The magazine for all those who love Free Flight

THE BFFS DIGEST

December 2018



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BUMPER DECEMBER ISSUE

- *Latest competition reports*
- *Construction Corner*
- *Championship Tables*
- *Christmas Party*
- *Looking Back*
- *2019 Flying Calendar*

2018 - 2019 Management Committee

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Vice-President	Des Slattery
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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.

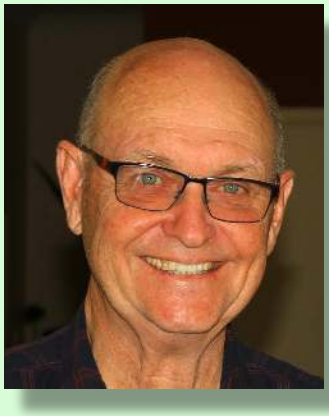
Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

COVER PAGE:

Dale Jones launches her little Frog vee-tailed Widgeon in the Froggy event in June, with husband William watching on. Dale is an enthusiastic supporter of the Frog class.

John Lewis photo.

PRESIDENT'S REPORT



This year we saw a marked decline in our entries particularly the FAI classes (both Indoor and outdoor) with most struggling to get 3 entries. On the bright side E36 has attracted a big following and I anticipate we will get 10 entries in this event in the near future, hopefully next year. Certainly the numbers picked up a little later in the year with our club events and we had good participation and good flying weather for our last few days. The club fun days continue to be well supported along with the less challenging Indoor classes. However, there now appears to be more interest in flying for fun or light hearted competition which may be as a result of our ageing membership and ill health. Apart from adverse weather, overseas and interstate travel, family commitments and other interests we managed to run all our listed events except for one or two club days early in the year.

Frustratingly each time the lake at our Coominya field appears to have almost dried up (which would allow a much larger local flying area) the water comes back.

Our top paddock at Coominya is generally suitable for the two minute classes and older style models and we have access to the Dalby site for the higher performing models. Occasionally we have to postpone an event due to adverse weather so I will endeavour to create more reserve days in future so members have prior notice of a potential date clash with their other commitments.

Our Xmas party and prize presentation has been held at Bremer waters previously (for the last nine years) which was ideal due to the large hall and verandah but unfortunately is no longer available. Many thanks to George and Dale for organising the past events. Malcolm and Kathy generously hosted the party this year but were a little restricted in terms of undercover space for eating Kathy's well prepared meal. Apart from this limitation, the view of the lake and cool pleasant conditions helped to make it an enjoyable occasion. Malcolm had a screen set up scrolling through many photos of our flying activities. It was a great finish to the year and a chance for families to get together and socialise. Des seemed to win enough chocolates from the club events to start up a small store and easily won the Club champion award. Looking forward to seeing you all next year at both our indoor and outdoor days.

Cheers *John Lewis*

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R E M E M B E R

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



So the year has rolled to an end and most of us would be in party mode. Looking back it has been a pretty good year for completing our events program. Certainly the drought may have favoured us because it was really only strong breezes that delayed some events. And wasn't it great to finally get a week of good October rain, to green things up and flush the creeks, but we need more.

I've started building again, in small doses and hope to ramp up a bit during the summer recess. Check out the 2019 events calendar in the back of the Digest and align your building program so you are ready for all the classes you like to fly.

In October, Albert and Craig made the flight across to Lost Hills for the Kotuku Cup and Sierra Cup, and the good news is that Albert, Craig and I are all on the Australian Team for the 2019 FF World Championships.

I truly hope some of our senior flyers who have been troubled with illness find 2019 a year that they can enjoy, although I feel our numbers of competitors will continue to drop because of age related issues.

To close, I hope you enjoy this bumper edition of the Digest over the Christmas break. Kathy and I wish you all a very Merry Christmas and a happy, healthy and safe New Year.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Thank you for the digest, wonderful to see the enthusiasm put into free flight. What a great group of people you are. You can tell from all the wonderful pictures. My favourite is Des Slattery winding open rubber on page 28! Looks like he used a whole box of rubber for that plane. Hope to meet soon again. Best regards Michael Seifert (Malta)

G'day Malcolm, Many thanks for the copy of the BFFS Digest. I've never seen it before. It's a great read! Cheers Wally Bolliger

Well you have done it again - outstanding.

Great job, many thanks. Dale & William

Wow, Malcolm, this is a huge issue. Thank you for your dedication to producing each issue.

Steve Jones (Denver, Colorado USA)

Thanks Malcolm, Very nice work and I like your new face on the magazine. Thanks again, Howard G



Big and beautiful and sooooo good. I can't remember if this is the largest digest you have produced but I feel it is the best and most professional.

The contest reports I send in are just straight text but your integration of photos and shading effects with a few cartoon characters sprinkled around make them look so much better. Laying the scores over a photo with transitional fading gives a far more interesting effect rather than a straight results box. The jokes are funny and the diversity of articles and photos make it hard to stop reading. Obviously you couldn't afford to wait till the next month with 38 pages already completed.

A club newsletter is very important for maintaining club interest. So many good times are had on the field but so much is quickly forgotten. The newsletter reminds us of these good times as well as much much more. The thing that struck me most was the happy faces.

Thank you for providing both our club members and our wider audience with such a fine publication about our club activities and Free Flight in general.

Cheerio John Lewis

STATE CHAMPIONSHIPS
Scale, HLG and CLG
Coominya 9 September 2018



Malcolm Campbell's Piper Cub J3 - on the winning flight

Photos & story by Malcolm Campbell

Week-long weather predictions proved correct with wind speed and direction, but on the day, it was even windier. There was fog at Forest Lake when I left home and this remained very heavy on most parts of the road to Coominya. Fortunately it was clear at the field when we arrived. John Lewis missed the Toowoomba road turn-off and was heading to Boonah when he realized what little he could see at the side of the road looked unfamiliar. He had to drive back to Redbank Plains to find a place to turn but still couldn't make out much roadside detail. The early fog usually heralds a calm day but that was not to be.

With an early start of 7am, the focus first turned to Scale. Sadly only Brian Taylor and Malcolm Campbell turned up with models. Malcolm's Piper Cub had been fully refurbished, with additional scale content and he'd discarded the standard Cub yellow paint scheme for a startling red and white scheme. John Lewis and Graham Maynard did a great job of the judging and Brian was the first to fly. The little Waterman Gosling circled the sky for quite a lengthy flight and he repeated it later in the morning, nearly maxing so long was his flight. Malcolm's Piper Cub flew in a very stable way although the descent was a bit steep. His second flight was an improvement and the final flight flew for nearly a minute gliding in for a good landing although the flight was too fast.

Malcolm and Kathy tested their CLGs and had decided which one to fly in time to get in one flight each in relatively calm weather. These turned out to be the best flights of the day. The wind ramped up quickly to forecast speed and direction and, by 9 am, there were patches of 9 m/s



Judges John Lewis and Graham Maynard await Brian Taylor's flight



Brian Taylor's little Waterman Gosling racer takes to the air

although 5 – 6 m/s was the norm. Quiet patches were really short so you had to be ready to launch quickly. Because of the turbulent breeze no one maxed but models were going a long way, tossed around as the gusts came through. Kathy's remaining 3 flights were in the 30 sec bracket so they weren't flash. Des Slattery alternated between a Stray Cat and the Paul Lagan designed Papanui Cat although he failed to get good scores with either model.

Malcolm never bettered his first flight but his model was going further each flight with the increasing wind. His third flight was only 45 seconds but that took him to the western end of the dam. By the time he found the model it had moved to the middle of the dam and was wedged against a semi-submerged barbed wire fence. He and John Lewis tried to retrieve it with a 9 metre pole and then a catapult firing a lead sinker with nylon line attached, with no result. Kathy suggested shaking the fence vigorously up and down and side to side. This allowed the model to jump the wire that had been restraining it and it was free to sail down-wind to the eastern bank where it was picked up, one hour after the initial dunking.

Malcolm won, only needing three flights to lead the way from Kathy who put in four scores. Des used up his full six attempts but couldn't match Kathy or Malcolm. It was a pity that Graham, John and Albert didn't fly as CLG is usually a very competitive event in our club.

Des and Brian Taylor put in the most flights in hand-launch glider while Kathy and Malcolm were retrieving Malcolm's catapult glider from the dam. Brian stayed with the one model while Des tried his Hervat and a tip launch glider once owned by Keith Murray. Des put in a few single digit scores but he also recorded the longest flight before Malcolm brought out his tip launch glider, a 30 inch Sweepette model designed by Lee Hines. The model was brand new and untested but flew well enough to pick up first place. He went on to damage the model in the rough conditions prevailing after the event.

As the events ended the wind came off a bit. It was a real pity that the little balsa gliders weren't able to perform at their best but it was great that a few came out to play and brave the elements. John Lewis suggested flying the Scale models first off in the early morning, and having static judging the day before. This would make better use of the early calm conditions and free the judges sooner for flying in the events themselves. This has merit.



So far out not even a 9 metre pole could reach it



Free at last, Malcolm's CLG drifts towards the bank

CLG RESULTS

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Best 3	Place
Malcolm Campbell	**54**	**51**	**45**	-	-	-	150	1
Kathy Burford	**47**	31	**34**	**39**	-	-	120	2
Des Slattery	18	**27**	**34**	5	**26**	21	87	3

HLG/TLG RESULTS

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Best 3	Place
Malcolm Campbell	**26**	**27**	**36**	21	7	16	89	1
Des Slattery	9	2	9	**32**	**10**	**16**	58	2
Brian Taylor	**10**	**15**	**26**	8	-	-	51	3

SCALE RESULTS

Name	Model	Total Score	Place
Malcolm Campbell	Piper Cub J3	83	1
Brian Taylor	Waterman Gosling	80	2



W/Champs Team Selection Trial

Report and photos by Malcolm Campbell

On Friday, we all agreed to run all three classes on Saturday. We started at 8 am decided to run with 1.5 hour rounds and kept to that duration for the first 3 rounds, stopping for lunch and restarting the final rounds at 1.30 pm. These were 1 hour rounds.

Roy Summersby and I elected not to fly as our places on the team were assured no matter what happened at Dalby or next month at Lost Hills.

There were positions up for grabs in all 3 classes. Wind speed for R1 was typically 6 - 8 m/sec with 9+ gusts and short quieter periods. It stayed that way for the first 3 rounds. I even saw a few gusts crest 12 m/sec with one reaching 12.8 m/sec. Everyone made motorised retrievals where possible and they really benefited from this as models were travelling over 2 km. We were so lucky the wind blew in roughly the same direction for the whole day.

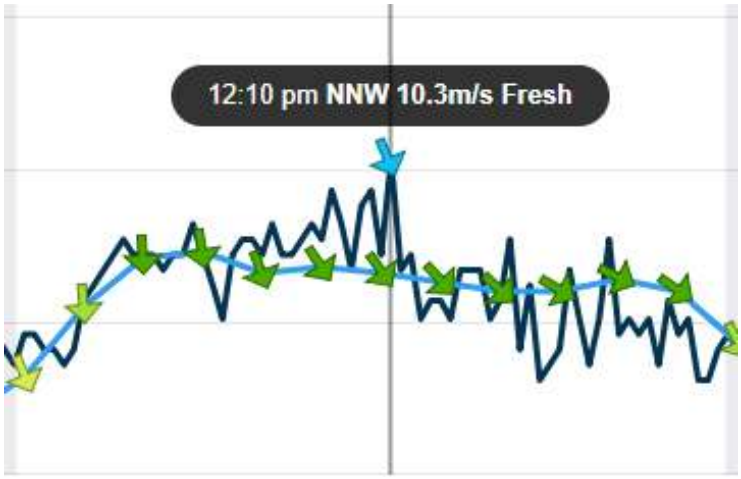
Gary Pope had damaged 2 models earlier and elected not to fly **F1C** while Shannon Tolmie flew the first round but failed to make the 4 mins by over a minute and withdrew. Gary is going to Lost Hills next month so he still has the chance to capture 3rd spot on the team from Shannon.

In **F1A**, Matt Hannaford was Albert's threat and he turned up with three models, including a 3 servo 6 panel L'il AL from Vasily - it was Vasy's own model and it looked very good in the air on Friday. On Saturday Matt broke two models, his best two, in the strong winds. Both need new booms plus stab and fin repairs. Albert put up some good flights including a 4 min R1 score but suffered stab damage in two of the early rounds. The repairs finally let go in his R4 launch when the stab exploded into many pieces. The model flew inverted without a tail and landed safely after about 30 seconds. So the comp counted for naught, for both of them, but it means Albert is on the team.

F1B was great to watch as three people could still gain 3rd place on the team. Vin had a bad start with three low scores but maxed the final two rounds in great style. Gary Goodwin gained the 3rd place on the team, by scoring 915 secs on Saturday. He flew a marvellously forgiving model that got him out of trouble on a couple of occasions on Saturday, as it did during the Queensland State Champs. After losing a model on Friday Bruce Hao went on to break a wing and retired after R4. I timed for Richard Blackam who flew magnificently, never putting a foot wrong and was the only one to max out on the day. One flight DT'ed at 400 metres and recorded 140 metres at prop fold – some neat thermal! Richard's score moved him to the top of the table, ahead of Craig Hemsworth.

It would have been fun to fly and I was tempted, because I have flown in windier conditions. It was probably sensible not to.

The decision to run all events on Saturday proved very wise because Sunday was even windier, predicted to be 50% windier but perhaps not quite that bad on the day.



And Sunday was worse!

Socially, it was a great decision as we caught up with our visitors for drinks and then had a great time at the hotel where we had 12 enjoying a rowdy 2 hour dinner. The comp ran well and they all had good words for the field, DMAC and the organisation of the weekend.

Malcolm Campbell


Vin Morgan launches in F1B

TEAM SELECTION TRIAL - Dalby 15 September 2018

F1A

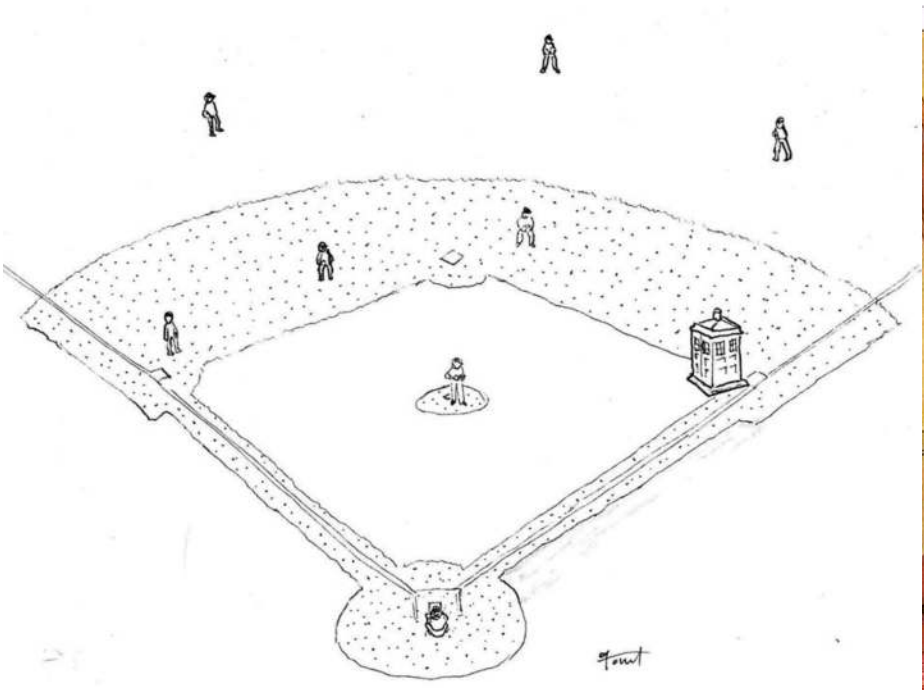
Name	R1	R2	R3	R4	R5	Total
Albert Fathers	240	139	180	0	DNF	559
Matt Hannaford	151	94	0	DNF	DNF	245
Malcolm Campbell	DNF					DNF

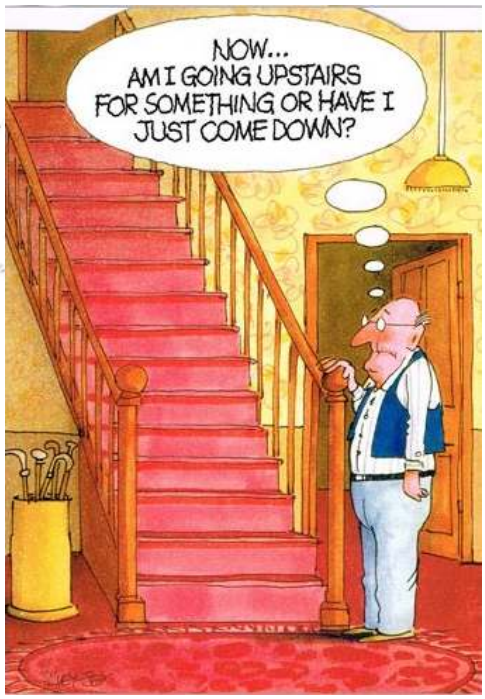
F1B

Name	R1	R2	R3	R4	R5	Total
Richard Blackam	240	180	180	180	180	960
Gary Goodwin	195	180	180	180	180	915
Vin Morgan	162	121	86	180	180	729
Bruce Hao	154	180	150	180	DNF	664
Graham Maynard	DNF					DNF
Ron Munden	DNF					DNF

F1C

Name	R1	R2	R3	R4	R5	Total
Shannon Tolmie	177	DNF				177
Gary Pope	DNF					DNF


Who's on first base?



COL'S VINTAGE RALLY

23rd September 2018 Coominya



John Lewis launches Albert Father's delightful looking Korda Open Glider winner of 1941



It was good to see William Jones back on the field



Graham Maynard winds his mischievous Senator

Report by John Lewis Photos by Malcolm Campbell and John Lewis

What a difference a week makes - the previous weekend we held the Australian Team trials at Dalby that suffered from strong winds. A week later we had light and variable winds and could make 3 minute flights from the centre of our smaller field at Coominya and land inside the fence line. We had nine vehicles on the field and except for John Taylor discovering he had a flat battery on the morning we would have had ten.

There was a good range of beautiful aircraft from yesteryear but it seemed half of them belonged to Des who emptied his van with nine models ready to fly! I was most impressed with Albert's vintage sailplane although there were many interesting models in all shapes and sizes. Must admit I was looking forward to seeing Des' Playboy fly. With his McCoy 29 growling away, he was about to launch and then his DT line broke which was a bit of an anti-climax but fortunately it happened before he let the beast into the air.

The lake has almost dried up but, with the light winds, the top paddock was more than adequate. There appeared to be some confusion as to the day's format with some scores recorded while others were content to fly for fun. The day is generally regarded as a Vintage rally so we need to clarify how we allocate points for the perpetual shield and award points if any for the club champion tally. Dale suggested one point for participation which seems a good idea to encourage flying.

Malcolm was busy towing a pair of vintage gliders but tripped on a dried cow pat and the heavy fall resulted in broken glasses as well as cuts, bruising and a black eye. With Malcolm retiring and others showing little interest in the scores most where happy to fly or watch other models overhead.

Des flew models in each of the FF classes as well as his Black Magic RC (rudder only) where as John and Ron flew only the one class of model for points. It was good to see William and Dale enjoying the day and the flying.

The meeting was a well-attended and the nice spring day really made it a great opportunity to fly for fun with our mates.



We had a good roll up on the day, although there seemed to be more cow pats than grass!

Col's Vintage Rally pictorial



John's Seraph liked the 100 metre tow line



Des Slattery won the "award" for most planes, and he got to fly most of the nine that he assembled - a true optimist!



Ron describes his approach to trimming with William. Notice the two elementary trimming devices on the RH wing tip. William just kept eating his chips!



Brian Taylor heaves Des Slattery's big Black Magic into the air (Rudder only RC)



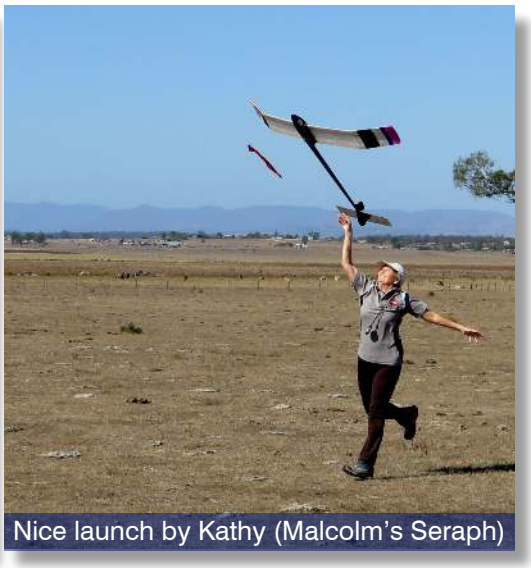
The Webra on Graham's Eliminator decided to play up



Big and powerful - the way Des likes it



Des and one of his Stompers



Nice launch by Kathy (Malcolm's Seraph)



Albert's cheerful & chubby glider

Name	Category	Flight 1	Flight 2	Flight 3	Total
Des Slattery	Power	108			108
	Rubber	136			136
	HL Glider	20	15	10	45X3 =135
John Lewis	Tow Line Glider	102	69	180	351
Ron Munden	Rubber	20	35	40	95

LSQ/100 and "NO FRILLS WAKE"

AT COOMINYA 14th October 2018

Suitable for those who love adventure FOR AGES 6 – 12



Brian Taylor launches and the chase begins

Photos and story by John Lewis, reworked for amusement by Malcolm Campbell

High adventure is an added bonus for the active BFFS member. It seems that each time we go to the Coominya field something unexpected awaits us. Steady rain all week made sleeping in on Sunday almost a given but the slightest glimmer of a flyable day stirs the stalwarts. This day was for the true stick and tissue builders, so that put Uncle Dessy on the top of the list for enthusiasm. Our electronic whizz Brian also likes balsa models and had his models ready and trimmed; Brian is very thorough and likes to get the most out of his rubber. Pomme Ronnie is another who loves the old models and he was also keen to let a few go. Ex-medico and ex-army man Graham was also ready to fly. Uncle Dessy had packed all his stuff by mid-week and was just waiting to get the word. One word Dessy didn't get was "It's not on". For Dessy it is <u>always</u> "On", unless the roads are blocked.

President Johnny made himself available to unlock the gate and even had a No Thrills Wake to fly. His LSq/100 model (Fat Boy) was never found from last year's event and, as it was so high when last seen, he felt it may still be flying, maybe in New South Wales. Johnny had a carbon Wake for No Thrills, and it looked so modern next to his opposition, but it was devoid of gadgets. The rules forbid any black art wizardry. Now the older flyers know that <u>anything</u> goes up in a good thermal and Dessy and Ronnie had spent many years refining their ability to launch at the right time. Of course Brian never goes until he feels the flap lifting on his sun hat. Brian is a perfectionist when it comes to timing the launch. Young Albert would have given them a run for their money, in both events, but he was holed up at the Gold Coast, waiting for the rain to stop. It didn't.

Now the weather reports leading up to the day looked dreadful with a 90% chance of rain and 6m/s winds predicted. Fortunately things started to improve for the day and, driving up to the field, there were only a few light showers. So four hardy souls greeted President Johnny at 7am to see what could be flown. There was a breeze of around 3 m/sec blowing towards the road so they set up on the lower fence line. They all knew Uncle Dessy was wise and he casually remarked that the max should be 2 mins. Johnny saw a competitive

advantage here and quickly agreed. But two minutes would be "over the road" and that's where the "Black Forest" was. Dessy hadn't forgotten that, and Young Albert would be pleased he wasn't competing, because he had a morbid dread of that paddock. So how did they all go in this low key competition? If you're still with me, read on.

John's first flight, down at 2m 45s, was over the road in the neighbouring paddock. The wind direction then changed a little with models drifting more towards Kay's place with "Graham's Tree" (so named as Graham has landed in it on a few occasions) in the downwind flight path. Today was no different and Graham's first test flight once again found a spot high in the branches of his favourite tree. As well as being our club's top army man and ex-medico, Graham is the ultimate greenie. He's seen more trees than the rest of the club put together and his monumental recoveries usually involve everyone on the field. Graham brings an air of expected excitement whenever he steps onto the field. Today certainly was no different.


Graham's Tree

John had made all his No Thrills flights early and felt confident he could retrieve Graham's model with his Model Recovery Pack without much difficulty. Ron Munden had made a couple of LSq/100 flights and came along to assist. Meanwhile more drama was about to befall Brian and Dessy.

Whizz Kid Brian set his No Thrills Wakefield timer slightly less than the max and tried to avoid lift but, on his third flight, he launched in a lull that was brimful of lift. Uncle Dessy was timing and he sure became excited when two minutes passed, then three and four. He finally stopped the watch at about eight minutes. Perplexed, Brian continued to watch for a while but decided to go and fetch his trusty tracker to get a fix on it while it was still in the air. Now Brian absolutely loves a chase, particularly one that involves his own electronic gadgets. Like Uncle Dessy Brian loves gadgets but he is also very clever with volts and things and makes all his own electronic bits. We often see him at the field with no models, just circuit boards and meters and chargers, and big poles. He just sets things up and walks around quietly by himself developing his next fantastic gadget. But that's another story.

Luckily the lift his model was in was not strong, just enough to maintain height, and eventually it started to lose height. Brimming with excitement, Brian piled into his car to give chase. Good news. By the time he got to the gate the signal had faded. The Eagle had landed, well actually it was his model – but it had been soaring like an eagle. Driving along Banool Rd, Brian stopped where the road made a sharp bend. He could just hear a faint signal but it was in the direction of some scrub, way to the left of The Black Forest. Brian isn't the bushman and thought it safer not to venture in by himself, so he headed back to the field to take up Uncle Dessy's enthusiastic offer of assistance. Dessy loved the bush.

Returning to the spot where he heard a signal they headed off in the general direction. After so much rain, the way was quite muddy and slippery in patches but thankfully it was not raining. Dessy absolutely loves the excitement of a retrieve and the mud made it all so much better. In one property he called out to see if anyone was home but no answer; so they continued on. Dessy is a stickler for retrieval protocol and respects other people's property. They eventually came to a lightly wooded area where the signal seemed to be all around, even with the gain turned right down. Electronic whizz Brian finally came to the conclusion that the strongest signal was on the other side of yet another barbed wire fence. Uncle Dessy clambered through the fence with gusto, losing a bit of bark along the way, and then yelled excitedly that he had found the model, about


Only a flesh wound

8 to 10 metres up a tree. The tailplane was wedged in a fork of the tree.

They didn't fancy a trek back to the car so Dessy suggested walking down to a nearby house to advise the owner of their activities. Before leaving Dessy left his trademark on the tree. Just like in the Little Beacon adventure, he carved an "X" on the tree with his pocket knife. No, not the knife he used to label the tree that claimed Young Albert's model but with a new pocket knife – a special Secret Agent's one all the way from the United States. Uncle Dessy still collects new gadgets. Luckily the owner was out and about in his yard and weren't they surprised when he told them he was a tree arborist. The woodcutter said it shouldn't be a problem getting it out of the tree, because he'd simply cut it down with a chain saw! The model was soon on the ground with just a bit of damage that would be easily fixed. The woodcutter was so helpful; he even gave them a lift back to their car. Being such a whizz, Brian was perplexed when the DT timer worked perfectly back at the field. Brian doesn't like problems he can't solve.

So what about Doc Maynard? After many attempts to fire a nylon line then a rope over the appropriate



Gaham's model played hard to get

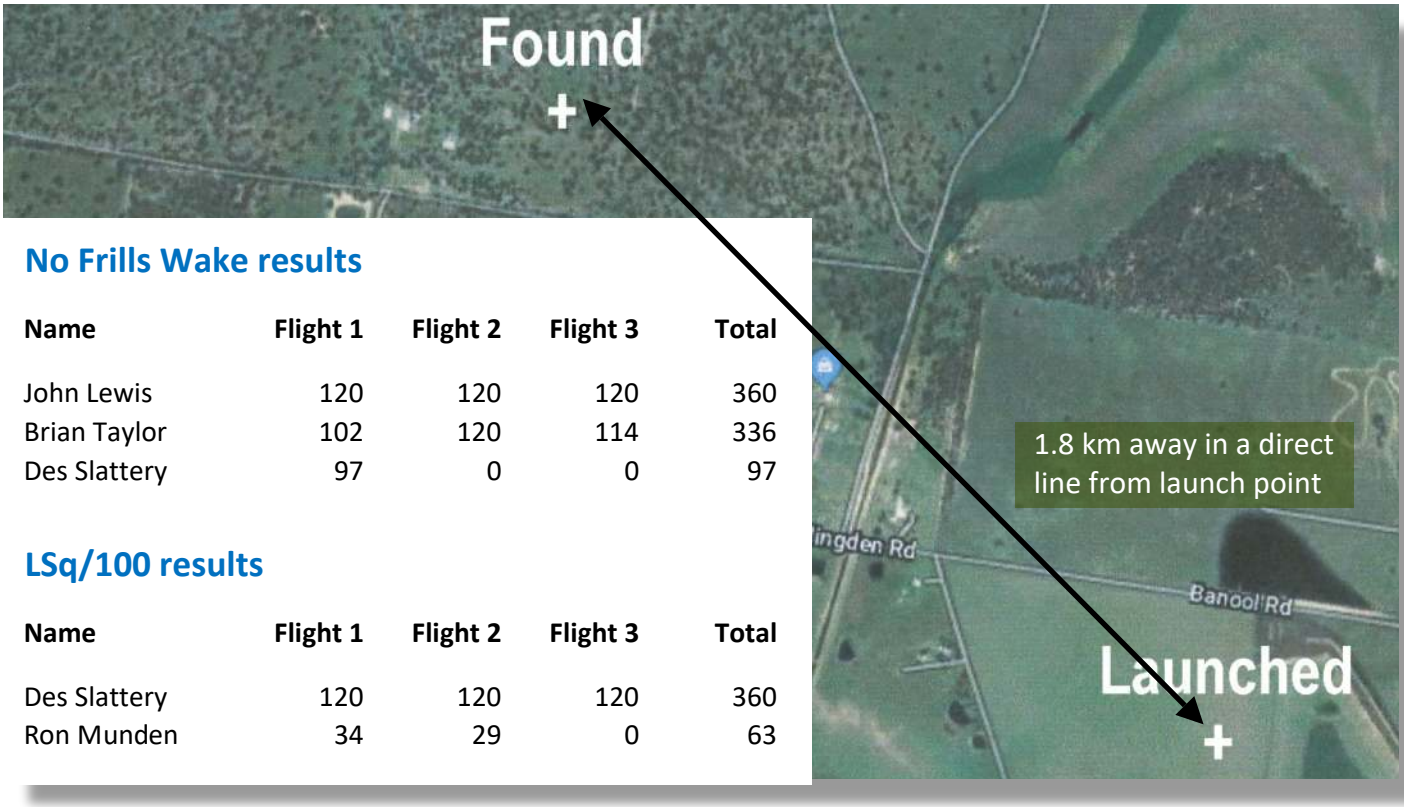


Des makes his final flight

branch, Graham, Ron and John had succeeded in getting Graham's tailplane down and had caused the model to drop to a lower fork in the tree. It was now more firmly lodged. and Graham, being an expert marksman had fired a neat shot straight through the LE with John's powerful catapult. Finally with a strong rope over one of the branches, President Johnny attached the rope to his car and proceeded to remove the branch holding the model. Unfortunately the branch broke off just past the model but it had cleared the space needed for a 12 metre long pole to release the model. Of course it got stuck again a couple of metres lower but it was on its way down and was soon on the ground. So this all took about 3 hours work, but the intrepid bunch had retrieved both models with minimal damage, although both trees had suffered a few flesh wounds.

Now around mid-day, the wind speed had increased and with a few light showers the enthusiasm to fly was dwindling. Uncle Dessy, as we come to expect, wasn't finished and, although bleeding from the misadventure with the barbed wire fence, made another No Thrills flight.

Then they all agreed they'd had enough fun for the day and packed up. It was one of those days where you could have lots of fun without actually flying a lot. And that's aeromodelling.



No Frills Wake results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	120	120	120	360
Brian Taylor	102	120	114	336
Des Slattery	97	0	0	97

LSq/100 results

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	120	120	120	360
Ron Munden	34	29	0	63

THREE CLUB EVENTS ON ONE DAY

COOMINYA 21 October 2018



Kathy's cute little model


Kathy launches her P20


The gang set up. *Photo by Drone Boy*

Report by Malcolm Campbell. Photos by Malcolm Campbell and John Lewis

With Sunday having a 95% chance of 30 – 50 mm of rain I optimistically loaded the car on Saturday night, only to see the forecast move to 100% chance at 5 am Sunday. We drove to the field, fingers crossed.

Kathy and I got there early as we had two untrimmed P20s to sort out. John, Des and Graham arrived soon after with Des and John planning to fly all three events. Albert Fathers and Craig Hemsworth arrived later, with F1As and F1Bs to sort out.

John Lewis was first away in **P20**, the obvious class to fly when things were calm. Launching from the centre of the field, he recorded a good super-max flight with Kathy Burford going soon after, recording a massive time. Her model looked great and its gentle descent after the max put her clearly on the top of the leader-board (92 seconds in the bank in case of a fly-off). My model misbehaved badly in tests and it was some time before I recorded a flight, and that barely exceeded the max. Des Slattery's trimmed model went up well and glided into third spot for the first flight.

As the wind started to establish, most moved down to the eastern end of the field where Kathy and I completed our remaining P20 flights, with John and Des finishing theirs from the middle of the field. John was the only one not to max out, dropping his second flight rather badly when he decided to use the same motor for his second flight. This dropped him out of the places.

100 g Coupe had three entries, with Des flying a Garrie Coupe against two modern day carbon coupes, and he surprised everyone, even himself! Des, the design and Des's model are really quite old and it didn't help things when he used old motors and probably some with broken strands but on the day his model glided beautifully maxing from ridiculously low altitude. He even put in the best first flight score (12 secs off the 3 minute target) – I timed it and it looked like it would be all over in 30 seconds, before it got a bump and away it went. John also recorded two maxes with his Tumbleweed 6 but his first flight, after climbing well, encountered sink to be down in 90 secs. Graham Maynard exceeded the first flight max like Des but then went off the boil, his model threatening to spin in, robbing him of altitude in his last 2 flights. This left Des the clear winner.

E36 had 6 entries, withy Des entering twice. Brian Taylor also had a new OD E36 (see photo in

100 g COUPE


Des launching his Garrie Coupe


Graham taming his coupe


The winning coupe - unbelievable


Des launches his Lime E


And later his Pearl 202


John's first flight (OD E36)



Malcolm's Joulebox soars with the eagles


Graham launches his Pearl 202


Kathy launches her Apache II

Construction Corner). Brian was there just to test it, not compete. Des's first entry, his Cobra powered Lime E, dropped the second flight but looked very good in its other flights. So Des reached for his trusty 1806N powered Pearl 202 to put up 3 easy maxes, his final flight landing 3 paddocks away. John's own designed 1806 N powered model went up well but a poor transition let him down on his last flight. My Cobra powered Joulebox consistently got the best height in all three flights but flew out of the lift in its last flight to sub-max. Its second flight, with a flock of hawks that pecked at the stab, was a joy to watch.

Kathy was a stand-out with her 1806N powered Apache. Launched vertically ala F1C the model climbed straight for 5 secs before dropping a wing into a single left hand spiral and good transition. She maxed out. Graham's 1806N Pearl 202 was flying the best that I had seen it with a good spiral climb and glide and he too had a full house.

So Des, Kathy and Graham were to compete in the first E36 5 second fly-off at Coominya, and all were 1806N powered! Does that say something? The fly-off was delayed by Des's lengthy retrieval. A ten minute window was decided upon and the weather looked ominous. The breeze was up around 5 or 6 m/sec, thunder sounded close, black clouds were rolling in and the temperature plummeted, by 9 degrees C. There were no positive indicators to encourage a launch. Des went in the first minute and was buffeted down for 26 secs. Kathy waited until the last 30 seconds, hoping for a lull that never came. She launched, her vertical launch with her back to the wind, and the model was pushed down wind but the climb was good. However, the Apache transitioned badly into the wind, losing half its height before stabilising into the glide – down in 44 seconds!

Graham launched in the last 15 seconds, his spiral climb being the best for the conditions, and his glide settled higher than the others but he too was being punished by the wind. His model was over the road when it landed at 76 seconds – and he was the wet winner - it was in the dam. Luckily by the time he got to it the wind had driven it to the bank and the model was upside down supported by its wing tips – the electrics were dry!

So it turned out to be a great day – a 3 way fly-off is always fun. We said our goodbyes from where Graham was retrieving his model. Lightning and thunder suggested we should get moving soon and we did, with heavy squalls and showers arriving 20 minutes later. Those competing on the day shared the same view that E36 is a great class for so many reasons and hopefully the rules won't change due to technological advances. It was great to see an all 1806N fly-off but I still believe Cobras do it higher.

P20 Results:

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	60 + 92	60	60	180 + 92
Des Slattery	60 + 24	60	60	180 + 24
Malcolm Campbell	60 + 6	60	60	180 + 6
John Lewis	60 + 33	44	60	164

100gm Coupe Results:

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	168	65	120	353
John Lewis	91	120	120	331
Graham Maynard	140	91	70	281

E36 Results:

Name	Flight 1	Flight 2	Flight 3	Fly off	Total
Graham Maynard	120	120	120	74	434
Kathy Burford	120	120	120	44	404
Des Slattery	120	120	120	26	386
Malcolm Campbell	120	120	100		340
John Lewis	120	120	84		324
Des Slattery	120	75	120		315


Brian's new OD E36


Graham didn't fly his Elmann 3 E36


Albert and Craig tested all morning





Three BFFS members on the Australian Team for the 2019 Free Flight World Championships

F1A

Phil Mitchell
Malcolm Campbell ←
Albert Fathers ←

F1B

Richard Blackam
Craig Hemsworth ←
Gary Goodwin

F1C

Roy Summersby
Shayne McDonald
Gary Pope

Team Manager TBA

FAI

QDP and BFFS MINI POWER

Coominya 28 October 2018



Des launches his Limey with red hot Cox 049



John's Purple Haze flew well

Report by John Lewis. Photos by Malcolm Campbell and John Lewis

It was another great October day with light winds in the morning and overcast skies. However the temperature by lunch time indicated summer wasn't far away as the sun broke through. The contest got under way at 8pm due to local laws prohibiting the starting of engines prior to 8am on Sundays. With virtually no wind for the first hour, models were landing a few metres from the launching area.

Des was first into the air with a magnificent flight of over 3 minutes with his QDP model. I think Des still had a big smile on his face by the end of the day's flying after that flight. John had some new fuel custom made for his PAW which worked a treat with motor starts more like a Mills .75. John was happy with his first flight which, although sub maxing indicated the trim of the model was right. Des had a very poor second flight but made up for it by maxing comfortably on his last flight. John also improved nearly maxing on his second flight and finishing with a max.



Peter's OD with Cox 049

Malcolm was involved with timing and taking photos and after an impressive test flight gained good height on his first official flight only to have the model stall down. Malcolm's second flight was a repeat of the first but compounded with the disappointment of a broken prop. Ron came to the rescue with what appeared to be a heavier prop that helped to cure Malcolm's stall on his 3rd flight. With the model appearing now to be trimmed Malcolm entered again to end up in 3rd spot. Graham had an impressive looking model with a custom modified Cox Tee Dee diesel however it appeared to require some more trimming as it banked hard after launch gaining little height. Graham then resorted to his standard Dixielander model to make a reasonable flight that managed to narrowly miss his nemesis tree. Ron had some fuel stored in a wine bottle that may have still contained some red wine. Although test runs indicated the motor was shutting down correctly his official flights often over ran (3 x 25 secs!). Perhaps the motor didn't want to stop with the taste of the wine in the fuel?

Although Ron intended to fly the BFFS Mini Power event I think the morning's frustration with his QDP model and one very long retrieve wore him out. It's always disappointing when you over run and max but even more so when your model crosses the road and lands in a dam. With little or no wind Ron's model remained in the middle and as a result Ron stripped off and did a skinny dip retrieve - a great photographic opportunity went begging!

Des, Peter and John contested the BFFS Mini Power event, all using Cox Tee Dee motors. Malcolm thought Des's motor should be swabbed, because it was running 5k over the redline (just the way Dessy likes it to).

So Des was his hyperactive self, being first airborne again in this event for an effortless max. Peter was getting good height but not such good air to make two sub max flights before maxing to finish. Both John and Des did the opposite with both on two maxes a piece dropped their last flights. The three scores were separated by a little more than


Nice Dixielander launch by John Lewis


Ron seems surprised with his launch (and 25 sec motor run)

twenty-seconds with Des first, John second and Peter close behind in 3rd spot.

With such a good day, Peter and Brian used the conditions to perfect the trim on their E36 models while Graham impressed with his catapult glider. It certainly was a great day to finish up our club flying for 2018.


Malcolm spent the day trimming his Dixielander


Guess who?


Top fuel - good for 25 seconds!

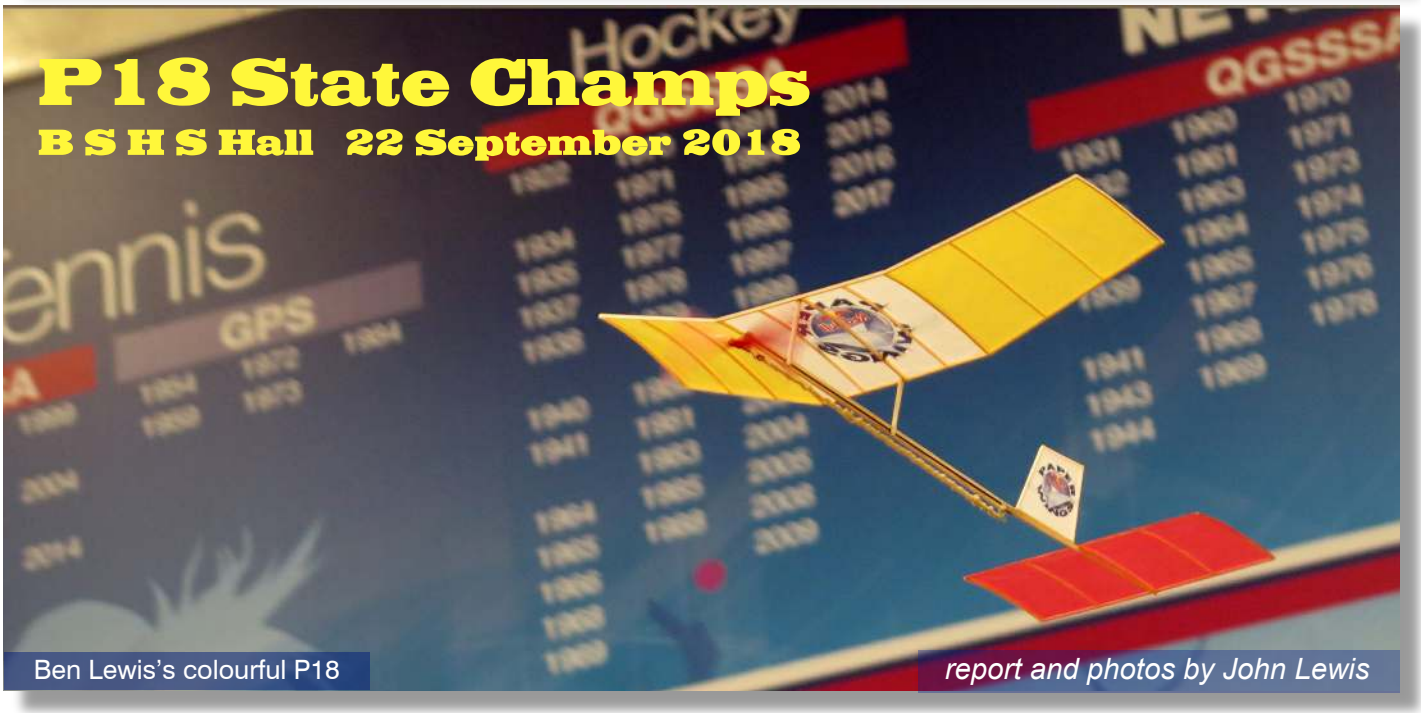
QDP results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	85	107	120	322
Des Slattery	120	49	120	289
Malcolm Campbell	92	58	112	262
Malcolm Campbell	50	49	85	184
Graham Maynard	65	-	-	65
Ron Munden	Over-run x 2	25	Over-run x 2	25

BFFS Mini Power results

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	120	120	89	329
John Lewis	120	120	69	309
Peter Nash	90	92	120	302

INDOOR 2018



Ben Lewis's colourful P18

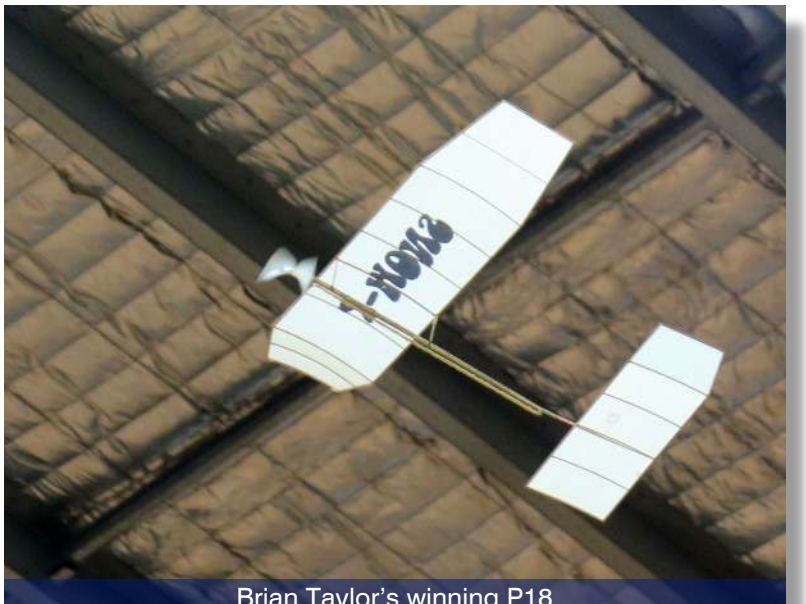
report and photos by John Lewis

This was our last Indoor day for 2018 and attracted 6 entries in the popular P18 event.

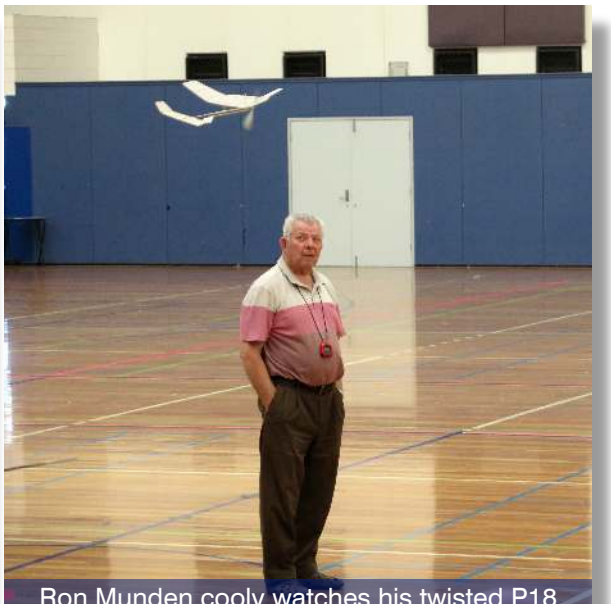
It has been a good year for our local Indoor competitions with no problems with tables and chairs covering the floor as has happened occasionally in previous years, and there were no problems with the parking or entry to the carpark. The rent for the hall increased this year and we were so fortunate that the MAAQ provided the funding so we could continue our indoor competitions.

As usual Brian had the score sheets prepared in advance and soon after 3 pm models were in the air. It became apparent there was some air movement with models drifting into the back wall. Launching under the net in the centre of the hall was a way of increasing the potential risk of drifting towards the wall but there was the risk the model may collide with the net before drifting away as happened to John and others. Nevertheless it was the same for everyone but it meant times were somewhat lower this year.

Both Ben and John had new wings on their older models and Larry had made significant changes requiring some initial trimming. Larry set the early pace with a flight of just under 3 minutes and looked in a commanding position. Ron's model flew very well and slow but with seriously twisted wings it looked like it would be struggling to fly at all. Ben had the nicest looking models but was unable to record good times due the hang ups or hitting the wall. Daughter Annika was able to do better but



Brian Taylor's winning P18



Ron Munden cooly watches his twisted P18

not good enough to threaten the older fliers.

After four flights John gave up on his new wing model and resorted to his older rounded tip model but found obstacles to cut his potential times. As is usually the case Brian hangs back and then puts up a couple of impressive times to take the lead. This year he did it again being the only one to score over 3 minutes on his third and fourth flights. It was nice to have a couple of spectators and John Taylor there to help out with the timing and take some photos. John had a small Tello drone which shows great potential in terms of overhead photos.

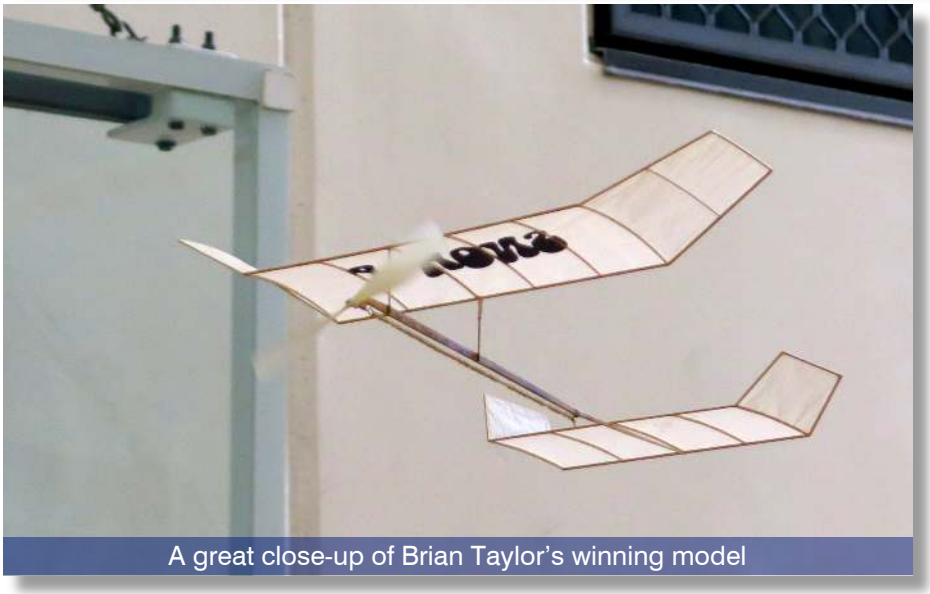
Regardless of the placings the Indoor events are a very enjoyable form of flying and hopefully a few more will join our happy little group in 2019.



Superb shot of Annika Lewis, launching like the Big Boys



Another of Ben Lewis's beautifully finished models



A great close-up of Brian Taylor's winning model



Brian Taylor's underhand launch



John Lewis's backup model



Another of Ben Lewis's sign-written models



First drone photo of Indoor - by John Taylor

Name	Flight 1	Flight 1	Flight 1	Flight 1	Flight 1	Flight 1	Best 2
Brian Taylor	2.26	2.39	**3.00**	**3.06**	-	-	6.06
Larry Brownlow	**2.52**	1.38	**2.35**	1,18	2.07	2.26	5.27
John Lewis	1.20	1.51	**2.23**	1.41	**2.00**	0.58	4.23
Ron Munden	1.32	0.51	**1.56**	1.23	**1.50**	1.45	3.46
Annika Lewis	**1.42**	0.25	**1.56**	1.07	1.41	1.30	3.38
Ben Lewis	0.58	1.08	1.09	0.39	**1.36**	**1.42**	3.18


A happy bunch of winners and competitors

BFFS Spy



Guess who dressed himself this morning?



Hi-tech trimming aids



I thought this was even better!



Col Somers and Des Slattery, 69 years ago!

Have a closer look. This is Coominya in Mar 2008. The lagoon is behind the corn!





Graham is always well set up at the field. I hope someone buys Peter a seat for Christmas!





DRONE BOY



Looking good
for flying 3 minutes.
The lagoon is drying

LOCKYER WATERS BY AIR

PHOTOS BY DRONE BOY



Our flying field from above the 7 Mile Lagoon. Our flight line is circled.



Looking towards Banool Road from above our flight line, some standing water.



The 7 Mile Lagoon isn't as dry as it was a few weeks ago.



Drone Boy sees all

CONSTRUCTION CORNER

Club E36s



John Lewis PEARL 202



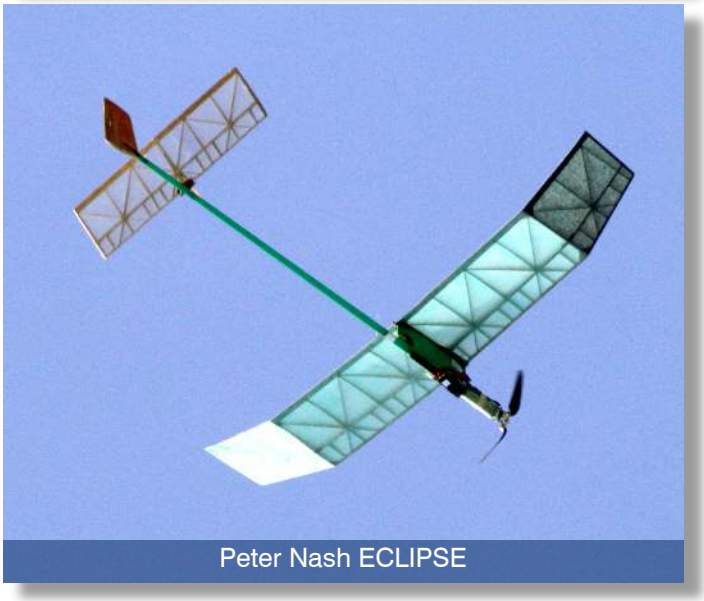
Ben Lewis NU SKOOL



Des Slattery LIME E



Graham Maynard ELMANN 3



Peter Nash ECLIPSE



Ron Munden and John Taylor, both have SPARKS



Larry Brownlow WATT'S UP



Kathy Burford APACHE II



Malcolm Campbell JOULEBOX II/III


Brian Taylor THING E

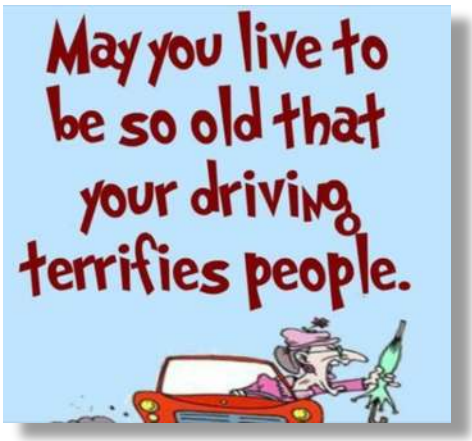
PLENTY TO LOOK AT IN E36

How about that? Eleven BFFS models ready to compete in E36, and ten different designs! Eight have already competed so, with several nearing completion, next year should see some serious competition in this fast-growing class.

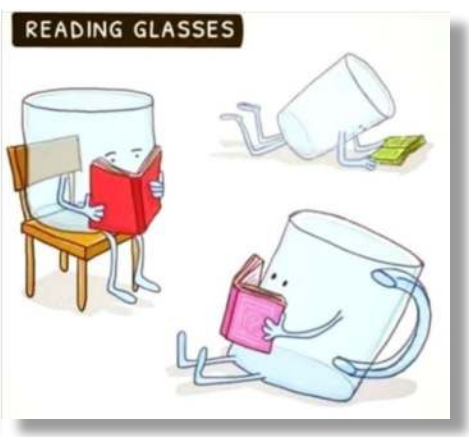
NOTICE TO ALL AEROMODELLERS

MAAA 71st National Model Aircraft Championships will be held at West Wyalong from the 24th April to 1st May 2019

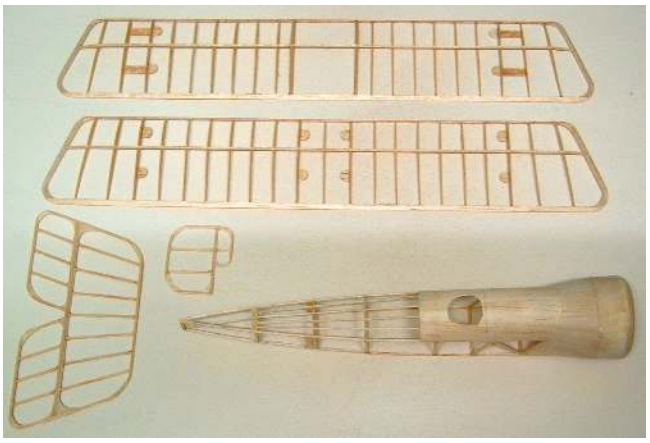

Nice little sporty model from Howard, in the day

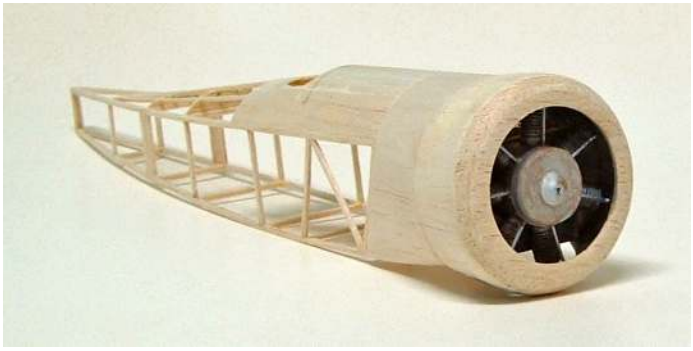






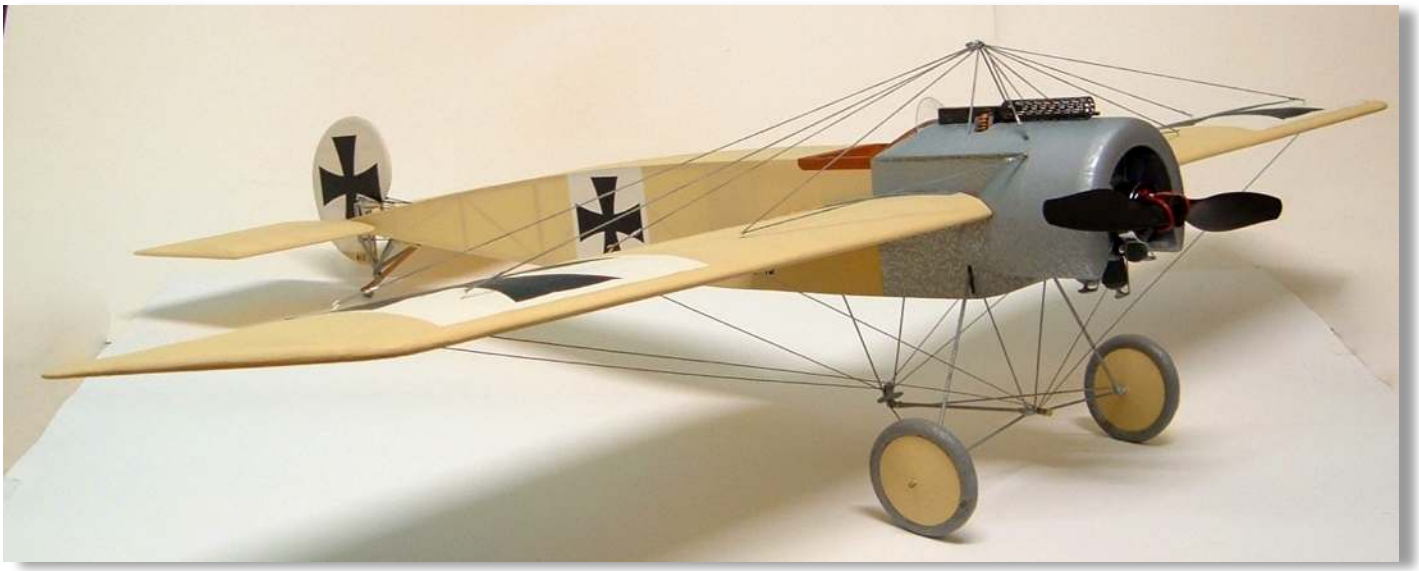
BFFS scale expert Brian Taylor readies some new models for next year

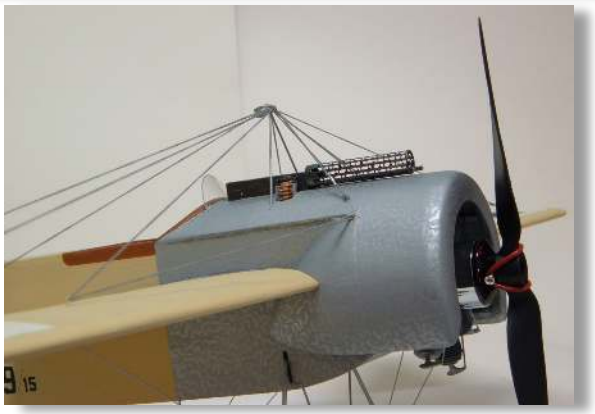




Brian's Bristol Scout D for Peanut class is coming along nicely.

Brian's beautiful Fokker Eindecker for outdoor scale is bound to impress the judges.







SPECIFICATIONS

Motor	AP19 Brushless outrunner	Wing loading	7.34ozs/sq.ft.
ESC	Hobbyking 10A	Covering	Tissue on mylar
Battery	Nano-Tech 7.4v 300mah 35-70C	Colour	Airbrushed and brushed Humbrol enamel
Weight	227.7 (8.03ozs)		
Wingspan	782mm (30.78")	Markings	Printed decals
Chord	130mm (5.11")	Spandau MG 08	Etched brass and Styrene plastic

At the moment Brian has 3 channel RC installed for trimming the Fokker, but a multifunction timer will eventually be used. I am really looking forward to seeing these two beautiful models take to the air.

A face-lift after 19 years

My Piper Cub J3 was built in 1999 and is powered by a trusty Mills 0.75. For years, I've been promising myself that I would refurbish it. In recent scale comps, I've apologised to judges for its condition, suggesting the insurance claim for hail damage had been held up, or simply that the owner had run out of money and couldn't keep up the maintenance.

Brian Taylor encouraged me to transform my yellow Cub into a splendid red and white German Cub and he supplied the photo that got me started. Of course the plane put on weight as I added scale detail but hey, it's a Cub, they all fly well. And mine still does. Thanks Brian!



19 years of yellow



Paper off Ikarex on



Masking seem to go on forever



Starting to see the benefit of the refurb



Painted prop looks good - but I should have mowed the lawn!



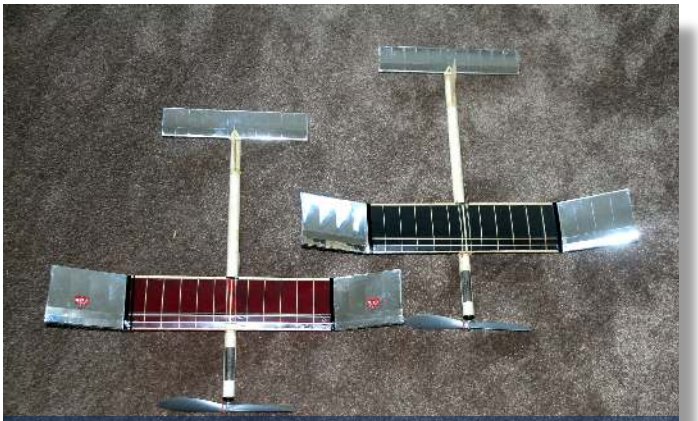
And here's its grown up relative - a reasonable likeness I think. Certainly worth the effort.

MALCOLM BUILT TWO P20s, at last

By the time you read this I hope I haven't lost them, as they each weigh under 26 g!
They're Stan Buddenbohm's AirSharkey design. I've only had the kits for 3 years!



No place for fumble fingers, but reasonably easy to build



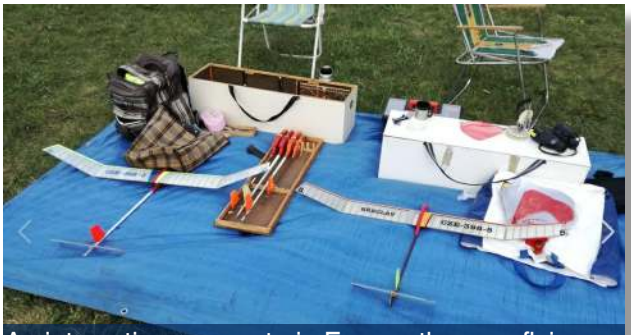
26 g of fun, one for Kathy, one for me. They fly well.











An interesting concept - in Europe they are flying an A3 class. It would sit nicely next to our P20s?

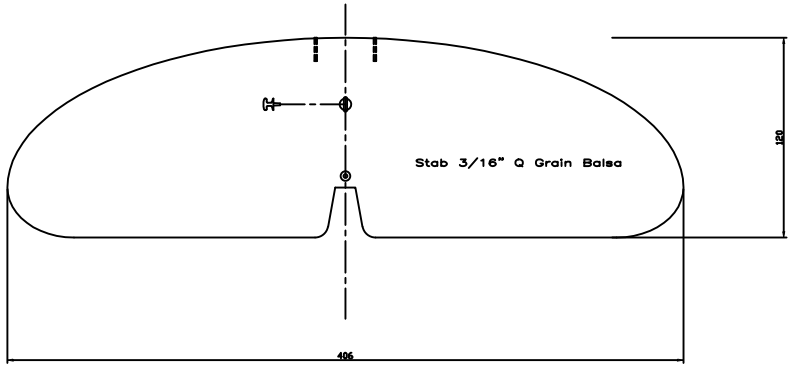


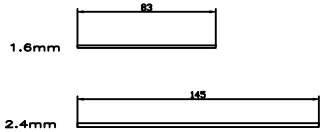
Malcolm and John with Scooters, the plan is on the next page

SCOOTER

(AUSSIE SCRAMBLE MODEL)

BY JOHN LEWIS





TRIM LEFT LEFT PATTERN

WARPS CENTRES FLAT TIPS 3mm WASHOUT

POWER - IRVINE MILLS .75

TIMER KSB

FUSELAGE 9.25mm ARROW BLANK & BALSA/PLY

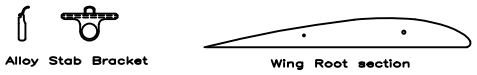
WING & STAB BALSA , SOLARFILM COVERING

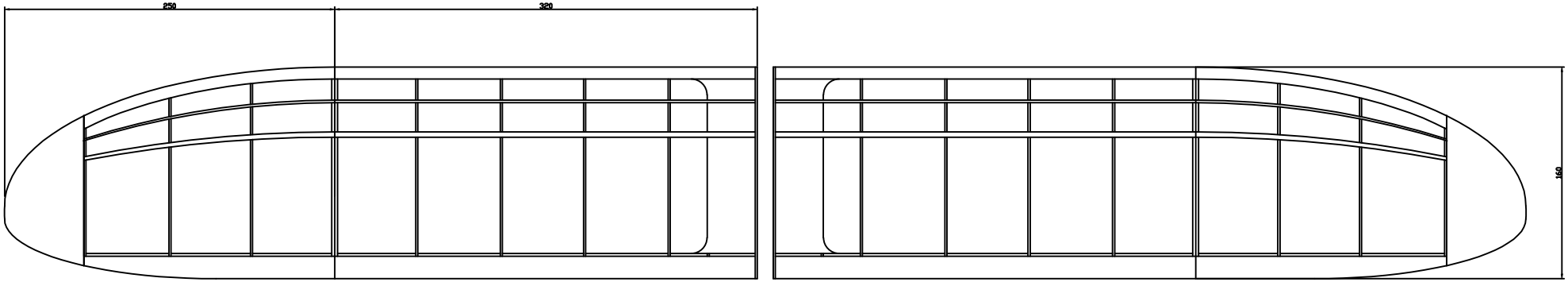
THRUST LINE 3 DEGREES DOWN

WING SECTION FLAT BOTTOM CLARK Y

CG 50%

PROP ROYAL PRODUCTS 7X4.5





Malcolm in the Middle –

based on a True Story

Suitable for those who love adventure for ages 6 – 12



Contemplating the possibilities

Coominya can be a tough place to fly when the weather turns nasty, but no one was prepared for the hazardous situation that would befall a hapless club member today.

Young Albert was primed to fly catapult glider because he liked the event and had a model that flew really well. The wing fell off it last year but he had diligently fixed it and was looking forward to cleaning up this year. But the wing had fallen off again, so he wasn't happy, muttering something about old glue.

Uncle Dessy always tries hard in catapult. He might be old but he is very strong and he stretches the rubber such a long way. He's read lots about these models and he strives to be successful. He wasn't happy when his model came down almost as quickly as it went up. But he didn't give up, he just tried harder. This is what we like about Uncle Dessy, he's competitive but he is always looking at the fun side too. When his model recorded a good score he was happy and when it didn't he still laughed and smiled – he knows how to have a good time.

Uncle Dessy recently had been to hospital and was wearing glasses that looked like welding goggles. Young Albert said Uncle Dessy told him he could see thermals with them. That might have been so if the glasses were clean but they mustn't have been. He didn't see any lift with his first model so he switched to another older and bigger glider, and he went worse. Uncle Dessy would have to process this before next year's event and not be caught out again. He always learnt from his mistakes.

Doc Maynard tried hard to be up there with Uncle Dessy. His model would occasionally fly so high and show real promise then it would misbehave. He said it needed more trimming. Being an old army man he failed to tolerate its misdemeanours and confined the model to barracks. President Johnny didn't fly because he got lost in the fog driving to the field – or so he said. He didn't even take a model out of the box because he was afraid they might get damaged by the strong wind. Johnny builds very good models and protects them in boxes that cost more than the models, maybe all the models on the field, and Young Albert's car. So he was happy to walk up and down the flight line and reminisce about his holidays in foreign countries.

Snap happy Malcolm always gets excited in catapult and wanted to win, but Sweet Kathy often has plans of her own that can sabotage him. Because Sweet Kathy flies the same planes. All too often Sweet Kathy has snatched the win in late flights. Snap Happy Malcolm always encourages her because he is happy when she wins. But this year he reckoned it was his turn to win. Now Sweet Kathy had seen a new-fangled gadget that was made by a very smart flyer (and horse whisperer) from Victoria. She reasoned that one of these little boxes on a pole that could pick good air from bad air might be a decent thing to have so she ordered one for his birthday. No wonder he likes Sweet Kathy, although she was sure he would let her use it too. So the thermal hunting box was mounted on a pole before they flew.

If thermals were coming through they were on express trains and the little gadget's needle was sweeping rapidly back and forth across the dial. Even Uncle Dessy, who loves gadgets, took an interest and launched hurriedly when the needle said "good thermal". Whether it was the little black box or not, Kathy and Malcolm both put up good scores to take the first two places. And then disaster struck.

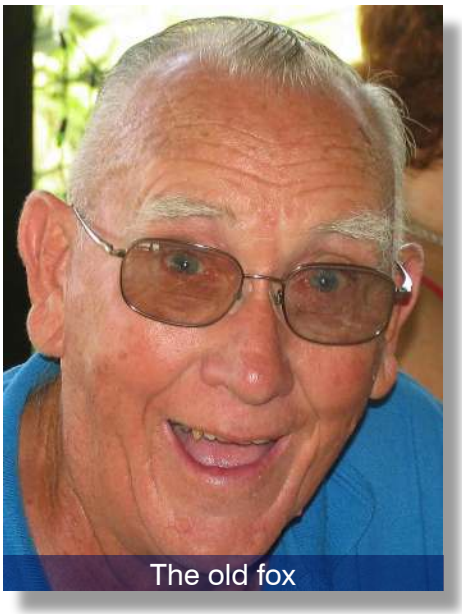
Coominya has some scary places, like The Black Forest and The Bridge but it also has a place that could be deadly. The murky brown dam with soft mud edges and a seemingly bottomless middle was where Malcolm's model landed on his last flight. Last year, our fittest flyer Speedy Craig had to strip off, twice, to retrieve his little balsa glider from murky waters. But he wasn't there this year so Malcolm had to devise his own recovery methods. Now President Johnny had a box of tricks even TV's MacGyver would have been impressed by. He called it his Model Retrieval Box, and he was eager to try it out again. It had worked in a tree so he reasoned it would work pretty good in a bottomless dam.

Malcolm had started to strip off (just like Speedy Craig but not as eye-catching) although Uncle Dessy had warned against this. He said the gooey mud would swallow his feet and he would be trapped, unable to move, and drown. He said "*Don't go in*" – Uncle Dessy cared for people. But he also proposed Sweet Kathy change into her bikini and swim in herself to get the model – the old fox.

Doc Maynard had suggested all sorts of evil infections awaited anyone who stepped into the water. And President Johnny was urging Malcolm to strip off because he had his camera ready. President Johnny liked taking unexpected photos – he did this all around the world and had a reputation. So it looked like Malcolm was going to swim in to get his model before being whisked away to hospital with all those infections Doc Maynard had so knowingly warned about. And later John's photo of him would end up as the BFFS "centrefold". Thankfully, another option was about to present itself.

Sweet Kathy, who had been observing the unfolding disaster, softly said "*Grab the barb wire fence and shake it*". Malcolm did and the model moved away from the fence. He shook it again and the model flipped over the wire into open water and was free. The westerly wind then steered it towards the eastern bank where Snap Happy Malcolm and Sweet Kathy retrieved it, undamaged and ready to win again.

So the little band of flyers had avoided the dangers of the treacherous dam, Snap Happy Malcolm had not ingested any foul muddy water, Doc Maynard was not forced out of retirement and Speedy Craig remained the only club member brave enough to swim in and retrieve models from the murky waters.



The old fox



Free at last, to fly another day

DO YOU HAVE AN ARTICLE FOR THE BFFS DIGEST?

Contact the Editor:

Malcolm Campbell
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Forest Lake QLD 4078

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



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	5	5	5	30
Des Slattery								5	2		4	3	14
Peter Nash		5	4	4									13
Brian Taylor	4							1		4	3		12
Ron Munden	3	3	3										9
Albert Fathers						4		3					7
Ben Lewis					4		2						6
Gary Goodwin							5						5
William Jones									5				5
Vin Morgan							4						4
Kathy Burford												4	4
Bruce Hao							3						3

Club Champion 2018

Name	All in Percent	E36	Frog	Scramble	Mini Power	QDP	Vintage	LSq/100	No Frills	100gm	P20	E36	Total
Des Slattery	4	5	1	2	5	4	5	5	3	5	4	3	46
John Lewis			2	4	4	5	4		5	4	2	1	31
Brian Taylor	5		5	3					4				17
Malcolm Campbell		4		5		3					3	2	17
Graham Maynard		3				2				3		5	13
Kathy Burford		2									5	4	11
Ron Munden						1	3	4					8
Larry Brownlow			4										4
Dale Jones			3										3
Peter Nash		1			3								4

2018 Indoor Champion Points Table

Name	Delta Dart	HLG	F1L	H/Rat	Peanut	P18	Total
Brian Taylor		4	5	5	5	5	24
John Lewis	4	3	3	4	4	3	21
Larry Brownlow	5		4	2	3	4	18
Ben Lewis	1	5		3	1		10
Annika Lewis	2	2		1	2	1	8
Des Slattery	3						3
Ron Munden						2	2

BFFS CHRISTMAS PARTY 2018

Perpetual trophies


Champion of Champions


Club Champion


Champion of Champions Indoor


State Champion F1A


State Champion F1H


State Champion F1J


State Champion Scale


Col Somers Vintage Award

Outdoor State Championships


F1A


F1C


F1G


F1H


F1J


Open Power


Scale


Open Rubber


P30

Indoor State Champs


HLG


CLG


F1L


Hanger Rat


HLG


Peanut Scale


P18


Delta Dart


Junior Award

The Christmas Party


Winner!























E-36 Fliers - order now and save 33% by buying in bulk!



Texas Timers have offered me a special bulk deal on the eMAX timer. We can save 33% by ordering a minimum of 6 timers for delivery at Lost Hills in February. This means each timer will cost 40 USD instead of 60 USD, with no US postage. RDT pigtails are 7.50 USD extra.

The eMAX timer has some great features and you can check these out on their website.

http://www.texastimers.com/eMAX/emax_main.htm

It's a fairly busy web page but the information is all there.

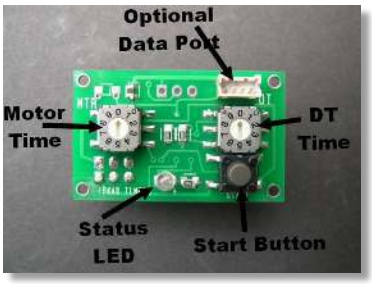
1. **Do you want in?** Please let me know asap via my email address how many timers and what options to be added: actrain@ozemail.com.au The timers can have any pin style, Straight, 90 Degrees (the most common), or the new H style. The H offers the thinnest possible installation as well as the narrowest. There is no charge for the different pin styles but RDT pigtails are 7.50 USD extra.

2. **Then what?** Once I see that we have reached the minimum order level, I will contact you for payment. I will work off the current exchange rate. You will deposit to my bank account and I will transfer the total order amount to Texas Timers. **Prompt attention to this step will be essential to guarantee the timers will be ready in time for Lost Hills pickup.**

3. **Delivery?** I shall be back from Lost Hills late February and will contact you re delivery. I will need for each order a suitable prepaid self-addressed envelope (*safe packaging is your responsibility*).

Some eMAX advantages:

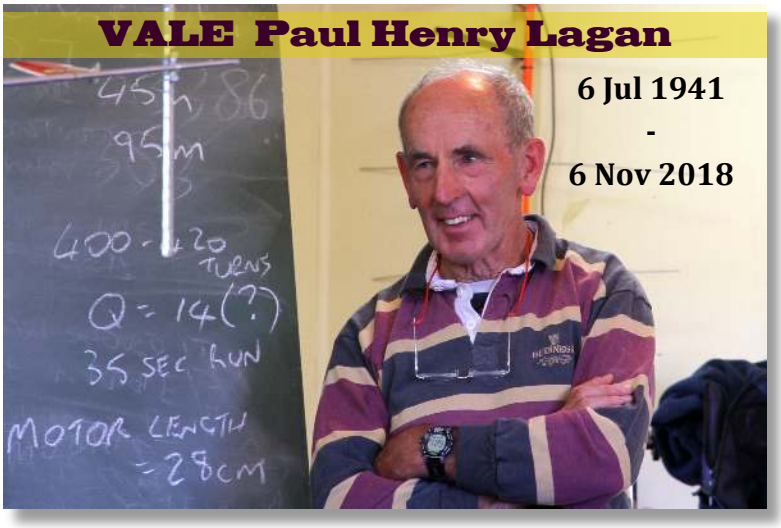
The eMAX has two rotary switches, for motor and DT times. Each switch has ten positions. You can mix any motor time with any DT time. The shortest motor time is 2.5 seconds and the shortest DT time is 1.3 seconds. This fast DT time is referenced to when the motor stops. It is used for the critical early test and trim flights.



All the times needed for E-36 events are included. Motor run times of up to 30 seconds are there and DT times of up to 300 seconds.

Switches mean there is no need to count LED blinks in the sun light. And, if you want to fly again with same motor and DT times, you do not need to do anything at all, just fly!

And RDT under power, and the motor stops and model DTs 1.3 secs after, all on the one press of the button!





Paul Lagan walks from the world stage for the last time. He placed 18th in the F1B World Champs in Hungary in 2017 under gruelling weather conditions. Paul was not well then but few knew. He still managed his trademark smile.

A Tribute to Paul Lagan

On Tuesday night 6 November 2018, New Zealand lost a very special individual when Paul Lagan passed away. Paul was a Master Aeromodeller, a wonderful mentor and a really good person. The path of his illness was unavoidable but he showed such fighting spirit that many did not realise he was ill. He should be an inspiration to us all.

Paul was undoubtedly the best all-round aeromodeller ever to grace the flying fields of Australia or New Zealand. His achievements in F1A, B and C were exceptional. He could fly all three classes in the same weekend, such was his stamina and focus.

Paul competed in many world championships right up to 2017, and often in more than one classification. He placed 4th in F1B at Taft USA in 1979, 3rd in F1A at Spain in 1981 and 2nd in F1A at Goulburn Aus in 1983. His efforts earned him a place in the MAAA hall of Fame.

I for one will certainly miss him, for his wise words, his encouragement and his will to win. Paul Lagan RIP.

Malcolm Campbell





Looking back

at The Big Bird and early rubber events



By Pilot Bear



In the early 1980s, there were many events held at our Wivenhoe field but none more prestigious than **Big Bird**, an event sponsored by Pieter and Julie de Visser for home-made Coupe d'Hiver (F1G models).

The inspiration for the Big Bird event came after Pieter had read an article in Aeromodeller titled *"Ghostly Coupe"*, where 80 and 100 gramme coupes were flown on a foggy day in England.

Pieter purchased a stylised porcelain bird and made up a perpetual trophy. The annual event was the best supported competition in our calendar for nearly 20 years, attracting close to 20 competitors on most occasions.

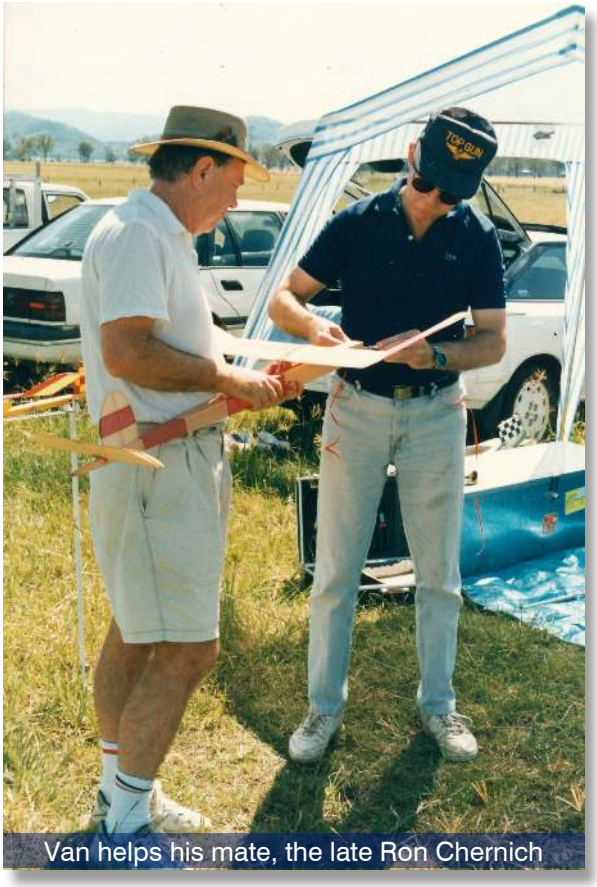
The day involved a morning tea with a cake baked by Julie and special prizes like the mylar pole bag John Lewis is still using today were awarded. Often a champagne fly-off was held early in the morning, with bottles of bubbly as prizes, and that proved a disaster for then tee-totaller John!



Pieter de Visser offers some tips to Larry Brownlow



Julie's Big Bird cakes were special



Van helps his mate, the late Ron Chernich



Winners are grinners - John, Heather and Van



Big Bird was always a well-attended event

Apart from Coupe d'Hiver models, **P30** also became popular and was a great way to encourage newcomers like Mark Armour and Malcolm Campbell to join the flying at Wivenhoe and later at Coominya.

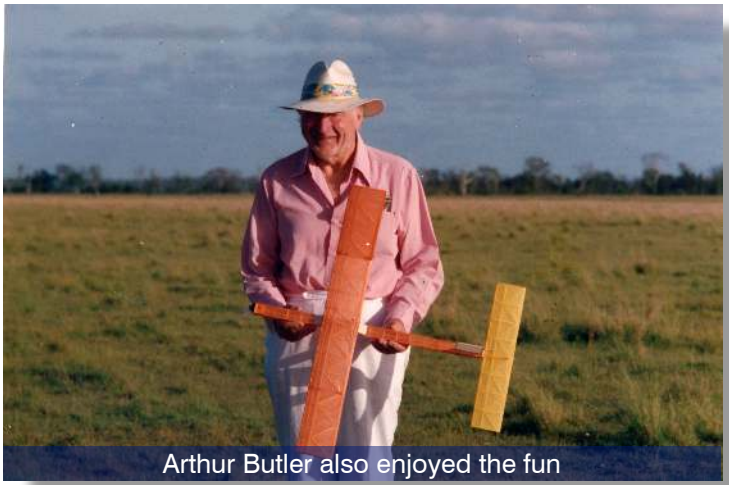


Mark Armour, John Lewis and Larry Brownlow with P30s


Malcolm Campbell's first P30


Larry Brownlow made a name for himself in rubber

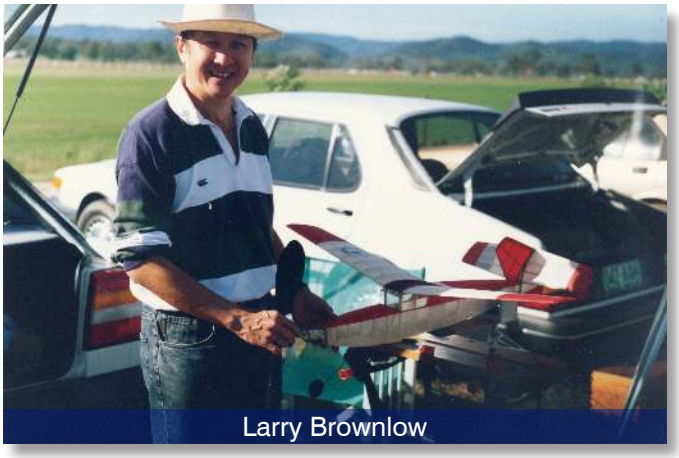

Col Somers flew just about everything


Arthur Butler also enjoyed the fun


LSq/100 also has had good support for well over 12 years. This is the 2006 event at Coominya

Rubber-powered models came in all shapes and sizes and formed the major interest for BFFS flying at that time.

Brisbane Free Flight Society Inc
Fun flying for all members of the family!


Larry Brownlow


Allen Thomas


Vic Stewart


Allen Thomas


Howard Gostelow


Allen Thomas watches John Volter wind


Arthur Butler


Arthur Butler


Howard Gostelow builds good models



Howard Gostelow



PRICE LIST

advancedprojectmpl@gmail.com

Minimum Order: $50.00

MM	3" x 3'		4"x 3'		3" x 4'		4" x 4'
1.0	$ 1.48		$ 2.05		$ 2.44		$ 3.33
1.5	$ 1.48	$ 2.28	$ 2.05		$ 2.44		$ 3.33
2.0	$ 1.58		$ 2.26		$ 2.60		$ 3.51
2.5	$ 1.77		$ 2.47	$ 3.12	$ 2.93		$ 4.29
3.0	$ 2.17		$ 3.00		$ 3.42		$ 4.50
3.5	$ 2.26		$ 3.12		$ 3.71		$ 4.55
4.0	$ 2.47		$ 3.22		$ 4.47		$ 4.82
4.5	$ 2.57		$ 3.43		$ 4.73		$ 5.25
5.0	$ 2.72		$ 3.64		$ 4.95		$ 5.58
6.0	$ 3.74		$ 4.55		$ 6.18		$ 7.48
6.5	$ 4.07		$ 4.88	$ 4.66	$ 6.50		$ 8.12
8.0	$ 4.29		$ 5.37		$ 7.48		$ 8.79
9.5	$ 4.50		$ 5.90		$ 8.13		$ 9.23
12.0	$ 4.82		$ 7.94		$ 9.75		$ 10.72
12.5	$ 5.04		$ 8.16		$ 10.08		$ 12.93
15.0	$ 6.02		$ 8.26		$ 11.06		$ 16.81
16.0	$ 5.98		$ 8.37		$ 13.25		$ 19.24
18.0	$ 6.44		$ 8.58		$ 15.12		$ 21.29
19.0	$ 6.88		$ 8.87		$ 16.90		$ 21.38
20.0	$ 7.94		$ 9.93		$ 17.55		$ 21.58
25.0	$ 8.37		$ 10.47		$ 18.53		$ 22.88

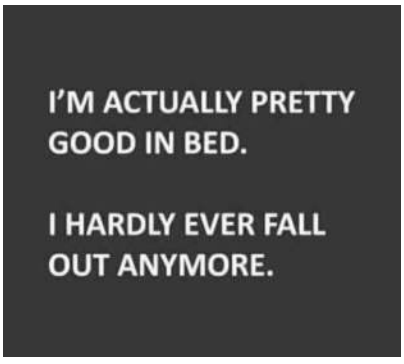
BLOCKS: 12 inches.			STICKS:				
NO STOCK	$		Some large sticks available.				
4" X 4"	5.85	3'	4'	MM		$	
4" X 3"	4.42	1-8		3.2			$0.78
4" X 2"	3.46	3-16		4.8			$0.98
4" X 1 1/2	2.99	1-4		6.4			$1.27
4" X 1"	2.21	3-8		9.5			$1.95
3" X 3"	3.9	1-2		12.7			$3.42
3" X 2"	3.19	3-4		19.1			$4.78
2" X 2"	1.76	1		25.0			$6.83
2" X 1"	1.3	1 1/2		38.0			$19.50
1" X 1"	0.85		1 1/2	38.0			$19.50
			2"	51.0			$23.40

We are now at 32 Loane Crescent Lawnton. Please call before coming.

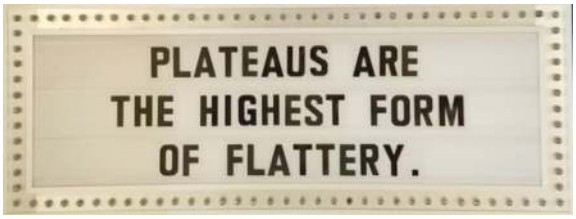
Our phone number is 31429191 or 0434 451 239. Due to my Contracts I can only supply Balsa if you Call 3 days in advance. This guarantees you won't be disappointed when I cannot find any of the sizes that are difficult to find.

FOR MAIL ORDER
Freight is established with our Post Office after confirming we have all your order in stock. We then respond to you with freight cost.

Until March 2017 we are offering 10% off the price of all stock bought that is 3 feet in length.







FINAL WORLD CHAMPS TEAM TRIAL SCORES FOR 2018

	Kiwi	North American	Max Men	Tui Cup	Widgiwa Cup	AFFS	Nats	NSW St Ch	Vic St Ch	QLD St Ch	QLD Trial	Kotuku Cup	Sierra Cup	Sum of best three	Sum of best four	Sum of best five	Sum of best six
	10/2/18	14/2/18	16-17/2/18	16/4/18	18/4/18	12/5/18	24-29/4/18	9-10/6/18	11-12/6/18	16/6/18 30/6/18	15-16/9/18	6/10/18	8/10/18				
F1A																	
Phil Mitchell	x900	x960	960	935	960	810						x960	x960	2855			
Malcolm Campbell	x792	x779	937	794	896	870	821			836				2703			
Albert Fathers	x486	918		594	763	528				681	559	745	x892	2426			
Matt Hannaford								867	784		245			1896			
Tahn Stowe	x887	932	x812											932			
Vin Morgan							812							812			
Van Richards-Smith							653							653			
John Lewis										607				607			
F1B																	
Richard Blackam				929	957	960	960	960	960		960			2880	3840	4800	5757
Craig Hemsworth	x785	x867	960	960	960	960		941	960			913		2880	3840	4800	5741
Gary Goodwin				910	960	742	960	887	960	960	915			2880	3840	4755	
Vin Morgan	x900	x960	960	921	905	931	925	942	960	960	729	x960		2880	3822		
Bruce Hao				902	960	879	960	960	933	925	664			2880	3813		
Paul Rossiter	x900	x960	960	696	908	856								2724			
Graham Maynard				664		952	281							1897			
Ben Lewis										918				918			
John Lewis										910				910			
Gary Odgers							264							264			
F1C																	
Roy Summersby	x900	x960	960	960	960	960	960	960	936			x960	x960	2880	3840	4800	5760
Shayne McDonald				960	897	942	960	960	960					2880	3840	4782	
Gary Pope	x240	912	x789	960	914	560	858	862	960			960	782	2880	3794		
Shannon Tolmie				707	833	953	941	960	953		177			2866			
Andrew Linwood							819		960					1779			
Neil Pollock				132	759	849								1740			
Mike Pettigrew							951							951			
x Under the trials rules one overseas event can be counted. An x before the score indicates an overseas score not used.																	
1st round time to 240 counted																	

BRISBANE FREE FLIGHT SOCIETY

2019 Flying Calendar

Month		Date	Start	Event	Location
February	🛠	Sat 2nd	12pm - 4pm	Club general meeting plus "show and tell"	John's place
	🙂	Sun 24th	7am – 1pm	Club day E36/2min class fly in and trimming (3 flights)	Coominya
March	IND	Sat 2nd	3pm - 6pm	Delta Dart (club sponsored)	BSHS
	🏆	Sun 17th	7am - 2pm	**F1H State Champs** (5 flights), E36 club event (3 flights)	Coominya CP
	🙂	Sun 31st	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	🏆	Sat 6th	7am - 12pm	**Open Power State Champs** (5 flights)	Dalby
	🏆	Sun 7th	7am - 12pm	**F1J State Champs** (5 flights)	Dalby
	IND	Sat 13th	3pm - 6pm	HLG/Catapult State Champs	BSHS
	🏆	Sun 21st	7am - 12pm	**F1G State Champs** (5 flights)	Coominya
		Wed 24th Apr – Wed 1st May		**71st NATIONALS**	WEST WYALONG
		Fri 3rd May – Wed 9th May		**AFFS CHAMPS**	NARRANDERA
May	IND	Sat 4th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	🏆	Sat 18th	8am - 1pm	**F1A State Champs** (5 rounds, first round 4 min)	Dalby
	🏆	Sun 19th	8am - 1pm	**F1B State Champs** (5 rounds, first round 4 min)	Dalby
June	IND	Sat 1st	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sat 8th	8am - 1pm	Reserve day F1A State Champs	Dalby
	🏆	Sun 9th	8am - 1pm	Reserve day F1B State Champs	Dalby
	🙂 CP	Sun 23rd	8am - 2pm	Club Fun Day (Sports model rally & ½ Hour Walking Scramble)	Coominya
	🛠	Sat 29th	12pm - 4pm	AGM with BBQ lunch	John's place
July	IND	Sat 6th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 14th	8am - 1pm	**Scale, HLG and CLG State Champs**	Coominya
	CP	Sun 28th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
August	IND	Sat 3rd	3pm - 6pm	Peanut Scale State Champs	BSHS
	🏆	Sun 11th	8am - 1pm	**E36 State Champs** (5 flights)	Coominya
		Sun 25th	8am – 1pm	Reserve day	Coominya
September	🏆	Sun 8th	8am - 1pm	**Open Rubber & P30 State Champs** (3 flights each)	Coominya
	🙂	Sun 22nd	8am – 2pm	Club day – Vintage, Sports models and limited RC	Coominya
October	CP	Sun 13th	7am - 2pm	Col's Vintage Rally, LSq/100 & No Frills (3 flights each)	Coominya
	CP	Sun 20th	7am - 1 pm	100gm coupe and A1 Glider (3 flights each)	Coominya
		7th – 27th October		World Free Flight Championships	USA
November		Sun 10th	7am – 2pm	Reserve day	Coominya
		Sun 30th	12pm - 3pm	BFFS Xmas Party and prizes presentation	Malcolm & Kathy's

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

CONTACTS:

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

2019 FREE FLIGHT CALENDAR Ver 1 (30 June 2018)