The magazine for all those who love Free Flight

THE BFFS DIGEST

March 2019







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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.

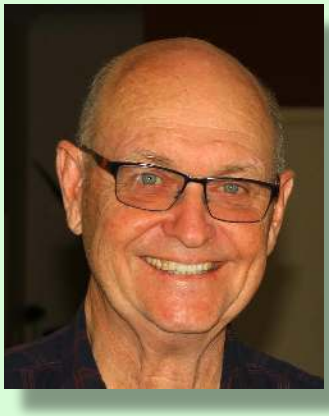
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Four BFFS members went over to Lost Hills California for the Fab Feb week of international flying. Craig, Albert, Kathy and Malcolm attended and all competed successfully in often very difficult weather conditions. A report inside the March Digest outlines their successes during the coldest, windiest and wettest Fab Feb in over nine years.

PRESIDENT'S REPORT



Not much to report as to date we haven't had any local contests although we have recently had 3 trimming days. Malcolm, Albert and Craig however have been busy competing at Lost Hills which is well covered in this edition. There have been a few changes to some of the our indoor dates since last year so check the current calendar (Ver 2) at the end of this newsletter. Our first Indoor day is Delta Dart on March 23.

Our planned trimming, E36/2 min class day planned for the February 24 was postponed to March 3 due to the high winds associated with cyclone Oma. Unfortunately after a calm start for the day in March the wind was on the increase by 8.30 am so no contests were held although some productive testing was achieved.

The pre-season trimming days have proven to be popular so I intend to include these in future flying calendars.

Although I had lots of photos from our days at Wivenhoe I am using them up rapidly in the "*Looking Back*" articles. If you have any photos from the past please send them to me or Malcolm so we can keep this part of the newsletter active.

Happy flying and hopefully good weather for 2019.

Cheers *John Lewis*

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Lost Hills travel can be expensive!



REMEMBER

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field".

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



So 2019 has started with record heat and minimal rain – El Nino I think it's called. What this means to our flying calendar as the year progresses is anybody's guess, but the Seven Mile Lagoon is once again dry, giving us 5 minutes flying in a few directions.

A new dwelling has popped up over Christmas in the field opposite our entry gate, a field we often traverse to retrieve models, so we'll have to introduce ourselves and hope they like us. This will be another reason to ensure IC powered models are flown at reasonable hours according to our Rules Book.

Four enthusiastic club members, me included, have just returned from Lost Hills California. We arrived for California's worst winter storm in years and, that aside, experienced many days of very cold, windy and wet conditions. However, we have recorded our best ever results and I for one congratulate Craig and Albert on their excellent performances. Camping on the field, they spent almost every spare day practising from dawn to dusk, and it showed. I have written a report in the Digest, describing the achievements of the Fab Four – Craig, Albert, Kathy and I. I've said it before, but it really is an event that should be on everyone's bucket list, if they have the budget and truly love free flight.

2019 promises to be a big year for those who travel – the 71st Nationals in April, the AFFS Champs at Narrandera and for the four mentioned above, a return to Lost Hills for the Free Flight World Championships in October. Understandably, we have a lot to get ready for but I'm sure a lot of us would enjoy the Nationals. Last year's was fabulous.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Thanks again Malcolm for a momentous Newsletter; what a lot of news and great photos, including Drone Boy's (Who is it, if I may ask?) You and the gang have certainly had a great time flying free flight this year, and oh, how I miss it. I enjoyed the segments of restoring models, likewise I've been doing exactly the same thing with my collection; anything that had dubious strength has been put out of its misery and gone to Mister Brittle Balsa Heaven, which included my oldest model of 45 years of age, a Vic Smeed "Mam'selle" which I actually flew at Old Warden in England back in 1974 before emigrating to annoy your Aussies! The original Mills 0.75 still runs extremely well, and I'm planning on building another when I can squeeze that project in during my clear-up activities. John French

You modellers sure put out a newsletter for a dozen guys down below! Nicely done as usual. Nice to see William and Dale Jones on the cover. Will try to copy them on this email. Haven't corresponded in quite a while. Best regards from up in Minnesota Dave Edmonson

I thought I would just check my emails and discovered the latest Digest. I couldn't resist having a quick look. Needless to say I couldn't stop reading and now with lunch time getting close the house work may have to wait. Another great effort - I kept thinking I must be getting close to the end but it just kept popping up things I really enjoyed reading. A great snapshot of our club's activities and the personalities of our members. Cheerio John Lewis

You do an amazing job of producing both the Brisbane FFS Newsletter as well as FFDU. It looks like a load of work! These newsletters are always enjoyable to read and enable us to feel connected to flying, over the Tasman. That was a great tribute to Paul Lagan. He has been outstanding amongst aeromodellers here and I have been impressed and moved by the esteem with which he has been held overseas as well as here. Stan Mauger (AMAC, NZ)

- Malcolm, a magnificent production!!!! Regards 007 Terry Bond
- Looks fantastic, well done. R Summersby
- A cracker of an issue-as usual! Chris Murphy NZ
- Your newsletter is fantastic. Regards Dave Jackson (NZ)
- Thanks for the newsletter; I wish we had as much activity as your club. Mike Pykelny (Starlink Flite Tech, USA)
- Thank you again for including me the Digest receiving list. I very much enjoy reading about and seeing the pictures of your activities Mike Roberts CA

LETTERS TO THE EDITOR Continued:

I must be doing something right. There were so many emails this time, and I felt obliged to print them all.

Thanks for the newsletter.....er, I mean the novel. Biggest one of every maybe? Thanks for the compliment on my building ability. Don't forget I'm trapped in the '40s/'50s, and so it's mostly stick and tissue, the ones I love best. Howard Gostelow

William & I were very surprised to open latest Digest and find we are on the front cover and the Xmas one at that. We feel honoured to be on the cover of such a great newsletter. You always excel but this one is even better. Thank you for your time and great effort that you put into the club newsletter. I know it is read and appreciated all over the world and so it should; it's a great Digest. William & Dale

Just caught up with the early Christmas Digest! A fantastic read as usual and allows me to keep up with what I missed club wise when my other activities(mainly motor cycle racing events) take precedence . Great pictures as usual and I never expect any less from your photos . You really do put out a great Digest! Cheers John Taylor



CIRCA 1962

As 15 year olds, my brother and I enjoyed our aeromodelling. Seen here are an OS Max powered Demon and an OD flying wing, also for 35 power. My first FF model, a Vic Smeed Chatterbox leans alongside. A cute little FF model in the front did regular tours of our neighbourhood. I don't remember it hitting anything. The Seraph was not ours. It would take 36 years for me to build one of those.

And then we discovered girls and racing cars. FF took a back seat, until 1997.

Malcolm Campbell

NEVER THROW ANYTHING OUT

I found a use for some old balsa sticks I've hung onto for quite a while. I'm building an E36 kit and the wing TE stock, from very hard 1/8th balsa, was hard on the side the outer panels were cut from but the inner panel was not as hard. Well it appeared OK but, after I'd sanded it down to near size, it became unpleasantly flexible when tested. And then it broke. My fault; TE sanded too thin and rib notches too deep. Any chance of resurrection through reinforcement was not going to be satisfactory.

So I started to sift through all my 8 – 12 lb SIG stock and some 10 -12 lb stuff from Pel Aero. One of the heavier 3.2 mm sheets from Peter Lloyd didn't look too bad and then I saw these old (very old) sticks from my Frog Witch II rubber kit (that I never completed). Not only were they the exact size, but they were also very strong and already shaped! Eureka! I can't believe I was so lucky. So I spliced the length I needed and then put two vertical carbon pieces across the splice, just to be sure. Lost a few hours but it was a sound decision.

How old were the sticks? Well, John Lewis was living at Fairfield and it was around the time he and I flew "combat" on the school field. I fared pretty badly as expected. I was in the process of building the Witch at the same time.

So that dates back to 1972. 46 year old balsa is pretty good!

Malcolm Campbell

Fab Feb 2019



Report and photos by Malcolm Campbell

BFFS members do well in California

The Aussie contingent was smaller this year; the RVs housed Phil and Noels, Roy and Albert and Vin and Craig. As usual we elected for the 3 star comfort of Days Inn. This report is an abridged version of that written for *Free Flight Down Under*. It focuses on the achievements of our club members who made the long journey to Lost Hills.

We left packing until late and the weather still looked good – light winds, sunshine and not too cool. We packed accordingly but wisely packed layers, and some wet weather gear. I figured I wouldn't need a beanie or gloves – wrong!

We departed Brisbane on 3rd February, and stayed 2 nights on the coast for R & R (jet lag seemed to hit us hard this time) before heading inland on 5th February. Forecasts for rain showers on the coast and snow on higher mountains overlooking the Grapevine pass had me apprehensive.

We settled in at Days Inn **Tuesday** night after our consumables shopping at Wasco's Walmart on the way through. Light hail and a cool breeze was an early indication that this could be a cool Fab Feb. We shared a light meal at Denny's and then hit the sack.

There had been rain over the last few days and we weren't happy about driving in to the field mid-morning **Wednesday** so we came back about 3pm and put in a few F1A flights. It was icy start on **Thursday** but we go onto the field OK and put in a number of flights before disaster struck – I pulled my hamstring. That stopped further towing so we drove over to greet the Brits and Aussies, and then returned to trim my new Apache E36. It was to be a work in progress.

Registration was **Friday** at the Community Centre so, after that, it was off to the field to see if my leg would stand up to some running – it didn't. So we played with our CLGs before buying some delicious beef ribs from El Toro Loco, the great little Mexican convenience store in Lost Hills . I trimmed both of my E36s in the late afternoon but Kathy couldn't do her's – I'd forgotten to charge her batteries!



Roy launches for Albert

The RV park was filling up on the field and there were plenty of pockets of cars dotting the field practising for the weekend competitions. Albert and Craig had their RVs positioned on the field so they could test from daylight to dusk, every day, as did Vin and Roy.

The Kiwi Cup and IKE Classic was the first casualty to weather, being temporarily put on hold on **Saturday** to see what the weather would do. I tested my leg again and decided I wouldn't fly F1A, electing to take photos of the delayed first round then Kathy and I went off to fly the IKE E36 event. We both maxed the qualifying 3 flights but dropped the first fly-off round, so we trailed the field in our first E36 comp on US soil.

Albert did exceptionally well in F1A and maxed out – he would be in his first FO in USA and he returned a very creditable FO time of 5m 15s to place 14th out of 39 flyers and Phil made the second fly-off to place 10th. There was only one fly-off in F1B (unusual) and Craig was the star, placing 2nd well ahead of other Aus and NZ flyers. 46 contested the event. Roy Summersby cleaned up in F1C, being the only one of 22 competitors to clear the 8 minute hurdle.



Albert gets it away

The old timer part of the IKE weekend continues to wane, which is a pity because nostalgia is a big thing in the US – people just don't seem to travel so much. Of course the winter blast coming down from the Arctic didn't encourage people to be driving hundreds of miles to Lost Hills.

Sunday was the day for the mini classes, plus F1S and CLG and the weather was mean. We only completed 2 rounds before rain and strong wind placed a two hour hold on proceedings. It was decided at 12.30 pm to postpone the remaining rounds to 8am on Monday. Long retrieves, cold wet feet and freezing hands made coming home an easy choice, and we got off the field just as the road started to deteriorate again.

We awoke to a sunny blue sky but icy cold **Monday**, the best day of the comps so far. F1G was very competitive with 21 entrants – 9 each from China, 6 from the USA, 2 each from Israel and France and single entries from the Ukraine and Great Britain. It took two fly-offs with huge thermals before Ruizhe Liu of China won it being the only one to make the second 4 min fly-off.

Phil didn't contest the F1H class due to a nagging Achilles problem and Roy dropped out of contention in F1J with a low score in R5.

Kathy and I placed 5th and 3rd respectively in F1S, with my 3rd place trailing 2nd place by two seconds. I could have done much better. Why? Before it all started the little Cobra motor tried to eat the tracker antennae, pulling the beacon clean out of the pylon and stopping the motor. I made quick repairs but didn't notice the thrust line change it caused, hence a very poor R3 score. I maxed all other rounds. Kathy was the most improved, increasing her flight time each round before maxing the last 2 rounds.

Kathy and I both did poorly in CLG, trailing the field, but Kiwi Graham Lovejoy excelled, until he lost the late Paul Lagan's model in a big thermal, admitting he hadn't set the DT. It was never found. He placed 2nd, a scant 3 secs off the leader with Paul Squires in 4th place behind the great Stan Buddenbohm. Paul also went on to win P30 with Graham Lovejoy second from Clint Brooks.

The weather for **Tuesday**, although cool and overcast, remained reasonable for the Ladies Tea Party. There was a good roll-up and everyone enjoyed themselves. I took photos of the F1E comp up on



Randy Secor's magnificent Tartar 800. 29.5 oz. 70 series K&B Toro 40


Kathy and I enjoyed the E36 comps


Kathy never misses the Ladies Tea Party


Jean Luc Drapeau won the Canadian F1E comp

the hill. It's a technical class that appeals to a number of F1B and glider flyers and it is certainly different to other FF classes in that the models are launched into a deep pit. It's a bit of fun to watch although they sure are hard to focus on when low down in the pit. The scale also plays havoc with your eyes.

I watched one full round before driving down to where the Aussies were practising. Craig, Vin, Roy and Albert were hard at it when I arrived. I think they flew practically every day they weren't competing and it paid off in the results. Albert's models were flying well and he now had a boxful of good ones. I extracted Kathy from the girls' party and we were home by 3pm to set up my F1As, although I was still apprehensive about my leg standing up to it, and the forecast wasn't too flash either.

The forecast for **Wednesday's** North American Cup didn't look good we started R1 with light rain and increasing winds. My launch was impacted by my sore leg and the model fell on its back before recovering, to score a creditable 3m 44s. Albert fared worse and retired. Roy got the 4 mins in F1C and he too retired. They both complained about the bitter cold. They were lucky they didn't stay on for R2, it was dreadful!

The weather improved for the final three rounds allowing the 6 min FOs to commence later in the afternoon. F1Cs went first. Wind direction was varying but as models started to go up it was blowing towards the structures on the hill, causing some difficult retrieves. Thermal activity and turbulence were both strong and it was unusual to see F1Cs being strongly buffeted 500 feet up in the sky. Some got the max and others were down in 4 mins – it depended upon what way your model went on launch. It was really strange weather and the sky reflected worse to come.

F1Qs went next and their flight patterns were crazy as big thermals and turbulence threw them around the sky. CD Tony Mathews wisely called an end to proceedings, with outstanding FOs to be conducted Friday morning.

Thursday was a lay day and the morning to sleep in, after many days of 5 or 5.30 am alarms. We did some sightseeing with friends and had an excellent (and cheap!) lunch in the workers canteen at the Wonderful Pistachio Company, America's biggest world-wide supplier of pistachio nuts. Later in the afternoon, I set up for F1A again.

Friday started cool and it was to get colder after R1. Albert and I both got the 4 mins. R2 was most unusual. It was interrupted several times by squalls that made timing impossible. Albert and I both went early in the round and my model ended up in one of the pits near Holloway Road, making getting a signal in the rain very difficult. I walked the line until I heard a slight signal then it was ages before I got a good signal and, from the edge of one of the pits, I saw it at the bottom, on the far side. So it was about 1.5 km out, and the wind and rain made the trip each way most unpleasant. It was to take CD Bill Booth 3 hours to finally finish this round!

We wisely relocated 500m, to the edge of the pistachio orchard where the wind direction had us pointing towards the RV camp, some distance away. Of course the wind speed was masked by the 6 m high orchard and it was surprising just how strong the wind was at towline height. This created some disagreements between the organisers and the flyers, as the



Kathy waits patiently as I finish off my photo taking



The night at Gabby's Mexican restaurant was great



We picked up 3rd in F1A in the Canadian teams events

wind speed test were done at 2 metres.

For R3 the winds weren't too bad and it was sunny – probably the nicest round of the day. Phil Mitchell, by this stage nursing a problematic Achilles tendon and also hamstring damage, wisely retired. But R4 had some surprises – strengthening winds and turbulence, but at least the sun was out. Some of the flying was entertaining and some was expensive, with circlers fighting to control their models in gusty winds. Joiners were broken, tips were broken off and booms were broken. Albert, Brian Van Nest and I were together on the line, all electing to go up and off in the trying conditions. As the winds dropped, Brian made the first move with Albert shadowing. I waited briefly to launch safely getting good height and a great transition. Brian and I were down very quickly (112 secs and 82 secs) through turbulence. Even Sergey Marakov recorded an 80sec flight. Albert had luckily launched off left and hooked the lift, to max!

So R4 was flown but, because of damage and increasing wind speed, R5 was put on hold when winds held at 9 m/sec with gusts up to 14 m/sec. At 4.15 pm the round resumed but a third of the flyers approached the CD en masse suggesting the event be postponed. It was argued that it was being flown within FAI limits as the winds had moderated slightly.

But crashes continued and wild high speed LDA launches buzzed the flight line. So the MaxMen F1A event was the most spectacular so far, and profitable for the manufacturers, the only true winners. Ken Bauer was heard to say "*This was probably the most challenging weather ever for the Feb contests but somehow the event happened anyway. I guess if we can survive the worst storm of the wettest winter in decades in California, we can fly in most anything.*"

While this was happening Albert had quietly finished with a full house, a remarkable achievement for him in such trying conditions. Later in the week he would claim 5th place, behind 4 of the best flyers in the world. And it was his second FO in the week!

The RV Aussies Albert, Craig and Vin treated themselves to a meal at Denny's, dropping in first at our Days Inn room, to share some drinks and nibbles. We had been either entertaining or being entertained most nights, one of the reasons Kathy likes going to Lost Hills.

Saturday was a much nicer day, cool but sunny and starting with a flurry of catch-up FO activity. North American FOs for A, C and B came first, followed by the MaxMen F1A FO. Fly-offs were set at 10 minutes so a result would be found in one test. F1A went first with 10 competitors still clean. The flights were long and high, and the results were very close – Jama Danier won with nearly 9 minutes from Aviv Balassiano 4 secs behind. Jim Parker was 14 secs behind Aviv. After only dropping 16 secs in the rounds I finished 22nd out of 38. Enes and Jasna Pecencovic placed 10th and 15th respectively, and they joined with me in the Canadian F1A teams event to place 3rd.

F1Cs were lucky to get their first FO completed on the wild Wednesday afternoon where 15 max-out flyers were reduced to 5. So they started their 10 minute FO, and Guy Menanno launched first to convincingly win the title, nearly two minutes ahead of World Champion Yury Shvedenkov with Artem Babenko third.

The F1B flyers were set up in a circle for their FO because half the field (33) had maxed. It was crowded winding, and finding a decent spot to launch was equally difficult. Lots of motor breaks in the cold weather and mass launches heightened the spectacle. 10 minutes also found a winner in F1B – Alex Andriukov from Oleg Kulakovsky and Mykola Kovalenko. Fifty seconds separated the first 3 places.

Our Craig Hemsworth finished 15th with Vin Morgan 33rd, so they also got 3rd place for the Canadian F1B teams event, with Igor Vivchar the other team member.

And so started the MaxMen F1A FO. Albert assisted by Phil Mitchell and Roy Summersby walked out to


Craig launches as Kathy times


Albert sets up for the Maxmen F1A fly-off - a fantastic effort

the line to do battle with four of the best flyers in the world – Balassiano, Findahl, Danier and Carter. You have to see these guys launch to realise how much effort they expend, throwing themselves to the ground to seek out the extra metres this sudden load provides. Albert Fathers top scored for Australia with an excellent 5th placing while I surprised myself placing 10th out of 50 flyers with an injured Phil Mitchell taking 38th place.

The weather remained good after the large number of FOs, so the 54 F1B flyers and 24 F1C flyers had scored a good day for their Maxmen event. Cs were mainly folders and the folders were mainly Babenkos, and they were all black. There were also a few "old school" non-folders. 70% made it to the first FO.

In F1B I saw that Craig Hemsworth continued his stellar performance to max out and Kiwi Paul Squires was not far behind. Vin Morgan only dropped the first round sealing his fate. He was in good company – Charlie Jones and Alex Andriukov also dropped R1.

Hunger pangs tempted us back to Denny's, accompanied by the Pecenkovics, for a hearty brunch of egg and bacon. By the time we returned to the field at 3.30 pm the F1B 6 min FO was under way, with 13 flyers. The F1C 6 min FO followed with 17 flyers. The backdrop to the FOs was a fantastic cloudy sky with a full span rainbow, so there was plenty of lift around, and it was a photographers' delight.

After 2 FOs each for B and C, there were six F1B flyers still in it and just two F1C flyers. The battle would resume the next morning.

Sunday was another cold, windy and wet day when the Minis came out to play. The FOs from the previous day's events continued, with F1B finalised first with the 8 min FO and F1C following with only Larissa Savukhina getting airborne. Craig Hemsworth once again got a great result, sharing 5th place, a score that would have been better if a failed front end didn't sideline him from the 3rd FO. Kiwi Paul Squires placed a creditable 7th. Roy Summersby, our sole F1C flyer, placed 12th.

The Mini events started at 10 am, as per program. Only 2 rounds were flown before the winds again became unmanageable, and it was again cold. I had minor repairs resulting from both flights of my F1S but my scores were good. Tony Mathews fortunately found my wing 2 km out in R2, well downwind from the bit with the tracker in. I'm not sure how I would have fared if Tony didn't find that wing! R2 was put on hold until winds fell below 9 m/sec. Kathy launched (at 7 m/sec) when R2 re-opened, only to be side-lined when her model tumbled on a breezy landing, breaking the wing.

Tiffaney O'Dell had her best model's wing broken by a 35 mph (15 m/sec) gust during R2 as she took the assembled model out of the car. Proceedings were then put on hold, to be concluded on Monday, the reserve day. This unfortunately side-lined a few who had early plane flights to catch (like Per Findahl) and also put the pressure on those who were flying out later on Monday. We rushed home to Day's Inn to start packing

A **Monday** continuation meant another early wake-up to be on the field at 7.30 am, to learn the fate of the Minis events. It was decided to first conduct a "time to ground FO" for those maxing Saturday's rounds before finishing with two rounds, not three, to complete the event at a reasonable hour. It was still very cold but perfect for the Minis.

Gary Madelin cleaned up in F1H but his model was perched high in the pistachio orchid and he had a plane to catch. Luckily someone had a pole and he swiftly left the field 30 minutes late with a grim look on his face. Blake Jensen and Ziyi Dong (CHN Jnr) filled the minor places.

In F1G, it could have been a Chinese whitewash, as six maxed all 4 rounds (3 CHN, 2 USA and 1 FRA) with Tony Mathews 3 seconds short. Honfeng Dong won convincingly in the FO, 51 seconds ahead of Jean Luc Drapeau with Qingming Dong 3rd. The Chinese flyers filled all 3 Junior places.

Faust Parker flew a lonely F1J contest, being the only competitor.

The final flights of F1S kept the pressure on the two leaders until Bernard Guest had a wild low circling flight that dropped him well down the field. Bill Gannon was


Craig's flights were hard on the neck for Albert & Kathy



My Joulebox was very successful at Lost Hills


Winners in the MaxMen E36 event


I spent a lot of my days in the viewfinder

trailing with low scores although Derek McGuckin got his act together after a R1 drop. I was just 2 secs behind leader Julie-May Parker going into R4. To keep the pressure on her, I turned my back on thermal gadgets and, with my back to her and Faust, launched early in the round. Height was excellent, transition was good and the glide caught a thermal, to go the highest and longest of any F1S flight. But it was not enough - the Parker team launched later to max, and won, Julie-May's first MaxMen F1S event win. But it was close, and she was very pleased to win the elusive trophy.

Awards were issued promptly on completion and we said our goodbyes, rushing back to Days Inn, where we'd secured a one hour extension to our check-out time. And we needed it, as we finished re-arranging our suitcases for weight in the car park!

The Grapevine was a fairyland as we went through. The northbound road had been re-opened and kids were building snowmen and having car park snow fights in the greatest amount of snow I've seen in that pass in the 9 years I've attended Fab Feb.

The rest of our trip went like clockwork, right up to our arrival home. And yes, we liked Qantas – better food and better service than Virgin, although it's our first US trip using the Red Kangaroo. We are lucky to have such good airline choices in Oz. It just came down to direct flights, and the price. And the model boxes and contents were all ship-shape too.

FAB FEB PHOTOS: I was very pleased with the batch of photos I put up on Flickr and was amazed at the response when loaded – 2,800 views in the first 24 hours and 4,000 views in 4 days. It made the effort so worthwhile. If you haven't seen them, click on the link below and check them out. Of course, I only focused (pun intended) on the sunny days; I never shot photos in the bad weather.

FAB FEB PHOTO LINK https://www.flickr.com/photos/motor-racing-photography/albums/72157676705105687

F1A LAUNCH TECHNIQUE - for the brave!


Aviv Ballasiano


Jama Danier


Per Findahl


Anders Persson


Aviv Ballasiano


Per Findahl

KIWI CUP RESULTS

F1A

40 entered, 39 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
								360	480	600		
Carter	John	GBR	240	180	180	180	180	360	322		1642	1
Findahl	Per	SWE	240	180	180	180	180	360	312	317	1949	2
Nyhegn	Jes	DEN	240	180	180	180	180	360	312	262	1894	3
Mitchell	Phil	AUS	240	180	180	180	180	360	184		1504	10
Fathers	Albert	AUS	240	180	180	180	180	315			1275	14
Campbell	Malcolm	AUS	DNF	DNF	DNF	DNF	DNF				0	

F1B

46 entered, 46 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	Total	Place
								360		
Nereng	Vegar	NOR	240	180	180	180	180	360	1320	1
Hemsworth	Craig	AUS	240	180	180	180	180	306	1266	2
Guest	Bernard	CAN	240	180	180	180	180	298	1258	3
Squires	Paul	NZL	240	180	180	180	180	176	1136	19
Lovejoy	Graham	NZL	190	180	180	180	180		910	34
Morgan	Vin	AUS	167	180	180	180			707	41

F1C

23 entered, 21 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	FO 2	Total	Place
								360	480		
Summersby	Roy	AUS	240	180	180	180	180	360	480	1800	1
Savukhina	Larissa	RUS	240	180	180	180	180	360	409	1729	2
Gao	Yuan	CHN	240	180	180	180	180	360	384	1704	3

F1H

14 entered, 8 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
								300	300	To grnd		
Findahl	Per	SWE	120	120	120	120	120	300	300	266	1466	1
Zak	Yehuda	ISR	120	120	120	120	120	300	300	207	1407	2
Jensen	Blake	USA	120	120	120	120	120	300	86		986	3
Mitchell	Phil	AUS	DNF	DNF	DNF	DNF	DNF				0	

F1G

27 entered, 21 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
								300	300	To Grnd		
Liu	Ruizhe	CHN	120	120	120	120	120	240	240		1080	1
ODell	Tiffaney	USA	120	120	120	120	120	240	233		1073	2
Gorban	Evgeny	UKR	120	120	120	120	120	240	202		1042	3

F1J

7 entered, 6 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	FO 1	FO 2	Total	Place
								300	300		
Chapman	Paul	GBR	120	DNF	120	120	120	300	296	1076	1
Roberts	Mike	USA	120	DNF	120	120	120	300	0	780	2
Parker	Faust	USA	120	DNF	120	115	120			475	3
Summersby	Roy	AUS	120	DNF	120	120	20			380	6

F1S 9 entered, 7 flew

Family Name	Given Name	Country	R1	R2	R3	R4	R5	Total	Place
Parker	Julie	USA	120	120	112	120	120	592	1
Gannon	Bill	USA	106	120	120	89	120	555	2
Campbell	Malcolm	AUS	120	120	73	120	120	553	3
Burford	Kathleen	AUS	73	100	118	120	120	531	5

North American Cup 2019

F1A 49 entered, 38 flew

Place	Name		R1	R2	R3	R4	R5	FO 1	Total
1	Danier	Jama	240	180	180	180	180	533	1493
2	Balassiano	Aviv	240	180	180	180	180	529	1489
3	Parker	Jim	240	180	180	180	180	515	1475
22	Campbell	Malcolm	224	180	180	180	180	0	944
37	Fathers	Albert	134	0	0	0	0	0	134

F1B 67 entered, 59 flew

Place	Name		R1	R2	R3	R4	R5	FO 1	Total
1	Andriukov	Alexander	240	180	180	180	180	490	1450
2	Kulakovsky	Oleg	240	180	180	180	180	475	1435
3	Kovalenko	Mykola	240	180	180	180	180	454	1414
15	Hemsworth	Craig	240	180	180	180	180	345	1305
29	Squires	Paul	240	180	180	180	180	260	1220
33	Morgan	Vin	240	180	180	180	180	180	1140
39	Lovejoy	Graham	230	142	165	180	180	0	897

F1C 27 entered, 19 flew

Place	Name		R1	R2	R3	R4	R5	FO 1	FO 2	Total
1	Menanno	Guy	240	180	180	180	180	360	524	1844
2	Shvedenkov	Yury	240	180	180	180	180	360	407	1727
3	Babenko	Artem	240	180	180	180	180	360	400	1720
19	Summersby	Roy	240	0	0	0	0	0		240



MaxMen 2019

F1A

50 flew

Name	R1	R2	R3	R4	R5	FO 1	Total	Place
Danier, Jama	240	180	180	180	180	554	1514	1
Findahl, Per	240	180	180	180	180	524	1484	2
Balassiano, Aviv	240	180	180	180	180	458	1418	3
Fathers, Albert	240	180	180	180	180	334	1294	5
Campbell, Malcolm	240	180	180	82	180		862	10
Mitchell, Phil	240	180	98	0	0		518	37

F1B

54 flew

Name	R1	R2	R3	R4	R5	FO 1	FO 2	FO 3	Total	Place
Kovalenko, M	240	180	180	180	180	360	480	466	2266	1
Kulakovsky, O	240	180	180	180	180	360	480	363	2163	2
Batiuk, G	240	180	180	180	180	360	480	300	2100	3
Hemsworth, C	240	180	180	180	180	360	480	0	1800	5
Squires, P	240	180	180	180	180	360	263		1583	7
Morgan, V	200	180	180	180	180				920	26
Lovejoy, G	104	110	176	180	153				723	48

F1C

24 flew

Name	R1	R2	R3	R4	R5	FO 1	FO 2	Total	Place
Savukhina, L	240	180	180	180	180	480	376	1816	1
Erdenebayar, U	240	180	180	180	180	480	0	1440	2
Mennano, G	240	180	180	180	180	450	0	1410	3
Summersby, R	240	180	180	180	180	321	0	1281	12

F1G

23 flew

Name	R1	R2	R3	R4	R5	FO 1	Total	Place
Dong, H	120	120	120	120	DNF	322	802	1
Drapeau, JL	120	120	120	120	DNF	271	751	2
Dong, Q	120	120	120	120	DNF	210	690	3
Squires, P	120	120	0	0	DNF		240	12

F1H

23 flew

Name	R1	R2	R3	R4	R5	FO 1	Total	Place
Madelin, G	120	120	120	120	DNF		480	1
Jensen, B	98	117	120	120	DNF		455	2
Dong, Z (JR)	120	3	117	118	DNF		350	3

F1J

1 flew

Name	R1	R2	R3	R4	R5	FO 1	Total	Place
Parker, F	120	120	120	120	DNF		480	1

F1S

7 flew

Name	R1	R2	R3	R4	R5	FO 1	Total	Place
Parker, J	120	120	120	120	DNF		480	1
Campbell, M	120	118	120	120	DNF		478	2
McGuckin, D	99	120	120	120	DNF		459	3
Burford, K	82	82	0	0	DNF		164	7

TRIMMING DAYS AT COOMINYA

10 and 17 February 2019

reports and photos by John Lewis



10 February 2019

Following our General meeting in January it was decided to have a couple of trimming days before the contest season started. Sunday the 10th of February was chosen with the 17th as a fallback if we needed extra time or were blown out. To make the most of the calmer conditions and avoid the heat this time of year we agreed to test between 7 - 9.30am. John Taylor kindly picked up William on his way and was on the field and had texted Jessie well before 7am. By 7.15 am we decided to move closer to the road due to a wind change by which time John L, Des, Brian and Ron had arrived. With near still and not too hot conditions it proved a worthwhile opportunity for testing. John L had his scaled up Moonbeam design with a Cox Tee Dee .09 built a number of years ago, but never flown, to try while Brian had a new E36 to trim. Ron, Des and John Taylor all had power models while William played with small rubber models.

By 9am a light breeze had arrived eventually taking models towards the road and adjacent dams so by 9.30 we were ready to leave and some already had. The field was particularly dry with both cows and horses looking in our vehicles for food. John L took a few drone shots of the lake area and new house being built on the adjacent field while Des was packing his vehicle. On the way home a few of us stopped off at the Mt Tarampa store where Des found an ideal vehicle for modelling with lots of boot space - a perfectly restored 1964 Cadillac. It was an enjoyable morning with a few problems identified and some beneficial trimming adjustments made although Ron had crashed his normally reliable Dixielander. It was agreed we should have more of these days and so we decided to look at the following Sunday as well as March 3.

17 February 2019

The weather prediction leading up to Sunday was not encouraging but it appeared we might get some reasonable weather up till 8.30am. Des was waiting at the gate when John L arrived just before 7am with Ron Munden there before we closed the gate. Brian Taylor arrived soon after and John Taylor came alone on this occasion as William had other commitments.

On arrival the paddock was covered with cows however the best spot in terms of wind direction and less cows was near the rusting farm machinery. It didn't take long however for the cows to arrive in large numbers. John L occasionally had to chase them away as they tasted a few things in the back of his vehicle. DT landings were fraught with danger landing amongst the herd. Fortunately the cows eventually decided to move to the shelter of some distant trees as the day warmed up. John L progressed the trim on his Cox .09 model flying early while Des had a few spectacular near crashes with his F1J after the motor slowed just after launch.

Ron flew a large Power model but it broke in two on a fairly safe looking DT



Nothing fazes Ron, still smiling after this "landing"



John Taylor needs more glue, and some incidence


John Lewis's pretty Senior Moonbeam


Even the horses liked it!

landing. John Taylor experimented with some HLG and Catapult launch models but like Ron went home with repairs to do. Brian made some progress trimming his new E36 before the wind made retrievals a bit of a trek.

Not as productive as the previous week in terms of good weather but the time on the field was enjoyed by those that attended.

E36 and 2 min Class Fly In

3 March 2019
Coominya

At 7 am the weather was perfect, interrupted only by a short shower of rain. Five turned up to fly, others perhaps put off by predictions of wind speeds outside their comfort zone. It was actually pretty good for two hours.

Report and photos by Malcolm Campbell


Des launches Brian Taylor's F1H

No one really felt like an E36 competition; we all just flew what we brought down and went home when the winds picked up. By 9 am, 2 minutes would have had us out of the field.

Des tested his E36 and F1J, Kathy and I trimmed our E36s following repairs after the wild weather in Lost Hills and John got his Open Power model transitioning in pretty quick time.

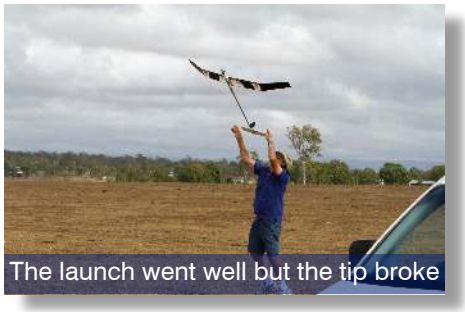
So he then got the drone out for a bit of aerial surveying.

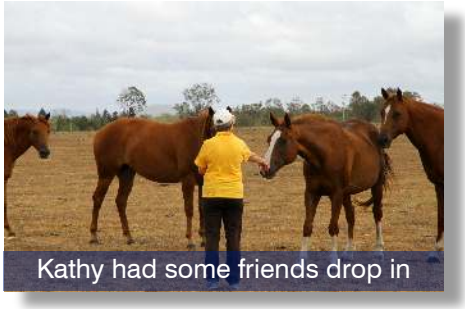

Des and his Lime E


Malcolm and his Joulebox


Kathy and her Apache


Des prepares his F1J


The launch went well but the tip broke


Kathy had some friends drop in

BFFS Spy



Caddy man photographs two Caddies

JOKES PAGE

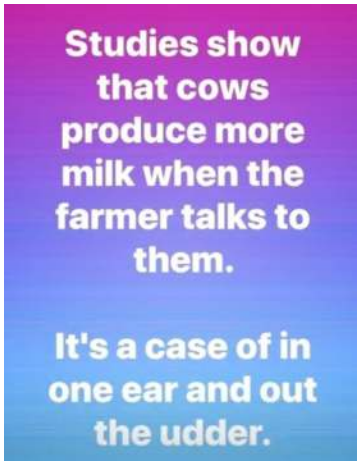








FOR SALE - Dead Budgie
Not going cheep



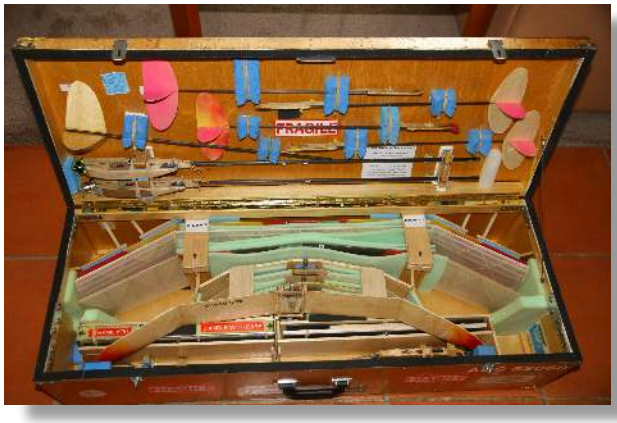








CONSTRUCTION CORNER





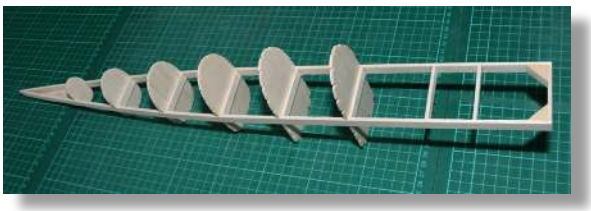
I needed a box to carry my E36s, CLGs and TLG to the USA. It was a tricky layout but it worked, with no damage to models on either journey.

Words from Master Builder John French

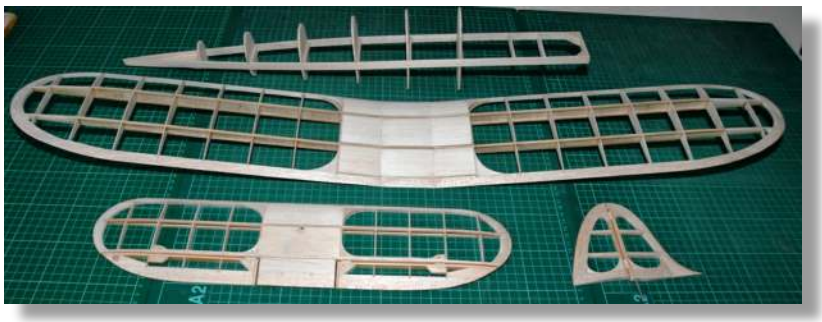


I have just completed my little 24'' span Skyrocket for Telco CO_2, all my own work including that miniature laminated prop. As usual with the small models, I covered it with Airspan, and a fine trimming strip of white Solarfilm or similar, cut with a rule to 1/16'' using a new No 11 Scalpel blade. It was one big job trying to get it to conform to the tight curves using a small iron set to just the right temperature. But then, if I insist on making small models, the problems will be big won't they!

Also on the building board are my first efforts on the Vic Smeed Mam'selle; I made up all the cut-out parts first, just like in a kit, so when it comes to the assembly, I'm not waiting for me to cut out bits and pieces. This habit possibly was born from when I used to make models (usually Old Timers R/C) for Vintagents club members where speed was of the essence. Anyway, I've decided to set the Mam'selle up for R/C, maybe electric, but I do have a glorious Mills .75 that will fly it beautifully. I'll take some photos for you soon. Have you started yours yet, I'll race ya!



John's Mam'selle is coming along nicely



I know, it's not Free Flight, but it's where most of us started





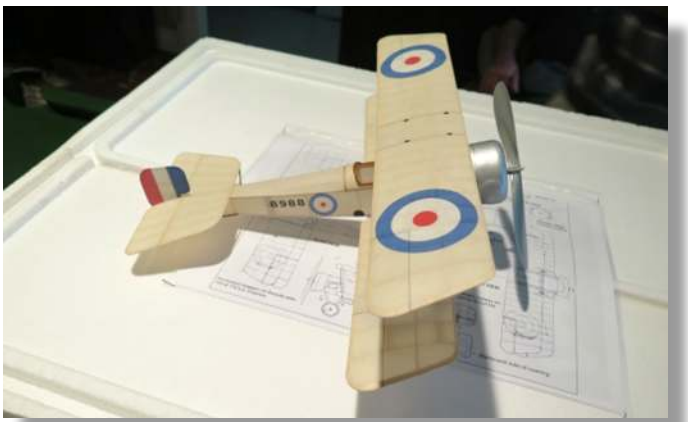




A nice C/Line construction job by club member Van Richards-Smith

Brian Taylor's little Bristol Scout for Peanut Scale is coming along nicely

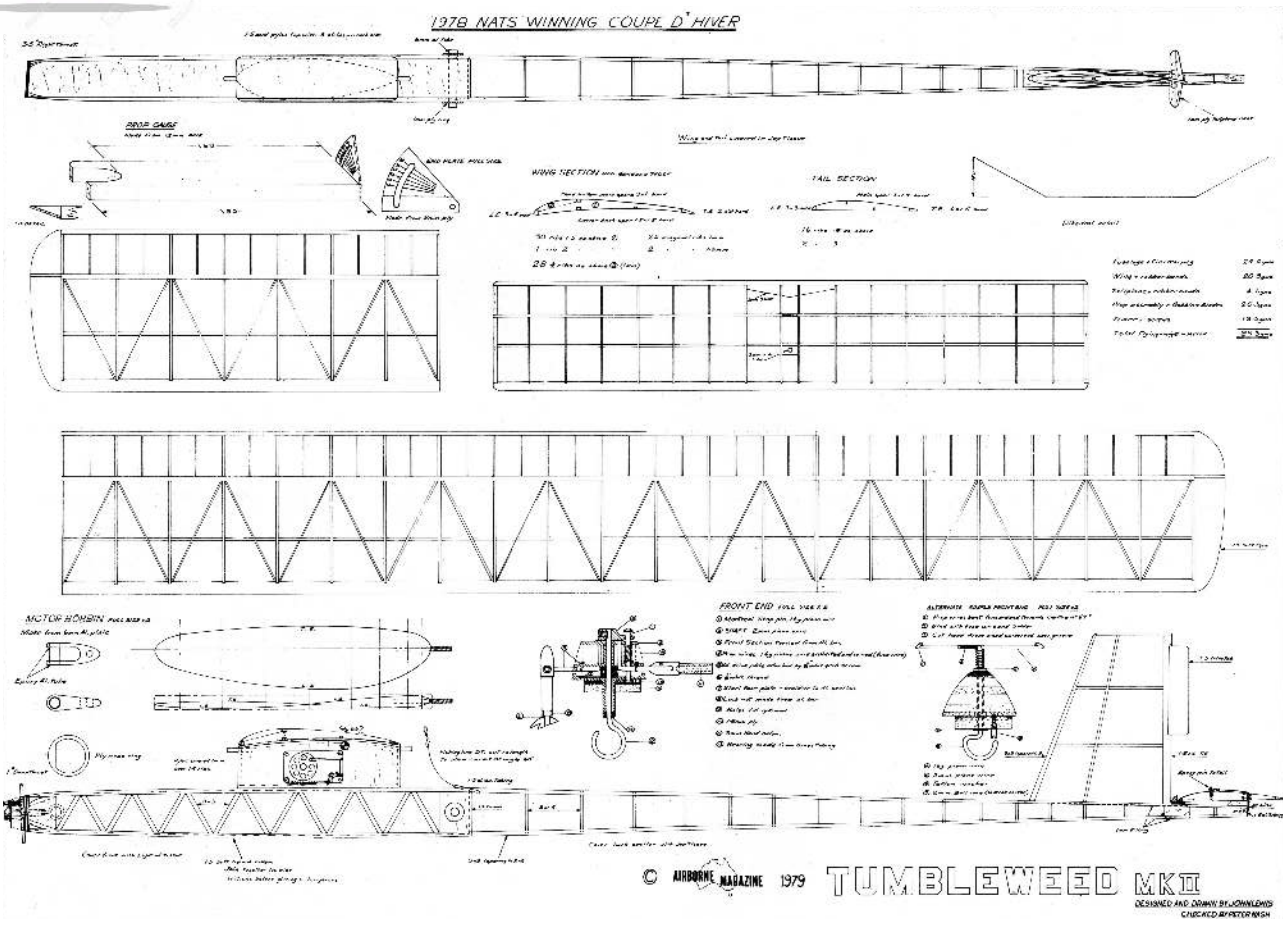


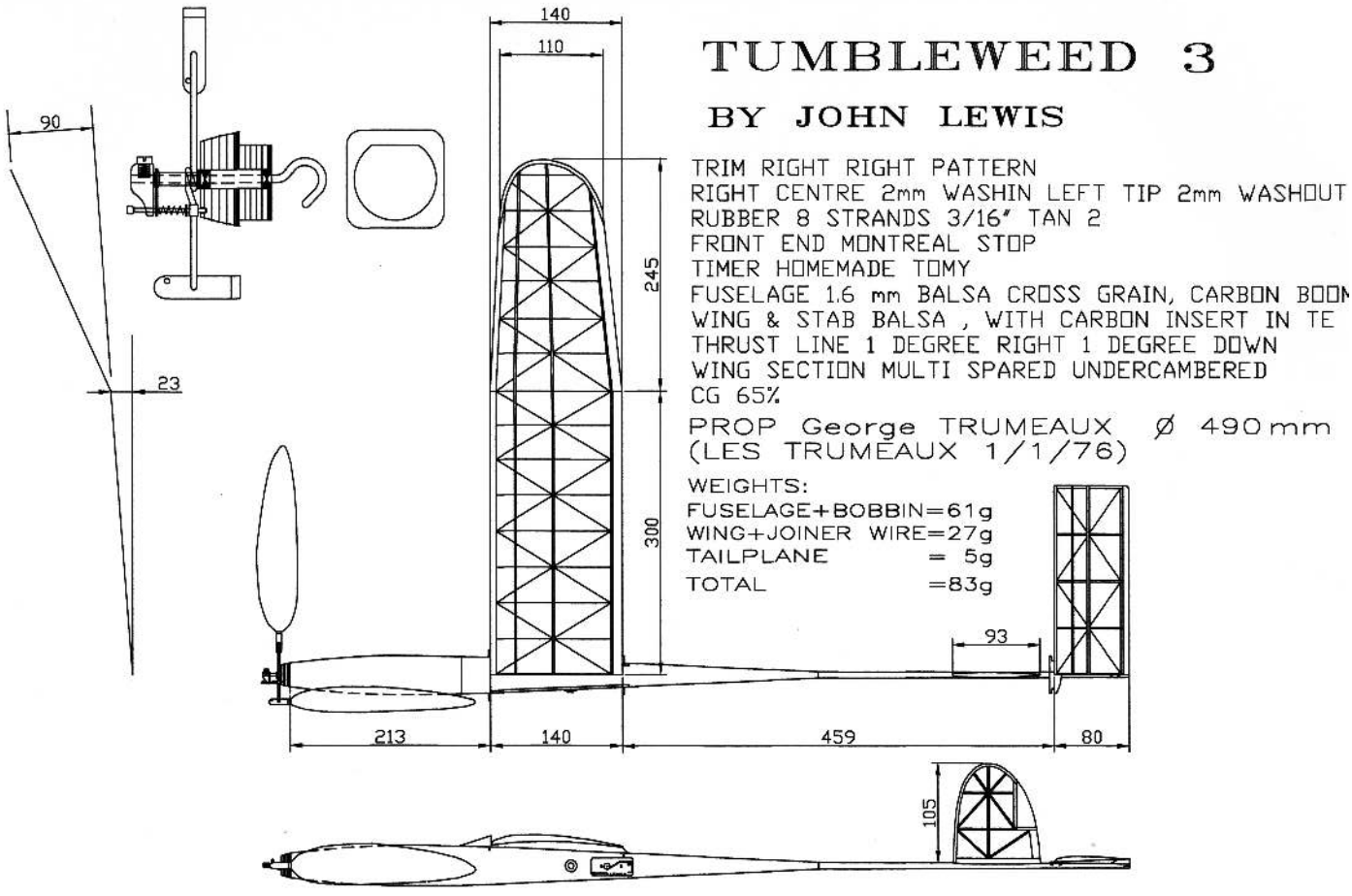


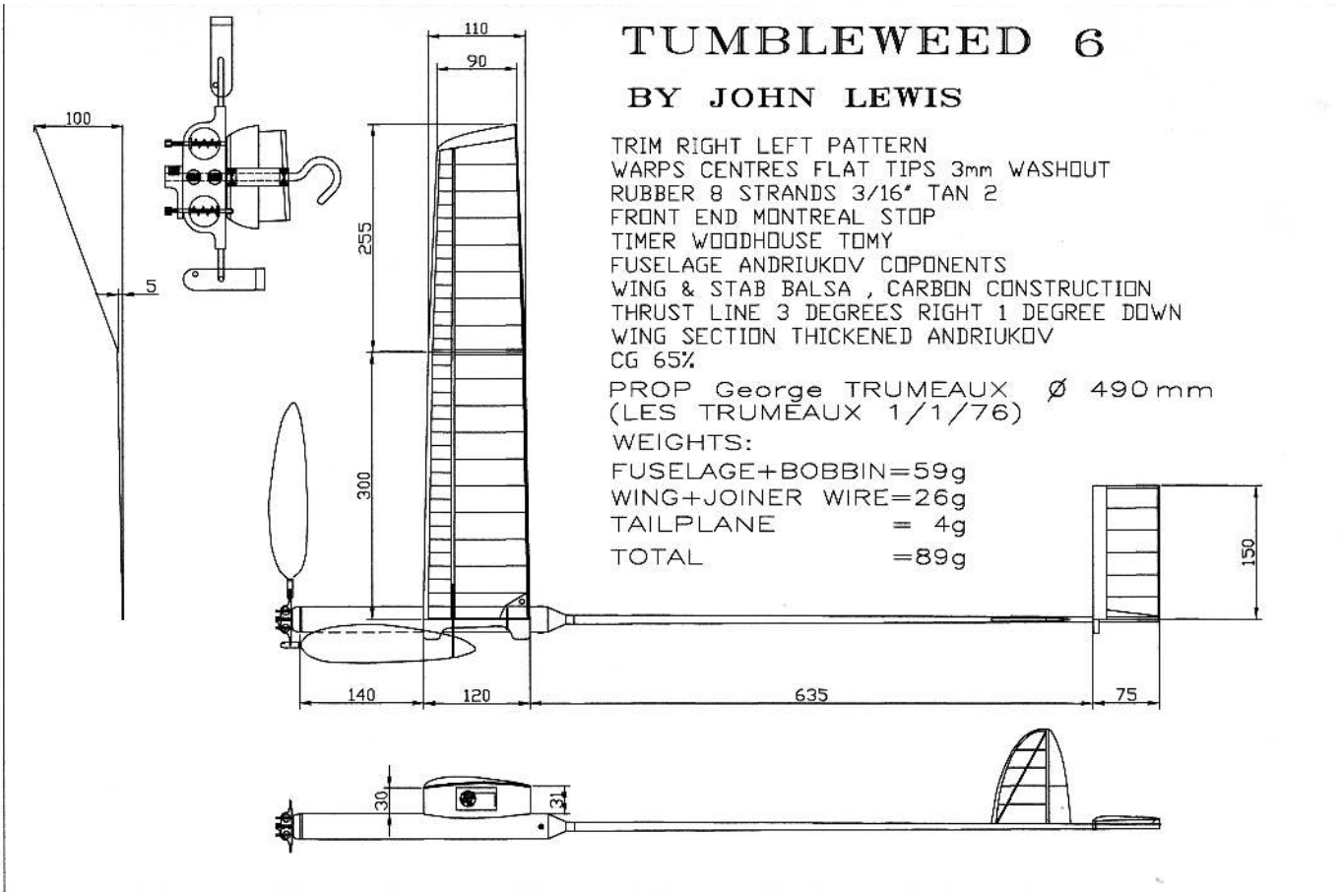


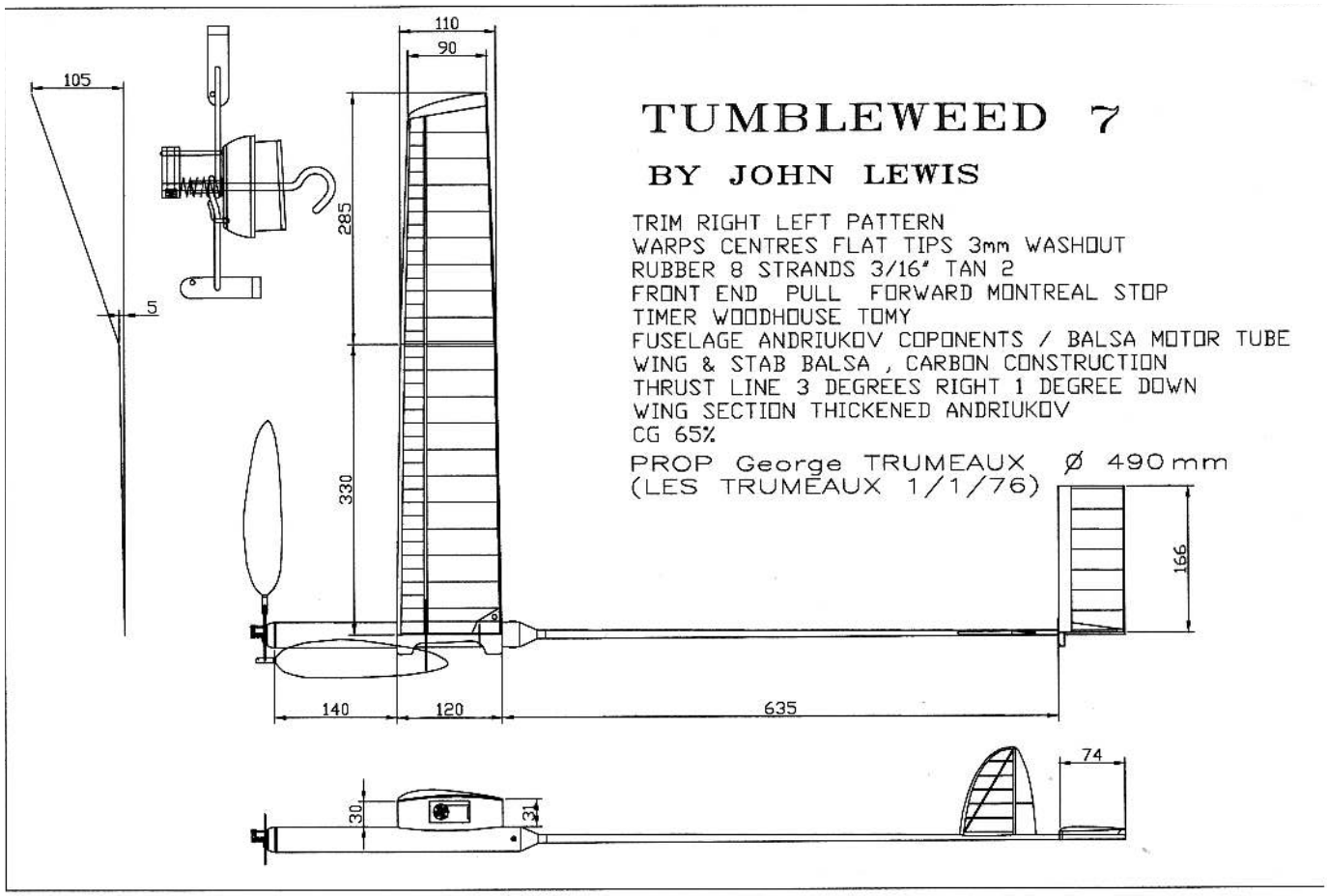
EVOLUTION OF THE TUMBLEWEED

Tumbleweed 2 was an “Airborne” plan but after that I tried various concepts to win the coveted Big Bird trophy. After number 7 I lost my way and started buying more hi-tech F1G models that fly better. But I still enjoy the simplicity of my old Right Left designs I now fly in our 100gm event, although I did use TW 6 to win last year’s F1G State Champs. *JOHN LEWIS*






TUMBLEWEED 6
BY JOHN LEWIS
TRIM RIGHT LEFT PATTERN
WARPS CENTRES FLAT TIPS 3mm WASHOUT
RUBBER 8 STRANDS 3/16" TAN 2
FRONT END MONTREAL STOP
TIMER WOODHOUSE TOMY
FUSELAGE ANDRIUKOV COPONENTS
WING & STAB BALSA , CARBON CONSTRUCTION
THRUST LINE 3 DEGREES RIGHT 1 DEGREE DOWN
WING SECTION THICKENED ANDRIUKOV
CG 65%
PROP George TRUMEAUX Ø 490mm
(LES TRUMEAUX 1/1/76)
WEIGHTS:
FUSELAGE+BOBBIN=59g
WING+JOINER WIRE=26g
TAILPLANE = 4g
TOTAL =89g
110
90
100
5
255
300
150
140
120
635
75
30
31


TUMBLEWEED 7
BY JOHN LEWIS
TRIM RIGHT LEFT PATTERN
WARPS CENTRES FLAT TIPS 3mm WASHOUT
RUBBER 8 STRANDS 3/16" TAN 2
FRONT END PULL FORWARD MONTREAL STOP
TIMER WOODHOUSE TOMY
FUSELAGE ANDRIUKOV COPONENTS / BALSA MOTOR TUBE
WING & STAB BALSA , CARBON CONSTRUCTION
THRUST LINE 3 DEGREES RIGHT 1 DEGREE DOWN
WING SECTION THICKENED ANDRIUKOV
CG 65%
PROP George TRUMEAUX Ø 490mm
(LES TRUMEAUX 1/1/76)
110
90
105
5
285
330
166
140
120
635
74
30
31



Looking back

at early Power events



By Pilot Bear



In our last edition we looked at the range of rubber powered models flown locally at our Coominya field. This time I thought we might like to see some power models from the past.

Prior to flying at Wivenhoe Pocket and our current Coominya field, most Free Flight was flown at Beaudesert. Our numbers were much smaller in those days but we were keen to compete interstate and to keep abreast of the latest technology. Both Pieter and John obtained one of the new Rossi Black head 2.5cc motors and set about building F1C's. This is a picture from that time with Pieter launching his model.

Although Power was never as well supported as Rubber events in Queensland there were a few that embraced the smell and sound of Power more than any other form.

Probably none more so than Des Slattery and of course the late Col Somers.



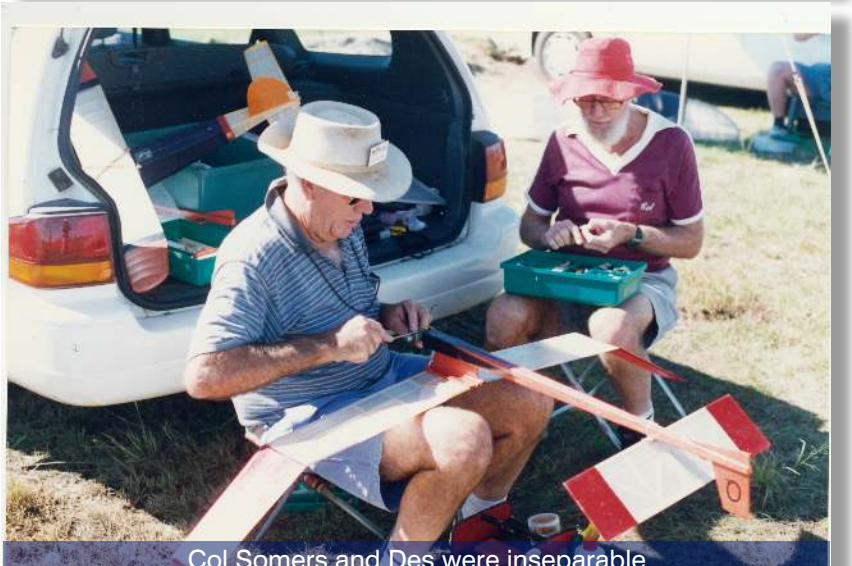
Pieter de Visser's F1C at Beaudesert



Power classes were Des's favourites



Des Slattery at Wivenhoe



Col Somers and Des were inseparable


Des at Wivenhoe


Col loved Power


Des again

Apart from Des and Col, Howard Gostelow was a keen power flyer that showed no fear as he embraced the mantra of “fill er up and let er go”. Howard's models were usually the biggest and noisiest on the field and when one was fired up most would stop what they were doing and watch - perhaps out of a fear of self-preservation.


Howard was very keen on F1C


Howard Gostelow embraced the vintage classes


Howard had vintage models for all occasions


He was and still is a prolific builder

John Lewis also dabbled with a range of power models from F1C to scramble designs as well as the odd vintage design.


John Lewis's Slicker



John Lewis's venerable Purple Haze in early days livery


John the gadget man


John still wears this hat!

John always had a liking for gadgets and making things more complicated than they needed to be. Here John compares his 1/2A model, with fully home-made turned aluminium motor pan and multifunction timer, to the standard set up of Dessy's model.

Ron Munden was another and still is a keen power flyer. Mark Armour dabbled a little with F1J but mainly stayed true to the rubber classes.


Ron Munden with small power model


Mark Armour with a nice model


George built several Cardinals

George Baynes, like Mark, had a short time experimenting with F1J but had more success with diesel powered sports models.

Malcolm Campbell also had a short involvement with duration Power models with his two Dixielanders but, like George, had more fun with Sport models and more recently E36.


Malcolm's OP and QDP Dixielanders


This was Malcolm's first day back at Free Flight, in 1997. The Madcap was his first FF build in 32 years


Peter Nash still has this very effective 1/2A power model

Probably the most successful Queenslander in Power (F1C) was Peter Nash who, with John and Ron, still regularly attends our Power contests. Here Peter is seen with an early 1/2A design.

Peter like many of our club members has recently taken up the challenge of E36.


Peter has never used a starter. He even flick starts his F1Cs

Looking for inspiration however there was no better way to be found than travelling to Dubbo each Easter to see the leaders in Power - Roy Summersby and the Ukrainian master himself, Eugene Verbitsky, making his one trip to Australian soil.



Roy Summersby is Australia's most prolific Power flyer, rewarded with a world championship in F1C in France, in 2013


Des admires Eugene's geared foil F1C. Sponsor Dave Anderson is in the background




The lagoon is dry - do we have a 5 minute field again?


E36 day - parched soil


Our new neighbour lives opposite our entry gate

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	🏆	Sun 17th	7am - 2pm	**F1H State Champs** (5 flights), E36 club event (3 flights)	Coominya
	IND	Sat 23rd	3pm - 6pm	Delta Dart (club sponsored)	BSHS
	☺	Sun 31st	7am - 2pm	Dale's Fun Day (P20, 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	🏆	Sat 8th	8am - 1pm	Reserve day F1A State Champs	Dalby
	🏆	Sun 9th	8am - 1pm	Reserve day F1B State Champs	Dalby
	IND	Sat 15th	3pm - 6pm	Hanger Rat State Champs	BSHS
	☺ CP	Sun 23rd	8am - 2pm	Club Fun Day (P20, Sports model rally & ½ Hr 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	🏆	Sun 11th	8am - 1pm	**E36 State Champs** (5 flights)	Coominya
	IND	Sat 17th	3pm - 6pm	Peanut Scale State Champs	BSHS
		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 – P20, 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
December		Sun 8th	12pm - 3pm	BFFS Xmas Party and prizes presentation	Ron & Sheila's

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

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "*BFFS on the field*" .

CONTACTS:

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

2019 FREE FLIGHT CALENDAR Ver 2 (21 February 2019)