to unlatch 3 times before towing in. The cold air affected his grip and he wasn't able to control the line. He eventually got away but didn't make 2 minutes. But we all did badly in round 2. It was a very difficult round, with the very light winds constantly changing through the full 360 degrees making launching difficult. John fared worst, releasing the model early and bunting down for a meagre 58 seconds. He then made the decision to reduce unlatching tension and that helped immensely. Albert simply caught bad air and my R1 model, usually safe for 3 minutes in R2, flew through the light lift, making me think I should have changed to a thermal model before that round.



Kathy and Malcolm wait for lift in Round 4.
Photo by Drone Boy.



Dry grass, cracked soil and few crops. It's dry at Dalby.

John sparked up in R3, getting into good air near the club buildings. I was 50 metres further out to the south and caught a lesser but adequate thermal and we both easily maxed. By R4 the predicted wind direction and wind speed had arrived – 5 m/s and WSW. Albert got a good launch in R4 for a very good max. I was just upwind from him and went first, overcooking the launch, causing the model to knife-edge bunt with the recovery robbing it of half line height and a possible max if handled better. John fared even worse with a premature launch and no air.

We all needed to get our act together for R5 and the winds had strengthened! John got away early in very good lift and easily maxed from great height. Albert once again failed to find good lift with his rough weather model. I was late getting away, electing to dismantle my 6-panel model and to go to my short model, as the winds started to gust between 5 and 7 m/s, with some good 2 – 3 m/s lulls. The launch went a bit left and it was flung around in a strong thermal before being whisked upwards for my highest flight of the day and an easy max.

Although the conditions were good, they weren't what we expected. The cloudless blue sky often made it hard to locate models in the air but retrieval was generally easy with the clear paddocks. After a week of worrying about too much wind, the lack of wind initially caused more problems, although conditions were mostly good.

In true DMAC tradition, the Dalby club members made sure we didn't go home hungry, supplying delightful roast lamb and salad sandwiches. They are an enthusiastic group of good people.

F1A STATE CHAMPS RESULTS

Place	Name	R1	R2	R3	R4	R5	Total
1	Malcolm Campbell	240	138	180	98	180	836
2	Albert Fathers	158	87	108	180	148	681
3	John Lewis	107	58	180	82	180	607

F1A winners



3rd John Lewis 1st Malcolm Campbell
2nd Albert Fathers

FUN FLY DAY AT COOMINYA



How often do you get a whole glorious day where you can fly small models of 10 grams in the open air and record times around 40 seconds? We had one of those days when we flew our annual Fun Fly for the Frog Junior and Senior series. They never flew well when we were teenagers, but they do now. Maybe you learn as you get older?

24 June 2018

Photos and story by Malcolm Campbell

It would be hard to find a more ideal day for flying small sports models. Nine of us turned up for the 8 am start at Coominya and we spent the first 15 minutes trying to establish a wind direction. It was that still. And it stayed that way all day so we flew from the middle of the paddock. The ultralights were up too, and we saw a magnificent Sopwith replica and a Piper Grasshopper replica over the course of the day.

It was a low key day as far as contests went, with a Frog Junior and Senior series event, a half hour walking Scramble (Campbell Scramble) and a Vic Smeed models event. There was also to be a KKK class but interest levels were low – and it wasn't flown.

As usual Des Slattery was up in the air first, putting in three flights before anyone else. This was because his little VW Caddy was brimful with models. Brian Taylor and Larry Brownlow were soon testing their very small rubber models assuming the calm conditions would not last. But they did last, all morning.

The Scramble flyers ran up their motors and set their trim for their "big" event. Albert Fathers, with self-launcher and virtually no breeze, planned to tow up his long F1A while everyone else was away watching or timing in the Scramble.

The Scramble started at 9.45 am and Malcolm was first away, followed closely by John Lewis, both flying the Lewis Scooter design. Two strategies evolved – fly high and long or fly low



John and I followed each other around for 30 minutes, both in the sky and on the ground


Brian Taylor's little Poppet performed faultlessly


John Lewis's Scooter kept me honest


Des Slattery went through 2 models



Standing to start could have improved my score

and short. In the calm conditions, long looked good and I did two flights near the 2 minute max. John started the other way, close to camp, then opened out a bit to go higher and further afield. Brian Taylor's little DC Merlin powered Poppet flew well with a reliable quick starting motor, the only non-Mills powered model, and Des looked in trouble as his Tomboy was minus its undercarriage and flying erratically. The next time I looked he was flying a Pushy Cat. Hmmm. We turned a blind eye – it was after all a Fun Fly day. I continued to reef in my Scooter, trimming it for low slow circles, close to the launch point. Both Scooters were showing a design flaw - a crack was developing where the boom met the pod. Would they last the distance?

With less than two minutes to go, I made the fatal decision to go lower, by further dropping revs. With the event "in the bag", my model wouldn't climb away and it grounded


Larry Brownlow's Speedy was a surprise packet



……but Brian Taylor's Dart Kitten was more so


Dale Jones preferred the V-tailed Widgeon


John Lewis stuck with the Linnet design


Des Slattery enjoyed some aerobatics


William Jones's Tomtit flew nicely but he didn't compete

itself in 12 seconds so no flight, and no time to get up again. This was going to be very close. The scores were tallied, and I won by 4 seconds, from John Lewis and Brian Taylor!

It was nice to see everyone on the field involved during the half hour of fun regardless of whether they were flyers, time- keepers or just keeping an eye on proceedings. Certainly the walking stipulation creates a more level playing field regardless of age or fitness. Everyone enjoyed the Scramble and I'm sure there will be more.

With the Main Event out of the way, the good rubber came out, turns were piled on and little Froggy models came out to play. They careered around the sky just as they would if flown indoors. Good times were recorded and soon it became serious. The main competition was between Dale Jones and John Lewis and they took great interest in each other's scores. This didn't bother Des; he just kept piling on the turns and launched carefully to avoid too many aerobatics. Des is very good at Froggy aerobatics. Brian Taylor's little Dart Kitten, weighing a scant 9.5 g, flew very well but he was flying under the radar (see later comments). Brian always flies for the enjoyment and, while Des flies everything, Brian flies things that shouldn't really fly but they do, and very well too.

William caressed the rubber before each flight and Dale was running hot. John was in trouble. Well, actually they both were in trouble because Larry was flying a Junior series Speedy and he was quietly out there recording good scores. So good he looked like being the winner. When Larry first came onto the free flight scene in the late 90s, he soon became the one to watch. His recent return to competition flying, particularly Indoor, and his numerous successes makes him again the man to watch. But still no one had noticed young Brian. Brian maxed out with his Junior Scale series, and on a re-count won the prestigious chocolate frog!




Larry Brownlow's KK Competitor


I had a ball with the Bugaboo


I was happy with my Tomboy


Des had a model for every occasion


Ron tested his LSq/100 model


and so did Brian

Des found more models to fly and he had his Vic Smeed trio out of the Caddy and ready to fly. Over the day, he flew his Tomboy, Pushy Cat and Ethereal Lady, and he still had models to fly! John Lewis flew a Vic Smeed model with a twist – a Madcap with elliptical surfaces and limited R/C. He calls it Super Cap. A poor little Mills 0.75 hauled his immaculate red and yellow creation skyward and sky high it went, riding many thermals in its regular outings during the day. I also played with my Tomboy, correcting a trimming issue not corrected from its last outing. I had even more fun with the late Barry Dent's Bugaboo, a portly Mills-powered stick and tissue model that I enjoyed trimming to fly close to the ground and making sure John's drone could get up close and personal to capture some video footage. I think John got more of me on the ground but he's keen to get the drone following models in the air. Now that sounds exciting.

Brian and Ron trotted out their LSq/100 models and Ron had his old style F1B in the air so there certainly was a great variety of flying done. I even towed up my Aiglet A1 glider but the lure of diesel fumes had me pack

it away early. On a sad note Brian's beautiful little scale Waterman Gosling wandered too close to the cars later in the day and struck the side of Des's Caddy. The VW didn't move but the little Gosling will need some plastic surgery on its fuse.

It was also great to see William and Dale back on the field again. By midday most had flown enough. Well, Albert, William and Dale and Kathy and I had, so we packed up to leave. Not so with John, Des, Brian and Larry – I believe they stayed on until 1 pm. Clear blue sky, negligible breeze and a warm blue sky – why would you want to pack up? It really was a great day in the paddock.



Larry Brownlow's Junior series " Speedy"

HALF HOUR WALKING SCRAMBLE RESULTS

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Flt 7	Flt 8	Flt 9	Flt 10	TOTAL	Place
Malcolm Campbell	113	33	64	120	111	79	98	69	64		751	1
TIMER: Kathy Burford												
John Lewis	54	74	93	54	120	96	86	85	85		747	2
TIMER: Dale Jones												
Brian Taylor	49	80	78	87	76	62	69	92			593	3
TIMER: Larry Brownlow												
Des Slattery	38	50	72	53	65	56	16	24	56	80	510	4
TIMER: Ron Munden												

FROG RESULTS:

Place	Name	Series	Model	Fl 1	Fl 2	Fl 3	Total
1	Brian Taylor	Junior Scale	Dart Kitten	30	31	31	92
2	Larry Brownlow	Junior	Speedy	26	30	21	77
3	Dale Jones	Senior	Widgeon	33	43	45	121
4	John Lewis	Senior	Linnet	20	42	31	93
5	Des Slattery	Senior	Linnet	18	35	23	76

The Frog Rules from the club Rules Book:

Junior Series original size:
Mid or High Wing – Max 30 seconds
Low or multiple wing – Max 20 seconds
Senior Series original size:
Mid or High Wing – Max 45 seconds
Low or multiple wing – Max 30 seconds


The Frogger Team



The winning Froggers



F1B STATE CHAMPIONSHIPS
Dalby 30 June 2018

Photos and story by Malcolm Campbell

With World Champs team selection aspirants flying up from Melbourne and driving up from Sydney, it was a nervous wait to see what weather we would have to fly with. There were showers mid-week and predicted winds were still around 5 m/s as late as Thursday afternoon, and then expected conditions started to improve.

In the end, we had one of the best flying days ever experienced at Dalby. Not only were the winds very light all day but they dropped away altogether mid-afternoon allowing us to conduct two fly-offs and decide a winner. And even the day before the event was perfect, allowing interstate visitors plenty of time to set up and trim their models.

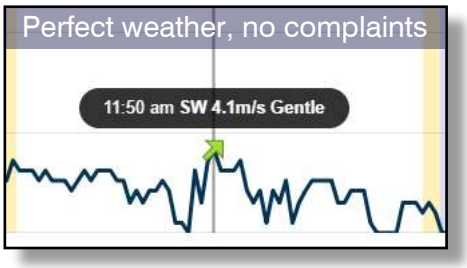
The 4 minute first round had the strongest winds – 3 m/s and angling towards the main road although none of the 4 that maxed this got half way across the paddock. I was concerned that the winds were coming from the south and east, not north and west as predicted earlier. If the winds got up, we could be landing near the main road.



Ben Lewis, launching with flair



Dad John - a more classic style



Perfect weather, no complaints



Bruce Hao was focused


Vin Morgan flew very well all day


Gary Goodwin's model was faultless

Only John Lewis dropped R1 but he expected that - his model doesn't do 4 mins that early in the day. For R2, winds had dropped slightly and everyone maxed. Ben Lewis planted his model when the VIT acted up, so he reached for his #2 model. With no pre-flight check he took a risk and luckily maxed. Unfortunately, his model was trimmed too close to the stall so in R3 he paid the price, the model porpoised and he dropped the round – the only one to do so. With winds now from the west in R4, the segment of the paddock with sorghum stubble could have been troublesome; but the wind was then down to 1 m/s and everyone maxed, landing in open ground. Once again, Ben was given the invitation to wind down the stab as his model had a strong stall, but the lift was stronger.

But he didn't, so Ben put in a second 2:39 score in R5 when his model's stall kicked in with a vengeance. Father John maxed the last 4 rounds, and was happy with his performance although he would have been on the podium if he'd squeezed another 16 seconds in R1. And that drop meant Ben stayed ahead of him through to the end.

By this stage, the three interstaters who had come up for team selection points were still neck and neck, although Gary Goodwin got the heart rate up a bit, once flying in at 3:04. Bruce Hao broke the rhythm in R5, being the first to launch, into air that failed to help him and he was down in 2:25. This enabled Vin Morgan to swap positions in the team trial placings, but Gary remained 18 seconds ahead of Vin in the team selection stakes.

In the end only two maxed out – Gary and Vin – and a 6 minute fly-off was set for 3.15 pm. Both models got into good air although Vin certainly was higher, and stayed there until DT time. Gary, on the other hand was much lower and falling and it looked


The 10 minute fly-off. Vin and Gary go for the same piece of air, and Gary got the nicest piece.

like he'd not make the time. But his model did what it had done in one of the earlier rounds – it made use of ground effects to float tantalisingly close for the final minute and so get the 6 minutes.

By 4 pm the cloud had cooled the ground somewhat and the 10 minute fly-off commenced. Vin launched with Gary about one second behind him. Vin said he'd loaded a soft motor but he did gain good height thanks to a long engine run, and the two models shadowed each other for a minute or so before Gary's moved off to the north east and Vin's took up position in the south east. Soon Vin's started to come down but Gary's kept its height – he'd managed to stay in the better air to win the event by 54 seconds.

So the spoils went to our visitors and this has set up a fascinating end to the 2018 team selection trials. The final position in each of the three classes, F1A, B and C, will be decided in Dalby, in mid-September. It will be spring and winds can be up so it will be a nail biter, to the end – an event not to be missed. Even if you aren't flying, come up for the spectacle.

And a big thanks goes to the Dalby Model Aero Club for looking after us so well on the weekend.

F1B STATE CHAMPS RESULTS

Entrant	R1	R2	R3	R4	R5	TOTAL	FO 1	FO 2	OVERALL	PLACE
Gary Goodwin	240	180	180	180	180	960	360	284	1604	1
Vin Morgan	240	180	180	180	180	960	360	230	1550	2
Bruce Hao	240	180	180	180	145	925			925	3
Ben Lewis	240	180	159	180	159	918			918	4
John Lewis	190	180	180	180	180	910			910	5



Queensland F1B State Champs winners



DMAC club members Robert, Eddie and Barry looked after us very well during our stay and at lunch time

DO YOU HAVE AN ARTICLE FOR THE BFFS DIGEST?

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DALE'S FUN FLY DAY AT COOMINYA



22 July 2018

Photos by Kathy Burford and story by Malcolm Campbell

Perfect winter weather greeted us when we arrived at Coominya. While Des Slattery saw 2.5 degrees on his car thermometer as he drove to the field, it was probably 5 degrees on the field. The air was so still it was hard to establish a drift pattern so we set up in the south east corner as that was the predicted direction, and this proved a good decision.

There were a variety of models flying although it was obvious that the following weekend was the Open Rubber State Champs, with Brian Taylor, Albert Fathers, Ron Munden and me all testing in idyllic conditions. I also put up a pair of P30s, one for me and one for Kathy – they both flew OK but I didn't test the DT on Kathy's and it picked up good air. It eventually came down, after 8 minutes, and it was only 200 metres out! I did say the weather was good.

Larry Brownlow and Ben Lewis were both flying their E36s. Larry's looked like it was improving with each flight and the glide looked superb. Ben's latest model, his "Nu Skool" own design, needed a bit of Dad's advice before the climb was dialled in and it looked like Ben was happy with its performance. The third generation of the Lewis free flight clan had some fun with a foam hurl up glider – Annika launch with the flair of a ballet dancer and Ashton occasionally snared a good launch. Mark Armour's boys Max and Alex were also on the field but Mark preferred to chat with the flyers, spending some time with John Taylor as he prepared the ex-Howard Gostelow Playboy for his first flight. I was next to him and I can vouch for the Fox 35 being a very very noisy beast.

Early on Dale Jones spiked a P20 competition having announced it late in the week leading up to the day. John Lewis had built a new model while Dale and Des flew their old models. It was good to see William Jones out in the fresh air and helping Dale with her P20. He also flew his Pacific Ace rubber model. I saw a stopwatch on the P20s and I believe the results for the impromptu P20 event were :

1st Dale 2nd Des and 3rd John.

John and Ben put up their old chubby RC electric models and Des flew his OS 26 4-stroke Junior 60, offering the sticks to anyone who appeared interested. William put in some time with it. Larry Brownlow had a couple of sporty electrics he flew at one end of the flight line while Albert Fathers practised all morning with his F1A gliders, occasionally having to chase the RC flyers away as he circled in the very light air. Albert is off to Lost Hills in October and was keen to get all his models dialled in.

The breeze got up just a bit so rubber models were getting close to the trees in one minute. As mine has a 2 minute motor run and I wanted to see the glide, I walked nearly to the road before launching and it still



Ben Lewis watches daughter Annika's ballet-style launch



John Lewis tests his refurbished Scooter

Dale's Fun Fly Day Pictorial


Ron Munden and Brian Taylor sort their O/R models


I had some good flights with my Coupe-sized O/R


Albert tested his real O/R model, a Phil Ball "Waif"


Brian Taylor's O/R, packed with BT electronics


Larry Brownlow dialled in his E36 before going to R/C


Ben Lewis enjoyed many good flights with his new E36

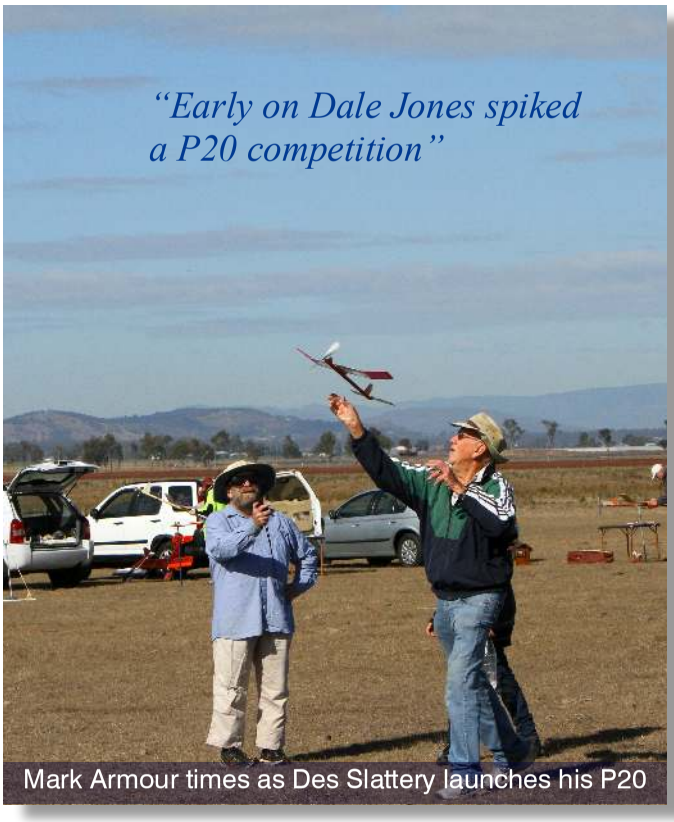

I tried hard to lose a couple of P30s - they always came down


Dale's food looked great and tasted great. Not much was left.

Dt'ed close to the trees. The two John's got involved with the Playboy, John Taylor starting it and John Lewis launching it. They kept the power down and engine run short, and they appeared happy with their efforts. It was good to see a rorty old timer powering skyward.

As usual, Dale put on a great spread of healthy food for us to enjoy, although there were a few naughty cakes to tempt us. I think we pretty well cleared up all the healthy plates and William will be enjoying the naughty cakes all week. A big Thank You goes to Dale for her efforts.

13 adults and 4 juniors attended the fun day underlining the popularity of such days. By midday most of us called it a day as the winds got up a bit, although I think John and Ben stayed on a little longer. So ended another great flying day in perfect Queensland winter weather.



Mark Armour times as Des Slattery launches his P20


William Jones times as Dale launches her P20


I got one flight out of refurbed Bugaboo, then it hit a tree


John Taylor fires up his Playboy as John Lewis waits


Fox 35 crackling, John Lewis launches the Taylor Playboy



Two of John Lewis's R/C models


Des Slattery offered flights of his Junior 60 to anyone



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

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

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

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

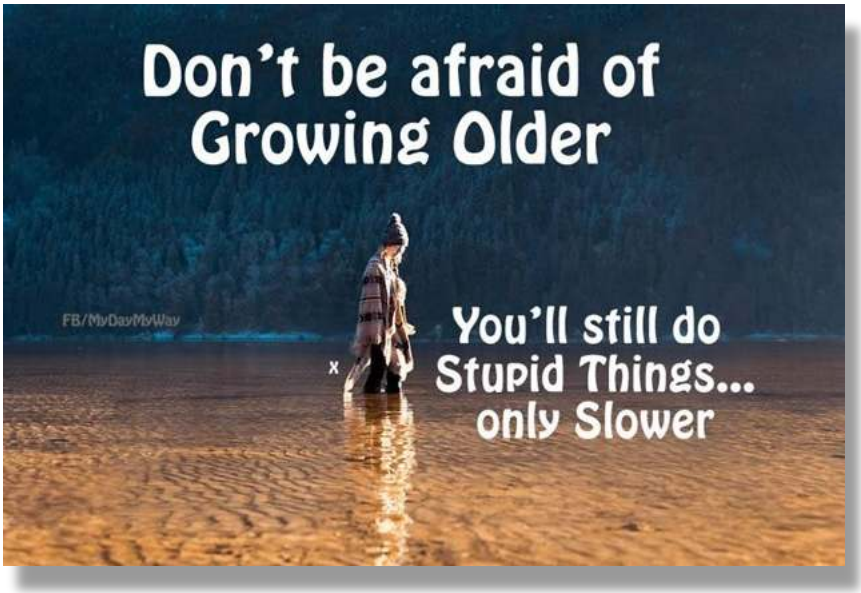
The only bit recognisable was IF FOUND PLEASE RETURN TO ADRIAN BRYANT



PUMPKIN MAN! Adrian's other hobby







SEENAGER

I just discovered my age group! I am a Seenager (Senior Teenager). I have everything that I wanted as a teenager, only 50-60 years later.

I don't have to go to school or work. I get an allowance every month. I have my own pad. I don't have a curfew. I have a driver's license and my own car. I have ID that gets me into bars, liquor stores, and the wine store. The people I hang around with are not scared of getting pregnant. They aren't scared of anything; they have been blessed to live this long; why be scared? And I don't have acne. Life is good!

Also, you will feel much more intelligent after reading this, if you are a Seenager. Brains of older people are slow because they know so much. People do not decline mentally with age; it just takes them longer to recall facts because they have more information stored in their brains. Scientists believe this also makes you hard of hearing, as it puts pressure on your inner ear. Also, older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is NOT a memory problem; it is nature's way of making older people do more exercise.

SO THERE!

Open Rubber and P30 State Champs

COOMINYA
29 July 2018



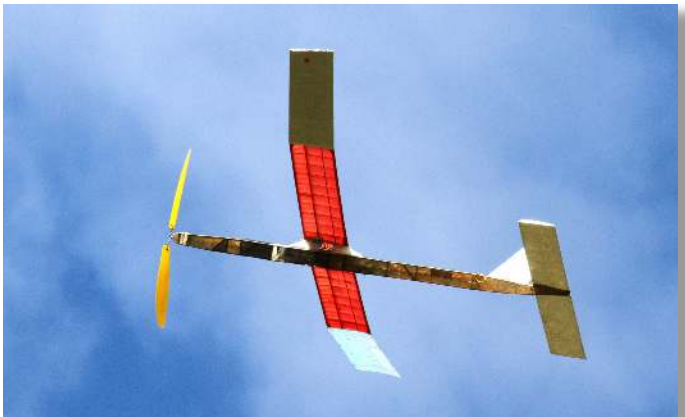
Des Slattery's Open Rubber model

Report by John Lewis plus bits by Malcolm Campbell, photos by Malcolm Campbell and John Lewis

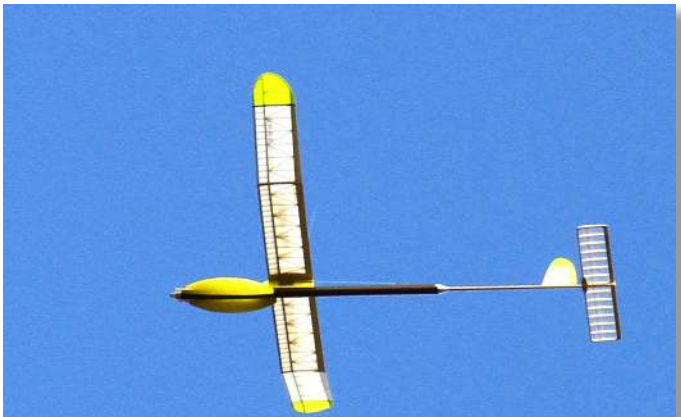
Both events were originally scheduled earlier in the month however that day was blown out and the 29th July was chosen. On arrival just before 8am there was a constant wind of around 2-3 meters per second blowing from the direction of the lagoon so we set up on the lagoon fence line. It was assumed the nearby trees to one side would not be a problem with the wind direction. The wind prediction was for a calm morning with wind increasing throughout the day so we were a little disappointed to find there was already a steady breeze early in the day.

However once the winding stooges were assembled and some models had been wound the mylar streamers were indicating a 180 degree wind change, now blowing towards the lagoon but the wind speed had dropped substantially. John managed to find some good lift with his model flying away from the lagoon opposite to the wind direction on the ground. Most other models flew more towards the water or close to the trees. Generally flyers walked well away from the fence line to avoid the water however both William's P30 and Des's fallback open rubber model (his Lim Joon) managed to land in the lagoon. Des's was in the middle and blown to the shore whereas William was lucky to land on the edge. Both returned with very muddy shoes however a warm day, cresting at 27 degrees, ensured wet feet dried out pretty quickly.

Both events ran concurrently with most choosing to fly Open Rubber early taking advantage of the calmer conditions for the longer max flights. Des, John and Albert all made early maxes. As the



Albert Fathers enlarged Phil Ball "Waif"



John Lewis's Rubber Sole 6



Brian Taylor's Open Rubbery



Malcolm Campbell's Open Rubber model

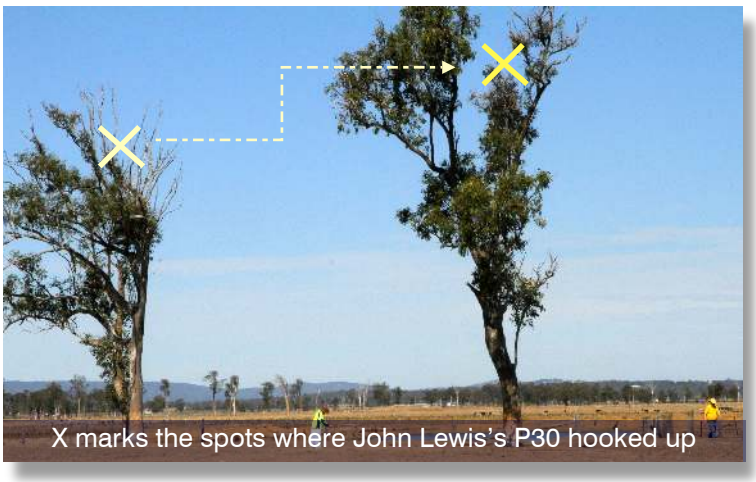

John Lewis's Rubicon P30 works its way skyward


Malcolm Campbell's Rubicon P30 gets underway

morning progressed there were patches of calm and constant wind changes. The air was very up and down with Brian finding poor air on his first flight, but he said he was really only using the day for trimming. Malcolm sub-maxed first flight as packing misplaced after last weekend's trimming session was accidentally replaced with something thinner, causing a very flat climb with no altitude gain. No test flight for Malcolm – he'll know better next time. Only Des and Malcolm maxed their second flights with John being a few seconds short after a premature DT and Albert unfortunately missed out by 9 seconds when his prop failed to stop free-wheeling. Brian held off for a while waiting for calmer conditions but after a power stall and a collision with John's vehicle he decided to retire with a broken prop and damaged wing tip. Des had a damaged tail mount on his Peter Twiss OR model after the first round so he used his standby Lim Joon for the remaining flights. No one maxed their third flight with Malcolm's dropping into a hole during the glide. Des scored the best of the tricky air to comfortably win the event flying his LSq/100 model. Apart from breaking lots of rubber motors John had uneventful open rubber flights to come in second closely followed by Albert in third spot.

While most were flying Open Rubber William and Dale were concentrating on P30. William had 3 good flights - all easy maxes but did spend some time close to the water. It was near midday before Des, John and Malcolm got their P30's into the air, and the breeze was up and strangely coming off the lagoon. It would change again later. John was fortunate to gain good height in strong lift on his first flight to still make over 2 minutes after his DT activated at 90 seconds. Des and Malcolm both had low scoring first flights with Des retiring at that point with a broken nose (on the model). Malcolm's low score flight was caused by the wing sitting 3mm high with the resulting incidence producing an agonising flight of 35 seconds. John's second flight ended up high in a tree. Fortunately John had his model retrieval kit and proceeded to fire a line over the appropriate branch. Before any force was applied to shake the branch a strong gust blew the model out of the tree but incredibly the model was blown upwards and to the side where it landed in another tree around the same height! John ably assisted by Brian was able to get his model down with only tissue damage.

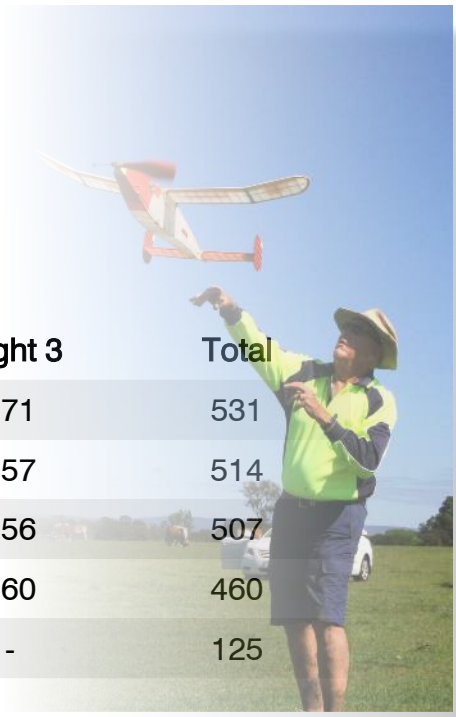
Malcolm's second two flights with a trimmed model were convincing maxes fortunately landing short of the lagoon. John's last flight looked good on the


X marks the spots where John Lewis's P30 hooked up


Look closely, right of centre - a trapped P30

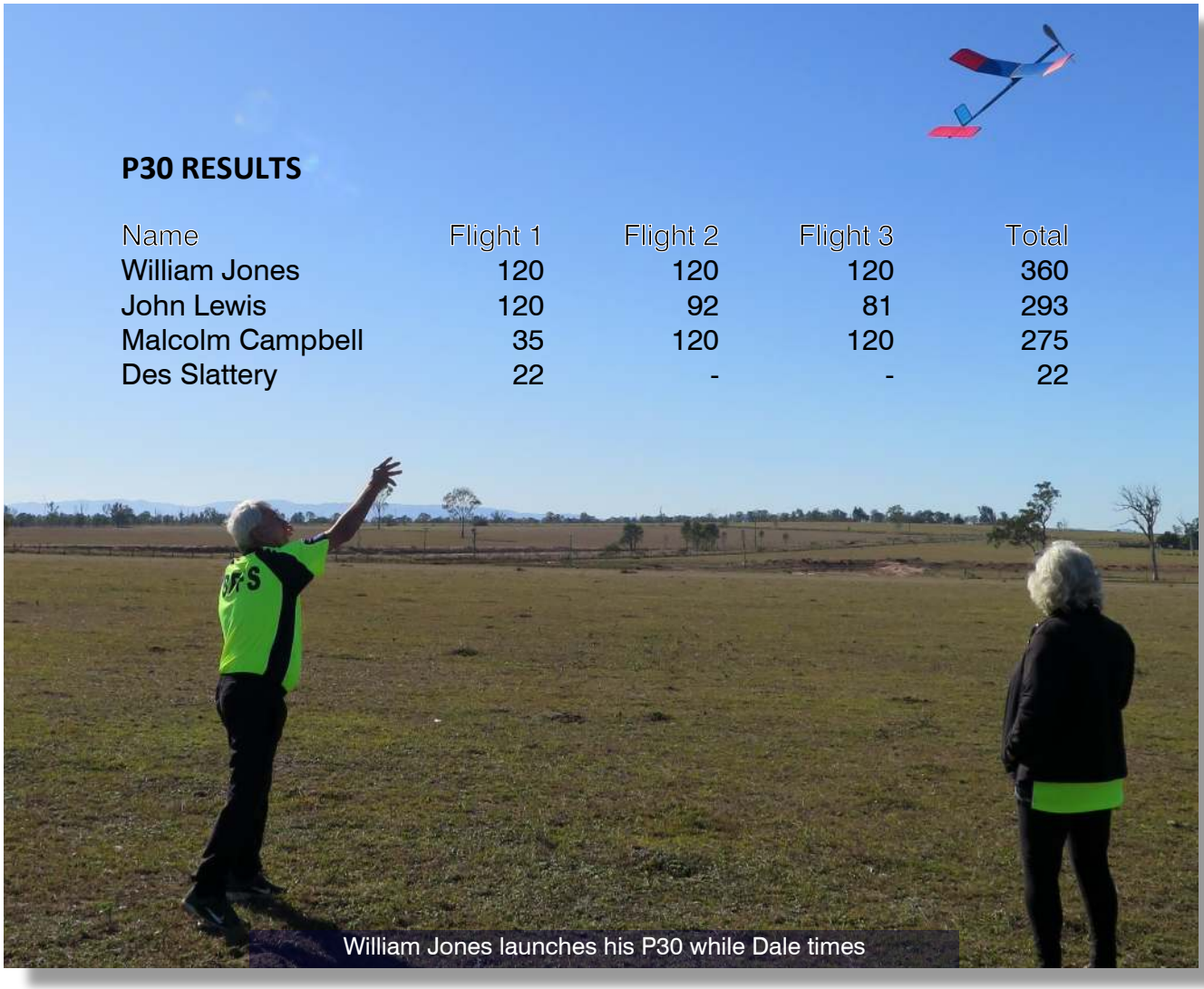
initial climb but was down well short of a max. Well, he did suffer some paper punctures in the trees. William was the clear winner with 3 maxes with John coming in second and Malcolm third.

A big thank you goes to all the willing time keepers and flyers who gave up their time to assist with timing and help with model retrieval. With constantly changing wind direction and strength it proved somewhat confusing but it was always very flyable.



OPEN RUBBER RESULTS

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	180	180	171	531
John Lewis	180	177	157	514
Albert Fathers	180	171	156	507
Malcolm Campbell	120	180	160	460
Brian Taylor	125	-	-	125



P30 RESULTS

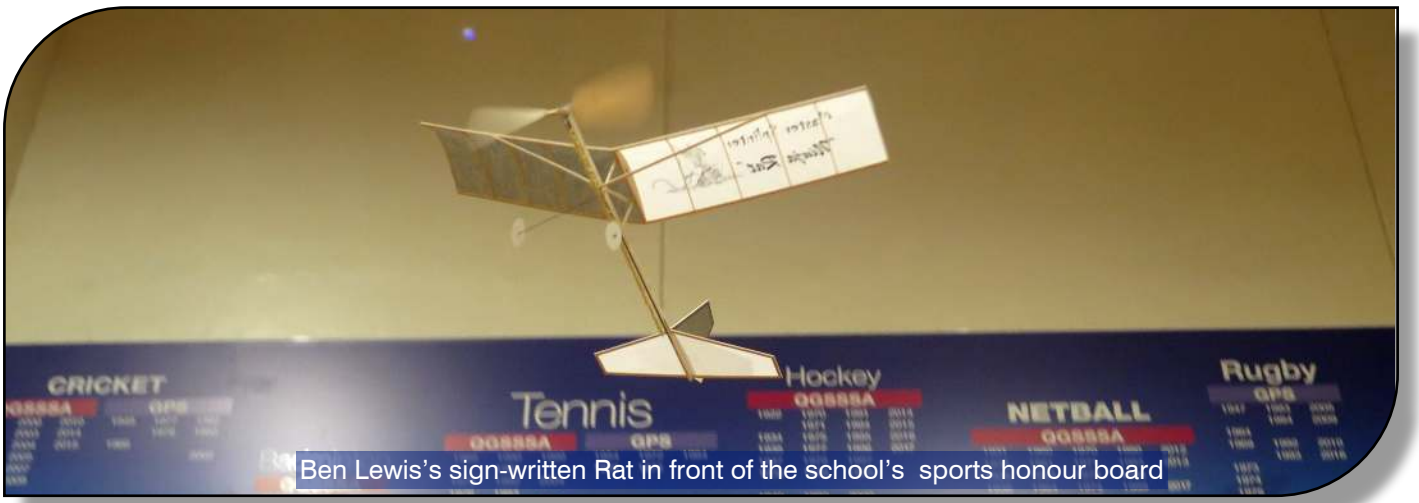
Name	Flight 1	Flight 2	Flight 3	Total
William Jones	120	120	120	360
John Lewis	120	92	81	293
Malcolm Campbell	35	120	120	275
Des Slattery	22	-	-	22

William Jones launches his P30 while Dale times

INDOOR 2018

Hanger Rat State Champs

BSHS Hall 9 June 2018 *report and photos by John Lewis*



Ben Lewis's sign-written Rat in front of the school's sports honour board

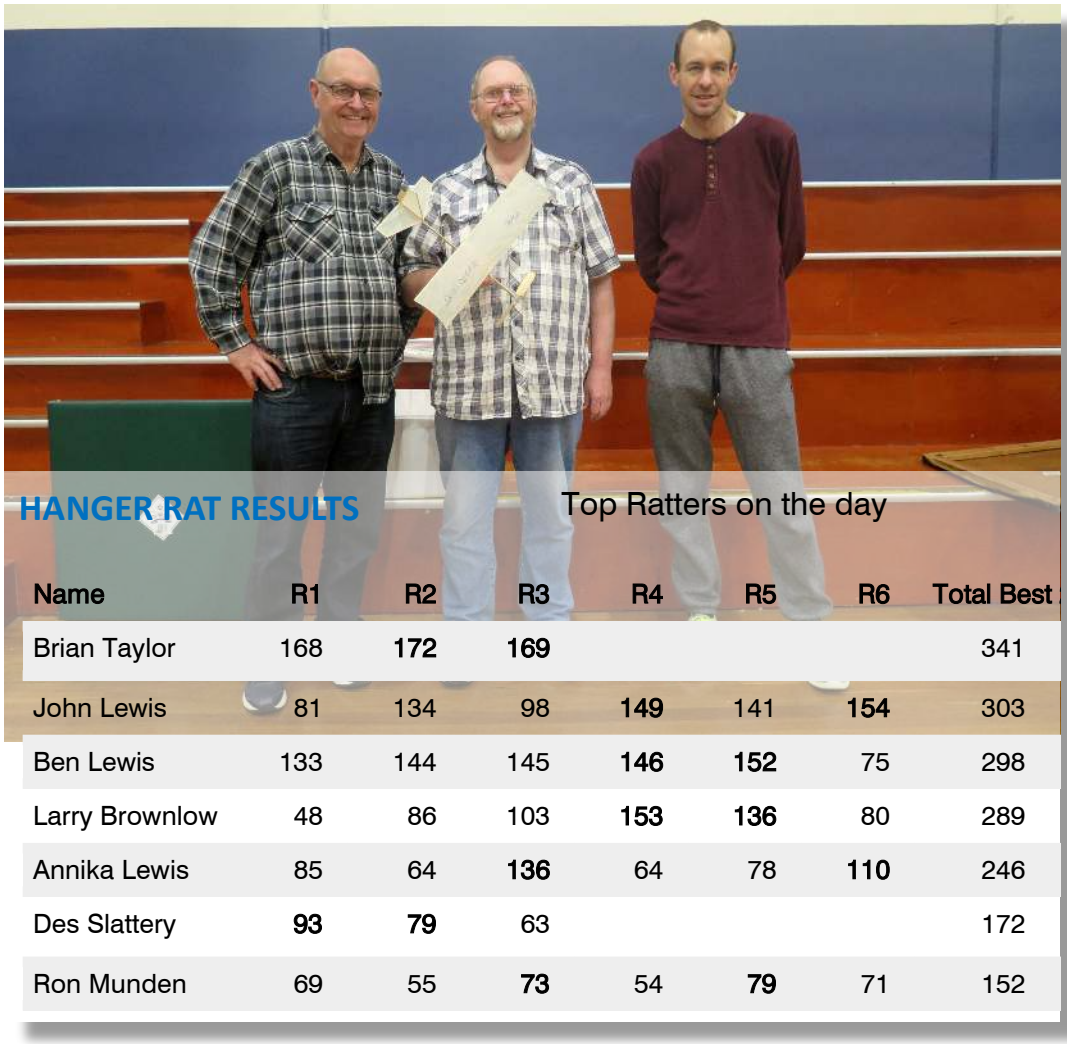
So far this year entry numbers have been low in both local Indoor and Outdoor competitions however we managed the best we have had so far this year with the Hanger Rat event. It could have been even better if John Taylor hadn't tripped and fell with a Hanger Rat in each hand when packing the car. Nevertheless John was there to help time the remaining contestants. Ron Munden was waiting outside twenty minutes early obviously keen to start flying.

Des had to leave early but made 3 respectable flight times. Brian only made 3 flights too but in reality he only needed his first two to consolidate the top position. John's model was performing better this year but suffered a few hang-ups. Luckily for John he managed his best time on his last flight to move into second place. Ben needed a good score on his last flight to grab second spot but late in the day with cooling air and a few broken motors his chances were finally dashed as his model drifted into a wall. Larry Brownlow is usually hard to beat but on this occasion he was having his share of difficulties ending up in fourth spot and spent the rest of the afternoon trimming his P18 for the next contest. Annika's model looked capable of getting into a podium spot but many a potential good time was cut short after hitting rafters or the wall. Ron's flights were all good but not good enough to threaten the top scoring models.

Brian made some impressive Peanut scale flights late in the day while John played with a small drone. Good to see a few models in the air together with so many good flights separated by only a few seconds. As usual there is an element of luck with either lucky bounces or hang-ups. It was another really enjoyable afternoon for both those flying and for those who just came to watch.


John Lewis's Rat heads for the ceiling


A graceful launch by Ron Munden



HANGER RAT RESULTS

Top Ratters on the day

Name	R1	R2	R3	R4	R5	R6	Total Best
Brian Taylor	168	**172**	**169**				341
John Lewis	81	134	98	**149**	141	**154**	303
Ben Lewis	133	144	145	**146**	**152**	75	298
Larry Brownlow	48	86	103	**153**	**136**	80	289
Annika Lewis	85	64	**136**	64	78	**110**	246
Des Slattery	**93**	**79**	63				172
Ron Munden	69	55	**73**	54	**79**	71	152

F/F 101 Rule #1

Always test fly before a competition begins. It's much more satisfying than chasing problems during the event.



DRONE BOY

I must remember:

Don't drink coffee after dark. That's why I'm writing a competition report, wide awake, at 2 am in the morning.



Bugaboo from above



The lagoon is slowly drying up



Bringing back the Bugaboo

John's drone captures a great new view of our flying field

INDOOR 2018



Peanut Scale State Champs



BSHS Hall 5 August 2018 *report and photos by John Lewis*

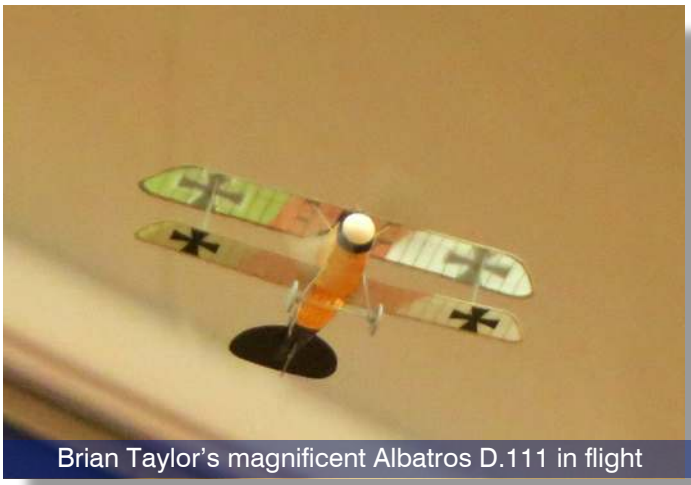
Scale judge Ron Munden checks the entrants

We arrived just as a school sporting group was leaving so the hall and parking was open ready for us. This year we had 5 entries in the competition with some P18 testing in preparation for our next event on 22nd September. John's P18 with a new wing looked good as did Larry's P18 but Ron's model was the star performer flying close to the roof at incredibly slow speed.

Ron took on the duties of Scale judge this year while John Taylor performed time keeping duties. All models flew well managing good flight times as well as gaining ROG points. Best flight of the day was John Lewis' ageing Fike with a 70 second flight time, as well as 20 bonus points for ROG.

Brian Taylor scored very well in static with his beautifully finished Albatros D111 however his model was not flying as well on the day as it has done recently. Nevertheless his 48 second first flight along with his ROG points was more than enough to easily win the event.

John scored the lowest static points but with his high time was a comfortable second. Larry's Waco SRE which had flown so well last year was proving difficult this year with minor rubber size differences making it hard to get both the ROG and a slow rate of climb. Larry was able to get just ahead of Annika to take third place. Ben like Larry was having difficulty getting his model to ROG then settle into a slow cruise however his model did fly well once airborne. The last 3 places were separated by just over two points making it a close finish.



Brian Taylor's magnificent Albatros D.111 in flight



John Lewis's 20 year old Fike still flies very well


Ben Lewis assisted by daughter Annika winds his Lacey


The Lacey flew well but the competition was hot

This was another really good Indoor afternoon with a couple of spectators coming along as well. There is something special about watching these tiny scale models take off from the floor, climb to the ceiling then finally land by themselves. We left resolving to build and trim new models for next year to keep the interest alive. Hopefully we will get a few more along to enjoy in the fun as well.

Ben, John, Brian, Larry and Annika had a great time with their Peanut Scale models



Name	Model	Static points	Flying time + ROG	Total (Static + 1/3 best flying time)
Brian Taylor	Albatros D111	39.5	48 + 20	62.2
John Lewis	Fike E	26.5	70 + 20	56.5
Larry Brownlow	Waco SRE	32.0	35 + 20	50.3
Annika Lewis	Piper Super Cub	31.0	35 + 20	49.3
Ben Lewis	Lacey M10	30.0	34 + 20	48.0

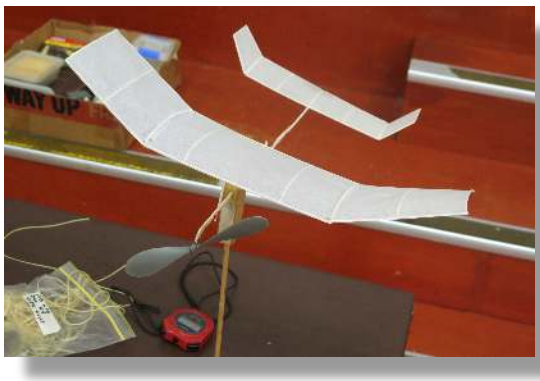


P18 State Champs

Saturday 29th September

Competition will be hot. Both Larry and Ron have new slow flying models undergoing testing.

Be there!



2018 Indoor Champion Points Table

Name	Delta Dart	HLG	F1L	H/Rat	Peanut	P18	Total
Brian Taylor		4	5	5	5		19
John Lewis	4	3	3	4	4		18
Larry Brownlow	5		4	2	3		14
Ben Lewis	1	5		3	1		9
Annika Lewis	2	2+1		1	2		8
Des Slattery	3						3
Ron Munden							

Club Champion

Name	All in %	Frog	Walking Scramble	Mini Power	QDP	Vintage	LSq/ 100	No Frills	100g Coupe	P20	E36	Total
Brian Taylor	5	5	3									13
John Lewis		2	4									6
Des Slattery	4	1										5
Dale Jones		3	2									5
Malcolm Campbell			5									5
Larry Brownlow		4										4

2018 Champion of Champions Points table

Name	F1G	F1C	O/P	F1J	F1H	F1A	F1B	O/R	P30	Scale	HLG	CLG	Total
John Lewis	5	4	5	5	3	3	1	4	4				34
Malcolm Campbell					5	5		2	3				15
Peter Nash		5	4	4									13
Ron Munden	3	3	3										9
Albert Fathers						4		3					7
Des Slattery								5	2				7
Ben Lewis					4		2						6
Brian Taylor	4							1					5
Gary Goodwin							5						5
William Jones									5				5
Vin Morgan							4						4
Bruce Hao							3						3

BFFS Spy



Jones Bridge claims another victim: Mark Armour let it all hang out on 22 July. Well, his Camry did, not him personally. Mark realises that living on the edge is simply part of Free Flight.

Mark tries to be Bridge It Jones. Read all about it



Beware the oft repaired very old model



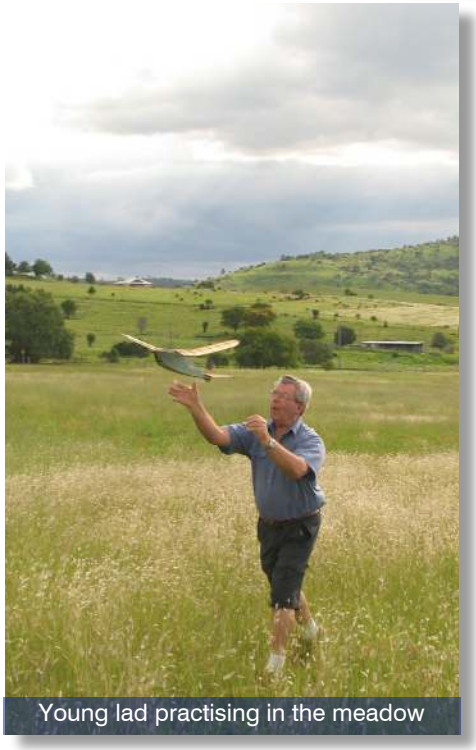
Bridge-It Jones quick-fix tailgate prop



Albert Fathers practices in light breeze



Brian Taylor's tiny rubber model



Young lad practising in the meadow



Malcolm's super-sized Open Rubber model?

Guess who?





Des's P30 was a litle worse for wear ……

……. but he went on to win Open Rubber, AFTER we convinced him to change motors





Spot the model. Two are real. All at Coominya.







I expect to catch up with you in Brisbane, Coominya, or Lost Hills WC 2019. Please say Hello to all my mates at Brisbane FF



CAUTION: RC flying is dangerous!



Did you hear about the fat, alcoholic transvestite - All he wanted to do was eat, drink and be Mary.

I got invited to a party and was told to dress to kill. Apparently a turban, beard and a backpack wasn't what they had in mind.

After a night of drink, drugs and wild sex, Jim woke up to find himself next to a really ugly woman. That's when he realised he had made it home safely.

Paddy says to Mick, "Christmas is on Friday this year". Mick said, "Let's hope it's not the 13th then."

My mate just hired an Eastern European cleaner, took her 15 hours to hoover the house. Turns out she was a Slovak.

Since the snow came all the wife has done is look through the window. If it gets any worse, I'll have to let her in.

I've been charged with murder for killing a man with sandpaper. To be honest I only intended to rough him up a bit.

After years of research, scientists have discovered what makes women happy. Nothing.

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.

A mummy covered in chocolate and nuts has been discovered in Egypt. Archaeologists believe it may be Pharaoh Rocher.

Just a reminder to those who stole Electrical Goods last year - your one year manufacturer's warranty runs out soon.

Japanese scientists have created a camera with a shutter speed so fast, they can now photograph a woman with her mouth shut.





FIFTY SHADES OF THE LAGOON



Photos on the left show that the lagoon is drying up.

What a difference 2 years makes. In 2016 we flew from the where the lagoon now is. It was a “5 minute field”.





And as the lagoon dries up, shore-line retrieves become muddier.
William, Dale and Malcolm captured here in late July 2018, retrieving William’s P30.





CONSTRUCTION CORNER

Ben Lewis learnt a lot from constructing and flying his first E36, a Pearl 202 kit from Don De Loach. His latest own design "*Nu Skool*" takes the game a few notches higher, and he has more in the pipeline. Will Father John be able to keep up? Maybe not, but John has built a few and took time out to add to his P20 fleet!



Ben's first E36 - a Pearl 202



His OD "Nu Skool" looked pretty kool too


Very streamlined - I hope it stays " kool"

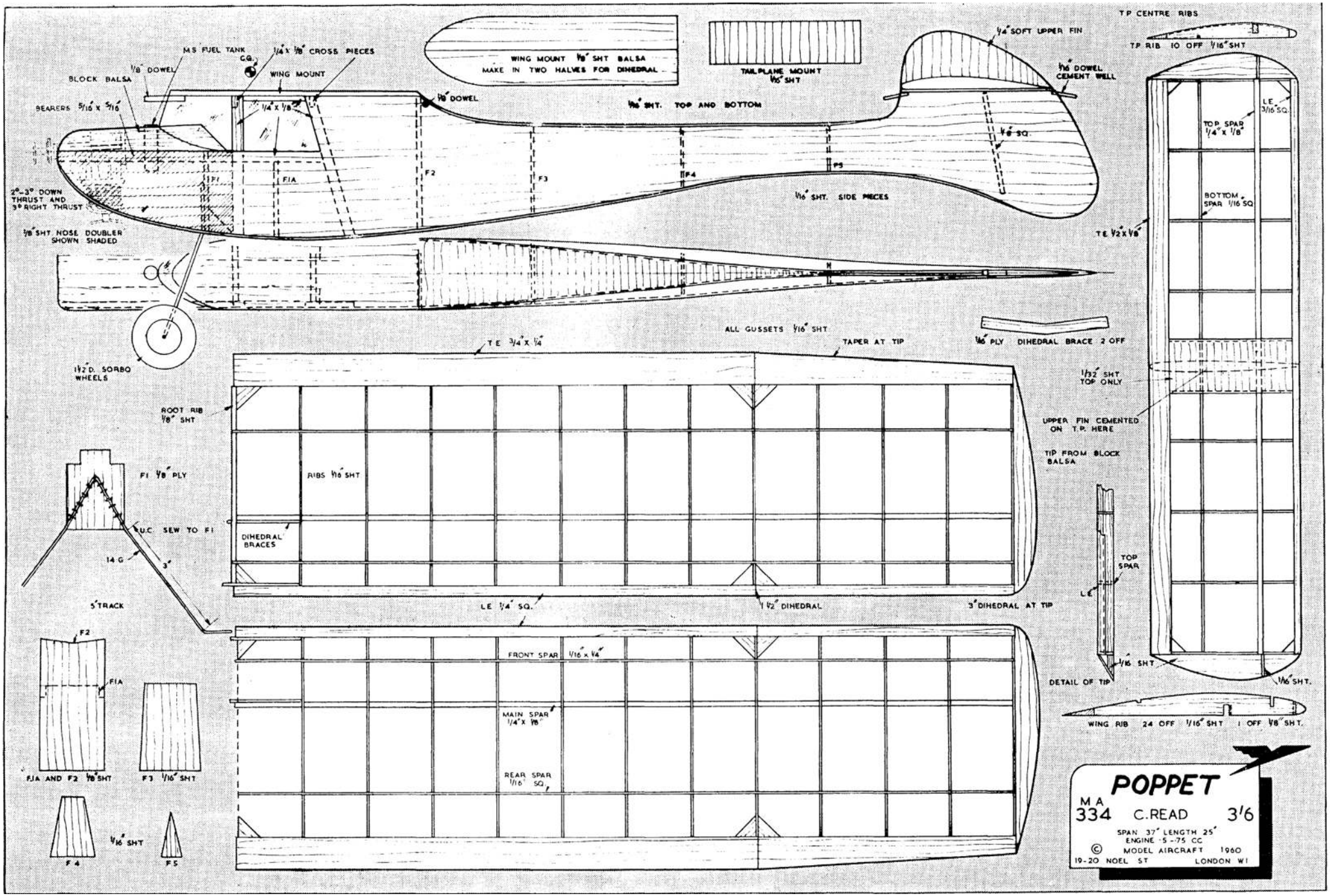


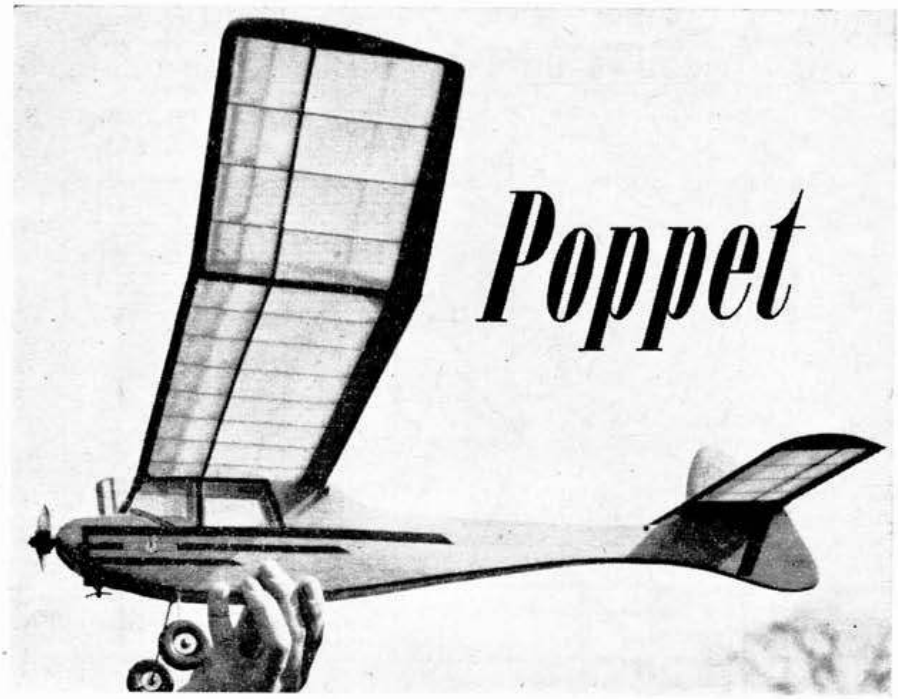
Even the tail is Cobra powered



John Lewis has built another small one


So cute, John's P20 called "Pee Wee"


M.S. FUEL TANK
C.G.
1/4" x 1/8" CROSS PIECES
1/8" DOWEL
BLOCK BALSA
WING MOUNT
BEARERS 5/16" x 5/16"
WING MOUNT 1/8" SHT BALSA
MAKE IN TWO HALVES FOR DIHEDRAL
TAIL PLANE MOUNT 1/16" SHT
1/4" SOFT UPPER FIN
1/16 DOWEL CEMENT WELL
1/8" DOWEL
1/16" SHT. TOP AND BOTTOM
1/4" x 1/8"
1/8" SQ.
F1
F1A
F2
F3
F4
F5
1/16" SHT. SIDE PICES
2°-3° DOWN THRUST AND 3° RIGHT THRUST
1/8" SHT NOSE DOUBLER SHOWN SHADED
1 1/2" D. SORBO WHEELS
T.P. CENTRE RIBS
T.P. RIB 10 OFF 1/16" SHT
L.E. 3/16 SQ.
TOP SPAR 1/4" x 1/8"
BOTTOM SPAR 1/16 SQ
T.E. 1/2 x 1/8
ALL GUSSETS 1/16" SHT
T.E. 3/4" x 1/4"
TAPER AT TIP
1/16" PLY DIHEDRAL BRACE 2 OFF
1/32" SHT TOP ONLY
ROOT RIB 1/8" SHT
UPPER FIN CEMENTED ON T.P. HERE
TIP FROM BLOCK BALSA
F1 1/8" PLY
RIBS 1/16" SHT
DIHEDRAL BRACES
U.C. SEW TO F1
14 G
3"
5" TRACK
L.E. 1/4" SQ.
1 1/2" DIHEDRAL
3" DIHEDRAL AT TIP
TOP SPAR
L.E.
1/16" SHT
DETAIL OF TIP
1/16" SHT.
WING RIB 24 OFF 1/16" SHT 1 OFF 1/8" SHT.
FRONT SPAR 1/16" x 1/4"
MAIN SPAR 1/4" x 1/8"
REAR SPAR 1/16" SQ.
F2
F1A
F1A AND F2 1/8" SHT
F3 1/16" SHT
1/16" SHT
F4
F5
POPPET
MA 334 C.READ 3/6
SPAN 37" LENGTH 25"
ENGINE .5 - .75 CC
© MODEL AIRCRAFT 1960
19-20 NOEL ST LONDON W1



Poppet

A free flight sportster for engines up to 1 c.c.

Designed by Colin Read

I DESIGNED *Poppet* as an all weather sports model, capable of good performance, and yet able to withstand rough treatment. It will fly in most weather conditions, and was in fact trimmed in very rough conditions earlier this year.

The construction of the model is commenced by cutting two fuselage sides from $\frac{1}{16}$ in. medium sheet balsa. Two $\frac{1}{8}$ in. sheet doublers are cemented inside the sides at the nose, after which the formers are cut out and the undercarriage wire bent, bound and cemented in place. The undercarriage former, bearers and fuselage sides should then be securely cemented together. Next join the fuselage sides together at the rear, using a strip of $\frac{1}{8}$ in. sq. as a rear post. This strip is important, as without it the under-fin section will tend to sag. Carefully add the remaining formers and wing mount (M.1) and firmly cement the $\frac{1}{8} \times \frac{1}{4}$ in. hard balsa to the inner face of the fuselage sides to form the cabin.

When you are satisfied that the fuselage is perfectly aligned (particularly the triangular rear end), sheet the top and bottom, with the grain running from side to side. Add the tailplane mount, and fuel tank, fuel proof the inside of the engine mount, and add the upper cowling block. Finally, add the sheet around the engine, leaving an opening to enable the engine to be "choked," and cut a small fuel drain hole in the underside sheeting. It will be seen that with a Frog 0.80 the cylinder just protrudes below the fuselage underside, and this helps cooling considerably.

The wing and tailplane are built directly on the plan in the usual manner, take care to achieve a neat and warp-free framework and remember that the fin and tailplane should be built from very lightweight balsa.

Attach the cabin acetate *after* covering the fuselage with coloured Modelspan, this method gives a much neater finish, especially when a black tissue trim is used over the cabin frame. The original *Poppet* was covered in yellow lightweight Modelspan, using black tissue trim and three to four coats of clear dope.

Balance the model by supporting it on the finger tips under the mainspar. Add weights to nose or tail until the fuselage remains horizontal.

Prior to your first flight ensure that there is a little downthrust and right side thrust, this will prevent any violent manoeuvres. *Poppet* should fly a left spiral under power and glide to the right. Use the upper fin as a trim tab, but only make small adjustments at a time.





Brian Taylor flew his Merlin-powered Poppet in the Walking Scramble and his Frog Junior Series Dart Kitten in the Frog event. Be like Brian - the Poppet flies well and the Dart Kitten is a winner!





Looking back

at Maryborough Gatherings



So many great memories from our visits to Maryborough - the models, the flying and the people. Pilot Bear took us back to Maryborough in the June edition of the BFFS newsletter acknowledging Terry and Nola's efforts and the variety of activities.

In this edition we look more at the people and their models.

Malcolm Campbell took these photos from gatherings in the early 2000s.



Enjoying a relaxing afternoon in comfort Vic Stewart, Allen Thomas, Dale and William Jones and Heather Thomas in spectator mode.



Jon Fletcher, Julie de Visser and Albert Fathers on the control line field on Saturday





Barry Frederickson (Rocket Man) flew everything; his ducted fan and jet models were most impressive





Rocketman









Des Slattery, like Barry, was into everything - Free Flight, Control line and socialising with mates.







Terry Tomlin, Ron Munden, Pieter deVisser, Howard Gostelow, Graham Maynard, William Jones, Malcolm Campbell, John Lewis and many more joined in with the fun.



Terry



Ron



Pieter



Howard



Graham



William



William



William



Malcolm



John

Who can forget the takeoff boards and close shave ROGs, and the beautiful “built for the occasion” models







So many great memories

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
	🛠	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
	🏆	Sat 30th	8am - 1pm	**F1B State Champs** (5 rounds - first Rd 4min)	Dalby
July		Sun 22nd	8am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
	🏆	Sun 29th	8am - 2pm	**Open Rubber & P30 State Champs** (3 flights each)	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
	IND	Sat 22nd	3pm - 6pm	P18 State Champs (club sponsored) BSHS	
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:

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2018 FREE FLIGHT CALENDAR Ver 7 (24 Jul 2018)