The magazine for all those who love Free Flight

THE BFFS DIGEST

June 2019



In this issue:

- 71st Nationals
- AFFS Championships
- F1H, J and OP St Chs
- F1A And F1B St Chs
- E36 club event
- Darts, Rats, EZB & CLG
- Looking Back
- 2019 Flying Calendar

2018 - 2019 Management Committee

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

Enquiries regarding the BFFS Inc should be directed to

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

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

Club web page
Currently we don't have one - any volunteers?

The Motor Boys (the late Ron Chernich's) **web page**
http://modelenginenews.org/bffs/index.html

Contributed articles dealing with matters of interest are published from time to time in BFFS Digest.

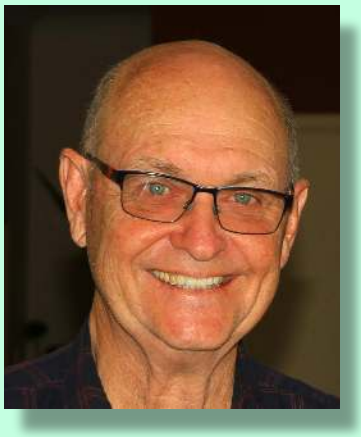
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Club President John Lewis launches one of his E36s. This class is going from strength to strength with most members having at least one model. Pearl 202s, Apaches, Jouleboxes, Super Pearls, Elmann 3s and various own designs ensure the success of this class for the BFFS.

PRESIDENT'S REPORT



In some ways it seems like the year has just begun and yet we are almost half way through - I guess the time seems to pass quickly when you are having fun. A number of events have been run although the wind has caused a few postponements with F1B still to be flown, hopefully on the weekend of 8th and 9th June. We did get ideal conditions for our F1G event with increased participation as well as the power weekend in April.

With most of the major events held in the first part of the year the remainder of the year offers a good range of club events to enjoy as we head into the winter months. The Indoor events have also been well supported this year with only two more days - P18 and Peanut Scale remaining after June.

Later this month we have our AGM when club fees will be due. Our MAAA affiliation costs have risen by $34 for next year and so our club membership fee has had to rise to $180 as a result. We have absorbed some of the increase. We have also decided to keep all entry fees at $5.00 for next year.

Our first E36 State Champs is set down for August and we would like to see as many E36 models on the field as possible to mark the occasion.

A few club members have recently participated at the Nationals at West Wyalong and the AFFS champs at Narrandera which you will be able to read about in this edition.

If you are building a new project or have something else of interest bring it along to the AGM, or send photos and a story to Malcolm for inclusion in the next Digest.

I'm looking forward to seeing you all at our club Fun Day on the 23rd June and the AGM the following Saturday.

Cheers *John Lewis*

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
F1H St Champs.....4
E36 club event.....6
Open Power and F1J St Champs.....8
F1G State Champs.....13
71st Nationals.....15
42nd AFFS Champs.....18
F1A State Champs.....22
Choosing the right field.....25
INDOOR Delta Dart event.....28
INDOOR HLG / CLG St Champs.....30
INDOOR Q'ld Champs.....32
Construction Corner.....34
Small is sometimes better.....34
BFFS Spy.....36
Looking Back.....37
2019 Calendar.....41

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 Mt Tarampa, 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

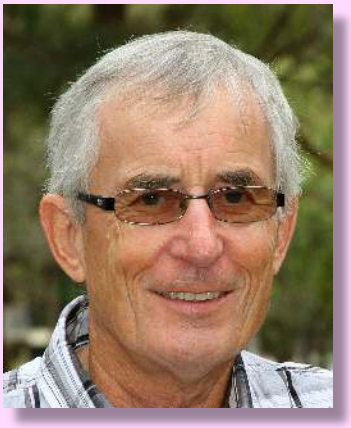
We should all be feeling a bit happier after clocking up a few good flying days these last three months because the weather has been glorious. Of course this is to be expected as we head towards winter, classically the best time to fly free flight in Australia. But why did it get windy for F1A?

Our club, like many clubs internationally I read about, has encountered a change in flying habits. We are unlucky that the majority of our members are above 70 years of age, and some are in their 80s, and we only have just one junior member. Club events flown five years ago attracted serious competition. Now the number of serious competitors has dropped significantly and the validity of some competitions, particularly State Championships is becoming questionable.

Some questions to consider –

1. Are State Champs for two people really supportable? F1C (Q'ld-style) was merged with Open Power to get four entries this year. And we only see interstate visitors for F1A and F1B in team selection years.
2. Should we still have EOY Champion trophies where the winner is predictable at the start of the season?
3. Is it time to simplify our program to include only the events with significant interest/entry numbers?
4. Do we start a series so that popular classes are flown more than once, with a cumulative score to keep the interest alive over the full year?
5. Are physical retrieval difficulties heralding the end of 3 minute events at the State level?
6. Do we consider new club events to address mobility problems?
7. The number of club members hasn't increased for years; in fact we are in decline. Is there an answer to this problem? I doubt it, as all FF clubs and even radio clubs, have this problem.

Of course, we still have five club members who travel interstate to major events and



four who travel internationally. We should be proud that three club members have competed in multiple World Championships since 2013. And these people also have to be considered in the scheme of things.

Our club has also punched above its weight in serving our sport, with three club members on the AFFS committee and one holding two positions on the MAAQ committee.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Great issue, as usual. Many thanks. Bernard Boutillier FRANCE

I hope you and Kathy had a successful trip to California last month and arrived home safe and healthy. I saw many of the photographs taken during the Lost Hills adventure and it looked really active. It also looked cold!! You always seem to have a good team of fellow Australians on the scene which adds to the fun and memories.

We finished up 2018 in good form although the June through August period was so hot that it wasn't much fun. Given the age range of our outdoor flyers is about 65 to 82 years old, heat is not our friend…especially when accompanied by high humidity as well! However, everyone came through in good shape. I note that out indoor flyers are generally about half the age of the outdoor boys. The young fellows are clearly smarter than the outdoor gang!

In late January, we had a good awards banquet using some of the ideas you shared from your gathering. The ladies have been included in some gift giving the last two years and attendance seems to be on the rise. People now look forward to the gathering whereas it was looked on as something of a chore in the past.

I want to be sure to pass on my new e-mail address. The last Digest I have is for December and I don't want to miss any. Somewhere along the way, Mr. Yahoo alleges I "lost" my password and the system refused to let me reenter the word. Then, the system refused to accept my security answers to reclaim the old address. That led me to a new address with Google Mail, khube848@gmail.com.

We open our outdoor season next month and we'll have some new members who have been out of modeling for decades. This will be fun as we'll start them off with some of the popular small rubber-powered models and a few CLG's as well. We are putting a push on small bungee-launched gliders to generate some glider interest because the US has never been as active with towline gliders as Australia, England and the Continental countries have. Most of us are too old to be running about towing a model, but we are trying to convince members that the breeze is your friend and use it to make towing fun. Keep up all the contribution you make to aeromodelling as it adds to the experience and enjoyment of many people.

Karl Hube, Secretary/Treasurer,

Thanks Malcolm for the newsletter. Enjoyed your comprehensive report on the USA comps. VERY much enjoyed the photos from about 20 years ago, and oh, haven't we matured so well.
Cheers, Howard Gostelow

Oh Malcolm! Thanks a bunch, no modelling for me now your epic newsletter popped in. Just kidding, it's always such a great read, like so many other readers of yours, I simply can't stop reading it until I've read it all. Thanks for including the French Inclusion; I hope that my efforts are up to your high standard. What a busy lot of fellows you all are; seeing the pictures and reading the text of your travels and adventures abroad brings back wonderful memories for both Kath and I. Thank you, properly this time.
John French

I just read the March edition of the BFFS newsletter from cover to cover. Some good results from the small contingent of BFFS flyers with Albert and Craig doing well in the in F1A and F1B as well as your results in the F1S events. The weather sounded dreadful - cold and windy which makes our flyer's good results more impressive. Another great effort and I am already looking forward to the next edition.
John Lewis

F1H State Champs



Coominya
17 March 2019

Report by John Lewis, photos by Malcolm Campbell

John Lewis launches for Ben Lewis, in minimal breeze

We kicked off this year's contest season with the F1H State Champs and an E36 club event. There had been a lot of rain preceding the event in Brisbane particularly the day and night before and with rain forecast for Sunday we were fortunate to have a fine morning with cool temperatures and light winds. Perhaps due to our ageing membership or physical injuries there are now fewer participating in towing gliders with only three contestants competing on this occasion. Malcolm brought F1Hs but elected not to risk inflaming his recovering Lost Hills hamstring injury so close to the Nationals and AFFS Champs.

Ben Lewis got away to a good start with a max in the early morning neutral air. John Lewis also maxed his first flight helped by some light lift. Brian Taylor, flying an old school Supermax, waited till later in the morning in the hope there would be sufficient wind to help get his model to the top of the tow line.

Both Ben and John had the benefit of VIT and circle tow but found lift picking more difficult as the morning wore on. Both recorded 3 maxes a piece but John's mistakes were far more



Des Slattery launching in F1H



Brian Taylor tows up his aging Supermax

costly leaving Ben as the clear winner. Brian only made 3 flights and although his model was gliding well he was unable to gain sufficient height from his launches.



Father & son, John & Ben Lewis, set up for a very quiet F1H State Champs



Ben gets away

F1H RESULTS

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Total
Ben Lewis	120	113	120	82	120	555
John Lewis	120	120	46	45	120	451
Brian Taylor	61	78	65	-	-	204



F1H place getters - 3. Brian Taylor 1. Ben Lewis 2. John Lewis



Brian Taylor produces the winning flight in E36

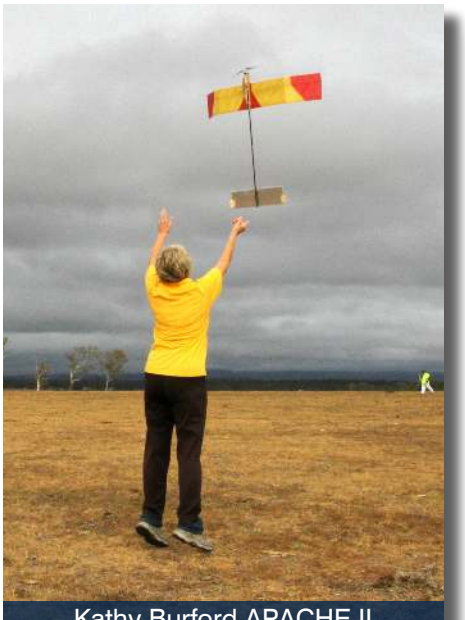

Malcolm Campbell JOULEBOX II/III

By comparison E36 attracted more participation with 5 entries. Graham was a potential starter as well but damaged both his high thrust-line Elmann 3 and his backup Pearl 202 during testing.

The lack of wind was more of a benefit for the E36 flyers although lift picking was still difficult. Malcolm and Kathy started early to maximise the morning buoyancy. Malcolm looked to have the contest in the bag with two easy maxes but found unhelpful air to drop his third flight by just under 30 seconds. The model transitioned high, as it did in all rounds, but it was on the way down for the rest of the flight. Kathy had some transition problems that were nearly trimmed out by her final flight but she too got little help in the final flight. Her scores were good enough to secure 3rd place.

Des's Lime E had a flat climb that spoilt its excellent glide and he failed to get sufficient altitude to threaten the leaders. Des brought out his Pearl 202 as a possible second entry but damaged it during testing. John began well with an easy max, the model scribing out a very wide arc - just half a circuit in the 2 minutes but then he dropped his 2nd flight badly - a poor launch caused his model to track straight, landing just before the road. John's final flight failed to gain good height because he flew with a used battery. Brian had been testing his own design E36, an adapted Coupe d' Hiver model, for the last few weeks and lined up to try his luck. In typical fashion for Brian he produced a winning score in the last E36 flight of the day, beating Malcolm by 6 seconds.

It was good to have favourable flying conditions for the start of our flying season and hopefully this will continue throughout the year. All we need now is more participation.


Kathy Burford APACHE II


Des Slattery PEARL 202


John Lewis modified PEARL 202


Graham Maynard PEARL 202


Brian Taylor's OD model uses Coupe wing and tail. It has a great glide.

E36 RESULTS

Name	Flt 1	Flt 2	Flt 3	Total
Brian Taylor	98	120	120	338
Malcolm Campbell	120	120	92	332
Kathy Burford	77	120	100	297
Des Slattery	73	94	85	252
John Lewis	120	41	55	216


E36 place getters - 3. Kathy Burford 1. Brian Taylor 2. Malcolm Campbell

Open Power and F1J State Champs
Dalby 6 - 7 April 2019

Photos and story by John Lewis


Des Slattery launches his Dixielander in Open Power

The weather forecast looked brilliant for the weekend as flyers and partners gathered at the Russell hotel for dinner on Friday night. We all enjoyed typical country-sized meals in pleasant surroundings.

OPEN POWER: Flying was underway by 8am on Saturday with the wind speed higher than predicted but still comfortable. John Lewis flew his new Open Power model on his first flight but with a poorly tuned motor and short engine run failed to gain sufficient height for a good score. Peter Nash demonstrated how it was done gaining good height and with a slow circling glide recorded an easy max. Unfortunately on the DT decent Peter's model clipped a power pole damaging a wing tip and Peter decided to retire. John's second flight went left after a poor launch resulting in a broken wing on impact. Luckily the fuselage, propeller and tailplane escaped unharmed, hitting the soft black soil. John continued using his old F1C to make his remaining flights scoring a max on his last flight.

Des's model turned tightly but safely on his spiral climbs but had an unfortunate over-run and a premature DT robbing him of probable maxes. Ron Munden had a multitude of problems trying to get engines started eventually resulting in one engine seizing and no scores in Open Power. John Taylor had a couple of test flights on low power with his Playboy. With one final test flight John cranked up the motor and launched the model only to have it dive into the ground. On inspection it appears the front of the tailplane had ridden over the


Ron Munden walks out to start a difficult weekend


John Taylor about to realise a tail plane issue

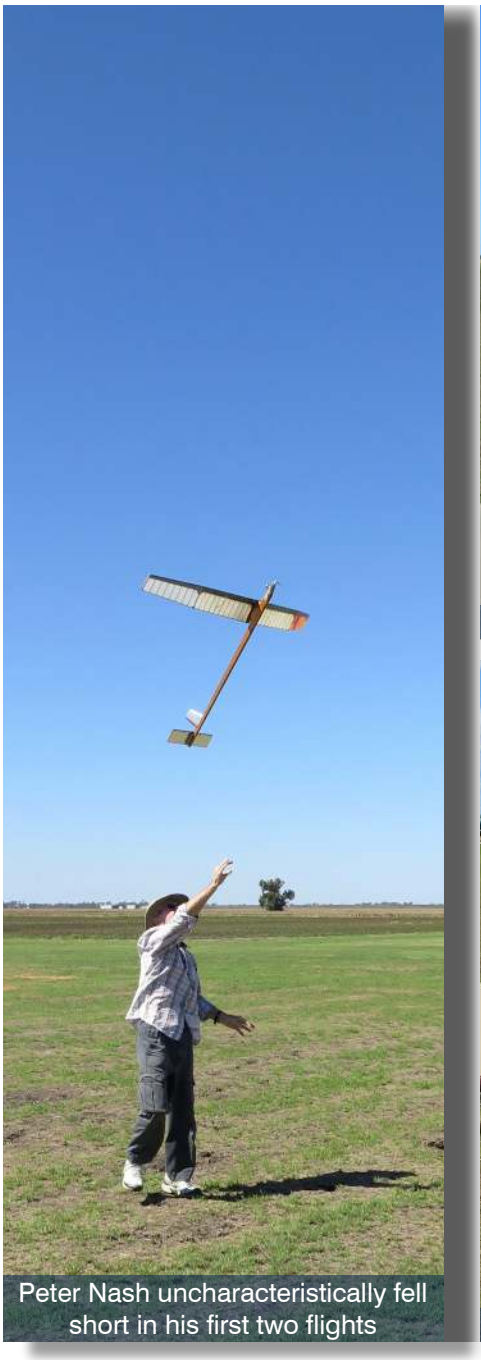
stop on the front of the mount effectively giving positive incidence on the tail plane. In any case, a broken pylon eliminated John's participation in the event. Consequently John Lewis won, Des was second and Peter ended up third.

After lunch, provided by the Dalby members, both Peter and John Lewis did some trimming for the following day. John had a new F1J and managed to get it trimmed to the glide stage. Another pleasant evening back at the Russell hotel followed then off to bed.

F1J: Sunday morning dawned with blue skies and no wind. As the morning progressed there was a light variable breeze but models rarely went more than 100 meters from the launch area. John Lewis discovered a small hole in the flood off tubing of his new F1J and was forced to remove the motor to replace the tubing. Des had a fuel feed problems with his F1J model and finally resorted to a less competitive 1/2A style model. John Taylor discovered a loose back plate on his model. In spite of his efforts was unable to get the motor to run. Ron Munden like the day before spent hours of frustration also for no reward.

John Lewis's first flight went well but failed to gain enough height on a 3 second motor run to max but still managed to top score in the first round. Peter Nash's first flight went slightly off pattern landing 3 seconds short of John's score. Des's first flight was the same as his VH number – 34!

As the day progressed John, Peter and Des improved their scores with Peter maxing his last 3 flights. Des improved his score



Peter Nash uncharacteristically fell short in his first two flights



John Lewis was pretty pleased with his new F1J



Des Slattery had trouble with his F1J, reverting back to a trusty 1/2A

with each flight, managing a max on his final flight. John's new model ((Purple Haze 3) went well enough to win the event with 3 maxes. This model had its first trimming flights on Saturday afternoon and, apart from adjusting the rudder for both the climb and glide, flew off the board as they say. In fact John only had one flight using a short glide of 20 seconds before the contest.

Des did some testing after the event with a .09 Tee Dee powered model while John took some drone shots. We all left around lunch time leaving behind perfect flying conditions and were home in time to unpack, wash and refill our vehicles. It was great to see more people attending this year particularly with partners making for a good social weekend. Power models are very impressive when they go well but damn frustrating when they fail to start. Certainly preparation is fundamental to success. Hopefully, we can structure some more opportunities in our flying calendar to facilitate power model testing/trimming though out the year.



It was nice in the shade to read, play Sudoku and generally chatter

OPEN POWER RESULTS

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl.5	Total
John Lewis	70	69	116	119	180	554
Des Slattery	50	115	91	96	80	432
Peter Nash	180	-	-	-	-	180
Ron Munden	DNF					

F1J RESULTS

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl.5	Total
John Lewis	80	120	120	120	93	533
Peter Nash	77	82	120	120	120	519
Des Slattery	34	69	110	112	120	445
Ron Munden	DNF					

Dales Fun Day

Coominya 31 March 2019



BFFS pow-wow in the sun

Report and photos by John Lewis

The weather prediction indicated a perfect day, sunny, a mild temperature with light winds diminishing throughout the morning to calm conditions. Well, it was sunny but they really got the wind speed prediction wrong with an average of 7m/sec gusting to 9m/sec. I must admit when I arrived at 7am the field looked great now nice and green looking more like a turf farm. It was however quite cold and it was the first time this year warm clothing was required. In fact we didn't erect the normal sun shade partially because it was pleasant sitting in the sun to get warm and also the probability the wind would play havoc with the sunshade structure.

Needless to say there wasn't a lot of flying. Even Des left his models in his vehicle. However Des's son Peter flew a paper dart with a capacitor powered electric motor driving a small propeller which handled the conditions quite well early in the day but on a later attempt was blown around quickly hitting the ground. Peter had more success flying a converted to electric RC Pushy Cat, launching in a lull and managing a safe landing after a good flight.



Peter Slattery launches his capacitor-powered paper dart



Is this the world's only electric Pushy Cat? It was flown by Peter Slattery.



The business end of Peter's Push-E-Cat



Larry Brownlow with his little RC powered WWI model

Larry Brownlow flew an Eindecker-like small RC model. I'm not sure if "flew" is the correct description as I suspect most of the aerobatics were not intentional. The model ended up a long way downwind and, as Larry was losing both orientation and sight of the model, he allowed it to land (crash) with minor damage.



Larry's model in flight; check the "dihedral"

Most of the excitement seemed to occur getting to the field. Apparently a ute overturned just past the Bremer bridge (which must have been a few minutes after I crossed). As a result the traffic had banked up causing a late arrival for most. William and Dale where further held up after getting a flat tyre after the turnoff.

Albert hit a kangaroo with minor vehicle damage thanks to the bull bar on the front of his Rav 4. The kangaroo was not so lucky. Apparently he heard a lot of thumping on the bottom of his vehicle as he drove over it. The car should smell nice after a few days.



Dale's healthy morning tea was well received

I managed a few drone shots but the highlight of the day was as usual Dale's morning tea. After discussing various topics and solving a few of the world's problems we decided to call it a day and head back to the comfort of our hobby rooms for some more building time.

PUNOGRAPHY

- I changed my iPod name to Titanic. It's syncing now.
- I tried to catch some fog. I mist.
- When chemists die, they barium.
- Jokes about German sausage are the wurst.
- A soldier who survived mustard gas and pepper spray is now a seasoned veteran.
- I know a guy who's addicted to brake fluid. He says he can stop any time.
- How does Moses make his tea? Hebrews it.
- I stayed up all night to see where the sun went. Then it dawned on me.
- This girl said she recognized me from the vegetarian club, but I'd never met herbivore.
- I'm reading a book about anti-gravity. I can't put it down.
- I did a theatrical performance about puns. It was a play on words.
- They told me I had type A blood, but it was a type-O.
- A dyslexic man walks into a bra.
- PMS jokes aren't funny, period.
- Why were the Indians here first? They had reservations.
- Class trip to the Coca-Cola factory-- I hope there's no pop quiz.
- The Energizer bunny arrested and charged with battery.
- I didn't like my beard at first. Then it grew on me.







F1G State Champs
Coominya 28 April 2019

Photos and story by John Lewis





Ben Lewis enjoys a good launch



Dale Jones, William on the watch



Des Slattery loves to be first way

Initially F1G was to be held on April 21 however being Easter Sunday very few were available and the predicted wind speed was unfavourable for these lightweight models on that day. A week later on Sunday 28 we were greeted with light and variable winds and had 7 flyers contesting the event. The day began with a light breeze, but as the forecast indicated improving conditions later in the morning, many held off before making their first flight.

Des however was not deterred and was first to record an official flight. Brian soon followed reaching great height to make the first max of the day. John too made an easy max although son Ben was less fortunate after reaching good height found sink to be down around 30 seconds short of a max. Both William and Dale also recorded easy maxes. Ron began with a disappointing flight but improved throughout the day finishing up with probably the highest flight.

John, Brian, William and Dale all had 2 maxes a piece after their second flight with Ben also maxing his second flight. Mid-morning became tricky with extended calm patches that resulted in large patches of sink.

Only Dale maxed her third flight. Ben's model powered stalled on his fourth flight after he launched a bit left resulting in a broken model and his retirement from the event. John was the only one to record a fourth flight max.

There were a few in winning contention going into the fifth flight. 3 maxes were recorded - John, Brian and Ron. Dale needed a max to win the event but fell short coming in second, four seconds behind John with Brian finishing in 3rd position 6 seconds behind Dale. It was a close finish to a very enjoyable day's flying. Although William only had enough energy for two flights he really enjoyed the day and being on the field again.

Results on the next page

F1G RESULTS

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
John Lewis	120	120	86	120	120	566
Dale Jones	120	120	120	100	102	562
Brian Taylor	120	120	113	73	120	546
Des Slattery	76	107	53	75	66	377
Ben Lewis	91	120	116	15	-	342
Ron Munden	25	42	49	57	120	293
William Jones	120	120	-	-	-	240



F1G place getters - 3. Brian Taylor 1. John Lewis 2. Dale Jones

---



VAN'S NEW TOY

It's from The Dark Side and is a foam dual 70mm 10 blade ducted fan Gloster Meteor. Van tells us it's a Dynam kit – great molding but terrible engineering. He has changed the fan back to 10 blade from 12 blade to reduce the current from the battery. It has 2 x 100 Amp esc and I have gone up to six cell 4000 mAh from the 4 cell they have stipulated . It's electric, but it's not an E36!

71st National Model Aircraft Championships

West Wyalong NSW

24 - 30 April 2019

Report and photos by Malcolm Campbell

Craig, Albert, Kathy and I took the long drive down to West Wyalong for the 71st Nationals. From there we later continued on to Narrandera for the 42nd AFFS Championships. Our little Mazda was loaded to the gunnels with 20 models and clothes for 3 weeks. That's no record. Des, Col and I hold the benchmark, with 32 models! Craig and Albert travelled in style in Craig's new Forester. Peter Nash also came down with Helen who continued on to Albury/Wodonga for family things. Peter camped on the field in his little motor home. Graham Maynard would join us at Narrandera.

The Nationals is a great event, but I simply couldn't get to all venues and still compete in 7 events (with Kathy in 5) and take photos as well, but I tried. The weather was superb and the first day of competition for Vintage Rubber, P30 and F1J was held in near still conditions. Albert and Craig really enjoyed their little VR battle with their Boxall and Yardstick models, and Peter could have really done well in F1J bar his first flight.

Kathy and I shared the same 100 m line in Vintage glider to get good flights (I maxed out) and Albert's quaint Korda Open Glider Winner 1942 (big names in that era) was out of trim on the first flight and then out of the comp when he pulled the model from Kathy's hand in the launch removing critical flying surfaces. That night we had Albert, Craig and Gary Odgers over for a roast lamb dinner, in our stately Bank BnB in the centre of town.

Open Power and Vintage Power were flown in windier conditions and there were some prangs. Peter Nash had trouble with his model, the wind playing havoc with his launches. Later I whipped around to see F5B RC electric glider and also the F2Bs at the town's excellent football field. Albert and Craig were there already. Team race at the airport had been postponed so no action there.

Day 3 was cold and windy, with F1B being delayed to fly on the F1A and C day. A few tried to fly Scale but they didn't have realistic flights. A decision was made that those who wanted could fly and others could wait until another day. So I decided to wait for a better day and returned to the CL circles. Indoor was popular, with a large contingent of Hanger Rats and a few IHLGs. Craig and Albert flew and cleaned up!

Day 4 was a bit windy but not like the expected breeze, but it tested he Scramble flyers. HLG, CLG and DLG was, in the main, disappointing, with very few decent scores. Kathy totalled one of her catapult gliders, comprehensively – I hope I can



Albert Fathers launches his Fred Boxall VR model



Peter Nash launched well in most of his F1J flights


Malcolm Campbell with his class winning vintage Nebula


Craig, Vin, Igor and Gary discuss something serious?


Craig Hemsworth got some exercise with his IHLG


Albert Fathers rekindled a skill nurtured back in the UK

fix it. There were a number of different designs flown in E36 and Kathy and I had a ball. Sadly Peter Nash's first flight sidelined him and he retired. Kathy and I made it to the fly-off and that's where it ended for us, both making errors that should have been avoided. Leigh Morgan deservedly won the event.

We joined a large bunch of flyers at the Royal Hotel for dinner.

Day 5 came and we had winds of 3 – 5 m/sec for F1A, B and C. I really enjoyed using my GPS as it enabled me to retrieve other models while not losing track of mine, and it makes the retrieve more manageable as it displays how far out you are, and how much further to go as you walk out. And Graham Maynard, you can never get lost because it has a Go Home function! There were lots of good F1B flights but not many in F1A, although Vin was going well and Albert was not far behind. One of my retrieves was 1.42 km out and I saw Bs in the distance. We were overflying a line of small trees at this distance but no one got caught up. It was a tiring day although I got to fly Scale at 4.30 pm, before the Night Scramble. Maris Disler's Luton Minor flew well but my little Cub flew better, like on rails. It was glorious, and I won!

The LED adorned models in Night Scramble provided the expected spectacle and it was great to retreat to the roaring fire at the clubhouse for the country BBQ – roast lamb and veggies. There was a large and happy crowd.

Day 6, this was the final day for waking up early. We jumped out of bed and were driving towards the field when we both remarked how dark it was. We were an hour early! Somehow my phone was displaying the wrong time – I blamed Telstra – so we went home and put the washing on and then got back to watch the F1C and F1B fly-offs, both exciting. F1G, F1H and OZD were flown that day; with the flight line relocated once well to the NE corner to compensate for the 5 – 7 m/sec winds. Kathy liked the breeze, less running, but I didn't like the retrieves. Bruce Ramsay



The AB Field clubhouse before the BBQ started; the massive blaze on the left was appreciated by over 100 people

folded the wings of his balsa F1H in his first launch. Albert looked quite weary after a few long retrieves. Did I mention Craig's Bultaco electric retrieval bike? Schmick. Unlucky Vin landed in a tree, about 1.6 km from launch point down near the clubhouse. Ably assisted by Albert, Craig and Mickey Towell, the model was retrieved with minimal damage.

It was Vin Morgan's 75th birthday party that night with about 25 people enjoying a wonderful meal at the hotel in a private room.

So the very last day arrived and it was raining, for the first time during the Nats. Very few flew Vintage Stunt as the winds were also up. Prior to the night's Celebration Banquet we had 10 people up on our deck for drinks and nibbles. Craig and Albert stayed on for a stir fry and Vin and Leigh came back for sweets and coffee after the Banquet ended. I think we also tidied up all the partly consumed wine bottles and the Bailey's. It was a really good relaxing night.

So what events did the BFFS fly in? I flew in 7, Kathy flew in 4 and Craig, Albert and Peter flew in 3 each. And we picked up a fair proportion of the medals! Congratulations to the organisers, long live the Nationals. Don't miss the next one!

For those who want a more detailed report, refer to the June edition of "Free Flight Down Under".

BFFS RESULTS IN THE 71st NATIONALS

F1A Glider

		Score	FO 1	Total	Place
Albert	Fathers	903			2
Malcolm	Campbell	764			4

F1B Wakefield

		Score	FO 1	Total	Place
Craig	Hemsworth	960	197	1157	4

F1G Coupe

		Score	FO 1	Total	Place
Craig	Hemsworth	222			3

F1H Glider

		Score	FO 1	Total	Place
Malcolm	Campbell	462			1
Kathy	Burford	431			2

F1J 1/2A Power

		Score	FO 1	Total	Place
Peter	Nash	538			4

Open Power

		Score	FO 1	Total	Place
Peter	Nash	420			4

E36

		Score	FO 1	FO 2	FO 3	Total	Place
Kathy	Burford	360	100			460	2
Malcolm	Campbell	360	71			431	3
Peter	Nash	7				7	7

Outdoor HLG

		Score	Place
Craig	Hemsworth	92	2

Outdoor CLG

		Score	Place
Malcolm	Campbell	113	1
Kathy	Burford	77	2

Outdoor DLG

		Score	Place
Malcolm	Campbell	54	2

Vintage Rubber

		Score	Place
Albert	Fathers	506	2
Craig	Hemsworth	431	3

Vintage Glider

		Score	Place
Malcolm	Campbell	540	1
Kathy	Burford	445	2
Albert	Fathers	141	3

F4A Scale

			Score	Place
Malcolm	Campbell	Piper Cub J3	234	1

Indoor HLG

		Score	Place
Craig	Hemsworth	47.32	1
Albert	Fathers	41.00	4

BFFS CLUB RESULTS

5 x 1st	8 x 2nd	4 x 3rd	5 x 4th	1 x 7th	BFFS placing in 14 events
Malcolm	Campbell	4 x 1st	1 x 2nd	1 x 3rd	1 x 4th
Kathy	Burford	4 x 2nd			
Craig	Hemsworth	1 x 1st	1 x 2nd	2 x 3rd	1 x 4th
Albert	Fathers	2 x 2nd	1 x 3rd	1 x 4th	
Peter	Nash	2 x 4th	1 x 7th		

42nd AFFS Championships

Narrandera NSW

3 - 9 May 2019

Report and photos by Malcolm Campbell

With the Nats completed, we were packing for our trip south for the AFFS Champs at Narrandera. Graham Maynard would meet us there, making it five Queenslanders competing. Peter Nash couldn't come; he had a big overseas holiday to prepare for. Clouds were appearing as we loaded the car and wet weather was also predicted where we were heading, but it was to clear in a day or so. Fingers crossed – there was still no rain by 6 pm.

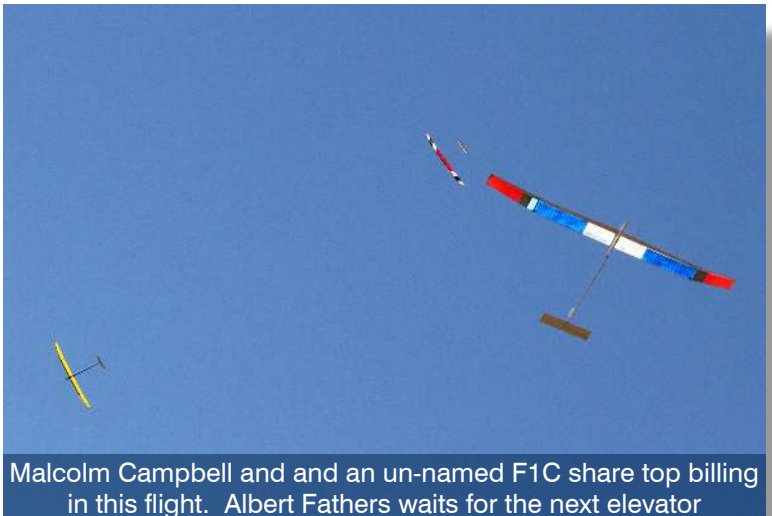
Boom! A thunderstorm rolled through overnight with some heavy rain. Wayne Durnan, the owner of the property, said 50mm fell at Widgiewa. That was good for him and the winds were predicted 3 – 5 m/sec, good for us. But the road wasn't as we slithered onto the field. The day was sunny so we felt it would start to dry out – it took a few days.

But we started F1A and F1C as scheduled. Phil and I were surprised by R1. I got less than 3 minutes in R1 for the first time ever with my current models – sink at 8.30 am? Phil fared worse. He dropped a hatch cover and bunted on the line on his second attempt. Albert got the full 240 and I put in another shocker in R2. Vin was looking good until R3 and then he started his horror run, to fall from contention. Although Phil went on to record 4 maxes only Albert and Antony Koerbin were clean going into R4. Then Albert ran over the Chinaman; his model careered wildly around narrowly avoiding the ground in a crazy willy willy-like launch to be down in 54 secs – game over for Albert. Phil maxed and amazingly so did I, after slipping in the mud and falling but somehow managing a good launch. So the Kiwis placed first and second and I surprisingly found myself in 3rd place.

Three maxed out in F1C and the next day, Slava would win with a time of 9:42 a good 110 seconds clear or Roy. Day 2 was F1B and it was cold and windy, the 3 – 5 m/sec being exceeded early. There was a great selection of top flyers competing and Craig put in some stellar launches but dropped R3 badly. Graham Maynard retired after 3 rounds when his model started to turn left and right at will. There were red dots all over the score sheet but only five were clean by the end of the rounds, with quite a shake-up occurring in R5. Igor Vivchar would narrowly win the FO next morning. Kathy cooked a roast pork meal for Kiwis Craig King and Antony Koerbin.

Kathy and I flew Combined Percentage with our E36s and also F1H. R1 was a high time max and I got a miraculous 4:06 but then the wheels fell of, culminating with my model cartwheeling across the ground while towing up, badly damaging the outer panel and breaking the stab. Kathy upheld the team with several maxes to finish second behind Kiwi Dave Ackery.

There were quite a few in Combined Percentage including



Malcolm Campbell and and an un-named F1C share top billing in this flight. Albert Fathers waits for the next elevator



Craig Hemsworth's F1B on to the next max


Graham Maynard launches as Gary Goodwin and Craig Hemsworth evaluate the air


Craig's new launch style?


Graham should have made the P30 fly-off. Ask him why not?


Who had the best electric bike?

glider, rubber and power. Kathy and I fielded the only two E36s and we joined the fly-off against Craig's F1B the next morning. The rest of the day was perfect for F1A, F1C and P30, although it was tricky at times as the winds were quite light and there were extended periods of no lift. F1C was stationed downwind from the As and they relished in all the markers we sent their way. Phil and Antony were the best of the A flyers and the 240 sec R5 looked a tall ask for the rest of us. I picked up light lift at 20 metres and a flight that could have ended in a minute DT'ed high for the 4 minutes. Albert started in better air and then found his way out of it to drop the round. Phil got the win in the FO and I squeaked into 3rd, with Albert 4th. The F1C FO was quite dramatic and Slava won.


The girls warm up before the F1A fly-off

Graham Maynard looked like he'd be in the P30 FO with Vin as his final flight was in lift and high, but he DT'ed early. Vin didn't have to get up early the next day! In the Combined Percentage FO, Kathy was just 6 percentage points from winning but she did her best, recording 3:08 in 7am still air. She got a good launch! Don't ask about me.

E36 was a non-event for Kathy and I, with both of us suffering launch yips. Mine punished me much worse than Kathy's as she only failed in her first flight. Her other two flights drew cheers from the crowd – she had a fan club. Newbie E36 flyer and past F1C World Champ won.

I didn't see much at all of the F1B rounds but 6 made the FO. That night about 20 flyers were the guests of Wayne and Betsy Durnan, the owners of the property we fly on. Wayne had noted we'd been flying there for


Wayne Durnan's magnificent family home, "Widgiewa"


Like a set out of a movie, with an unbelievable back drop


Drinks first then a scrumptious BBQ by AJ, Wayne's son


The two Craigs talk while admiring the scene

20 years and he so much appreciated how we had conducted ourselves that he put on a superb BBQ for us at the back of his extraordinarily pretty home to celebrate the occasion. It was like a setting from the Hugh Jackman "*Australia*" movie, only we were actually there. I got some superb photos.

Six F1B flyers went into battle at 7am with a 4 m/s cold wind, making the 9º wind feel like 5º. They all launched within a 2 minute interval with Ivor Vivchar winning. Craig placed 4th. They all had long retrieves.

Combined Vintage looked like being a challenge with the strengthening winds, so much so that only Kathy and I were willing to fly. I went first, waiting for something like a lull to coax the Nebula into the sky, wings fluttering as I went up. I got a safe launch and transition and the early part of the glide was good but weather cocking and ground turbulence affected my time. Kathy went next and spent quite a deal of time persuading the model to keep climbing on the line and moving it towards the glide circle before releasing it. She was rewarded with a great flight. I know it was because I had to walk out 2.6 km to retrieve it! Kathy retrieved my closer model remarking that the tail was still down. Lucky me, I better clean that timer again!

Kathy maintained her title of Catapult Queen, easily beating her opponents in winds of 7 – 8 m/sec, sometimes more. She seemed to pick lift in the micro lulls to win the event. CD Phil


The F1B fly-off was an eyesore


The Morundah Pub Banquet was top-class, as usual

had given us one hour to complete as many launches as possible in the time so we couldn't afford to lose a model and were always running under them. Like the good old days with Des and Col, Kathy and I were the last to leave the field.

The Morundah Pub Banquet was superb as always. With a five star chef, how could expect anything less? Awards were given out and Kathy and I picked up quite a few. Kathy even scored the Champ of Champs perpetual trophy! So we have to bring it back again next year. Drat.

After the bus dropped us home to the caravan park, a group of us congregated in Vin and Roy's room to despatch the remainder of our wine supply and to drain the last of three part full Bailey's bottles and some whisky. It was a fun night but I don't know how Craig and Albert got up early the next day and drove all the way home, in one day!

AFFS CHAMPS RESULTS



Craig flew F1B to win Comb. %, Kathy and Malcolm flew E36s



Kathy convincingly won Champ of Champs, first female ever

WIDGIEWA CUP 2019

03-May-19

F1A

NAME	TOTAL	PLACE
Malcolm CAMPBELL	869	3
Albert FATHERS	841	4

F1B

	TOTAL	PLACE
04-May-19		
Craig HEMSWORTH	935	6
Graham MAYNARD	340	10

AFFS CHAMPIONSHIPS 2019

06-05-19

F1A

NAME	TOTAL	FO1	PLACE
Malcolm CAMPBELL	1010		3
Albert FATHERS	990		4
07-05-19			

F1B

	TOTAL	FO1	PLACE
Craig HEMSWORTH	1020	225	4
Graham MAYNARD	496		13
06-05-19			

COMBINED % OPEN

	TOTAL %	FO Model	FO %	PLACE
Craig HEMSWORTH	100	F1B	1.61	1
Kathy BURFORD	100	E36	1.55	2
Malcolm CAMPBELL	100	E36	0.77	3
Albert FATHERS	95	F1A		5
05-05-19				

F1H

	TOTAL	High Time	PLACE
Kathy BURFORD	529	138	2
Malcolm CAMPBELL	267	246	4
06-05-19			

P30

	TOTAL	PLACE
Graham MAYNARD	301	2
07-05-19		

E36

	TOTAL	PLACE
Kathy BURFORD	269	2
Mal CAMPBELL	263	3
08-05-19		

HLG/DLG/CLG

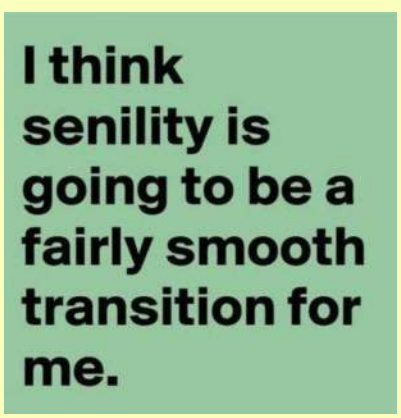
	TOTAL	PLACE
Kathy BURFORD	124	1
Mal CAMPBELL	85	2
08-05-19		

COMBINED VINTAGE

	TOTAL	R1 HIGH	PLACE	
Kathy BURFORD	180	263	1	Nebula 1954
Mal CAMPBELL	180	195	2	Nebula 1954

AFFS CHAMPION 2019 **Kathy BURFORD**





So you'd like to read more on the AFFS Champs"? You need to read "*Free Flight Down Under*".

F1A State Champs

~~Dalby 18 May 2019~~

Coominya 19 May 2019



Photos and story by John Lewis and Malcolm Campbell

We had intended to fly the F1A event at Dalby on the Saturday but both the wind speed and direction made that a risky option with the highway downwind. We therefore abandoned the Saturday and decided to move to the lower paddock at Coominya on Sunday because both the wind speed and direction were more favourable. John, Kathy and I all stayed overnight at Dalby and both John and I checked the DMAC field at different times before driving home. Wind speed was up to 6 m/sec from the east at 9.15 am!

To be sure, Kathy and I dropped into the Coominya field at midday and walked down to the lower paddock. With SE winds between 2 and 5 m/sec, we liked what we saw.

The elections kept us awake late and I didn't sleep well as I rehashed weather patterns in my head. To complicate things Kathy decided that she would fly F1A although she had only towed them up a couple of times, 7 years ago! I was to have my hands full and I don't recall flying so badly, ever.

John now takes up the story with a few more comments from me. The surface was challenging for both running and circle towing in the area we chose but of most concern to those attempting circle towing was towline snags on the grass surface.

The first 4 minute round was flown in light conditions with Malcolm, Ben and Kathy all making the 4 minute max comfortably in light lift. I was surprised that Kathy's first launch would reward her so well. And Ben remarked it had been some time since he last recorded a R1 four minute flight.

John's model had too tight a turn for the conditions and sub maxed. Round 2 was particularly tricky with light variable wind direction and still patches. Kathy was unable to successfully launch her model and recorded a zero score. She nearly gave Malcolm heart failure in this round when she tried to circle the model, without prior practice! Thank



Ben Lewis's winning model, safely back after its ordeal



Part of the yard near where Ben's model was found

goodness for the RDT, the model remained in one piece.

John had a few attempts to launch his model as he negotiated the rough terrain eventually getting the model to unlatch. Although a poor launch off to one side the air was sufficient for John to score a lucky max.

Malcolm got a good launch but should have moved to a thermal model; his early rounds model didn't handle the light air, and he dropped. Ben towed from side to side with the fence restricting his upwind direction finally finding some good air and launched to record an easy max.

So the first two rounds were flown in very light winds where the models went east over the lower two paddocks currently growing a brilliant green grass that may herald a crop being planted later in the year.

The wind swung to the predicted SE direction and stayed that way for the next 3 rounds, strengthening as predicted.

In round 3 Ben flew early, maxed and landed a few metres away from his launch position. Soon after, a cold breeze sprang up. Both John and Malcolm suffered from the cold air with poor scores but Kathy got away for a convincing max.

By the start of round 4 the wind speed had increased significantly. Ben got away in some good air to easily max but his model disappeared from view behind trees a long way downwind on DT.

John and Ben went looking and were confronted with sheds, dams, dogs and high metal fences, as well as high trees. Ben's tracker was not giving the normal audio response and I suspect the metal structures may have been confusing the signal as well that sometimes dropped out completely. The property owners were very helpful and eventually found Ben's model miraculously unscathed, 1.2 km from launch point. While they used motorised retrieval, it still meant John missed round 4.

Malcolm's R4 launch was grossly overcooked and the resulting aerobatics saw him down in 30 seconds! A PB! Kathy was unable to record a score after two attempts where she loaded up the model with it coming off the line on the way up.

A bit of tuition from Malcolm while they awaited John's return and Kathy was able to launch successfully in the 6 m/sec wind but the score was low. Malcolm's fifth flight was launched in lift but it was pushed ahead of the thermal, flying straight for some time before landing 400 m out to be down in 1 m 43 s.

John needed a bit more than 90 seconds to take third spot and set a short DT time, not wanting to repeat Ben's model recovery adventure. He got away in some good air gaining the time he needed. Ben didn't need to fly round 5 and was happy to put his model in the box.

It was certainly an interesting day, where Kathy got the opportunity to fly F1A in a range of conditions and we all went home with undamaged models. Kathy did remark that she was amazed at how much tension an F1A generates.

Perhaps Albert should let her try one of his LDAs?



The bottom paddock didn't look too bad to me

F1A RESULTS

Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
Ben Lewis	240	180	180	180	-	780
Malcolm Campbell	240	142	100	30	103	615
John Lewis	154	180	69	-	116	519
Kathy Burford	240	-	180	-	76	496



F1A place getters - 2. Malcolm Campbell 1. Ben Lewis 3. John Lewis

And where was Albert I hear you say? Lets just say a little too much exuberant celebrating the night before left him in no condition to drive on Sunday. He wisely stayed in bed and was much better when I phoned him when I got home from Coominya!

The Catapult Queen tries her hand at F1A



Kathy flew F1A for the first time by learning as she went in the F1A State Champs - a baptism by fire? Her first tow up was R1 of the event - no practice for Kathy!

Of course that did put some more pressure on Malcolm as he suffered the overload of flying badly himself while finding the time to help Kathy. And it varied from light winds to no winds and finished with 6 - 7 m/sec.

Actually she did pretty well. A proper training session has been promised soon.

Choosing the right field for 3 minute events

Malcolm Campbell



COOMINYA - some grass tufts and spikes



DALBY - stubble in all paddocks



COOMINYA - lovely green grass on two of the lower eastern paddocks heralds crops in the future



DALBY - residual crops, some holes and crumbly soil plus crosswise tractor tyre channels = not a surface to tow on

When I was young, my Dad was President of a local bowls club. At one stage he was Games Organiser and I remember him saying how hard it was to organise the weekly games. He could never please everyone he would say. Organising our free flight days around doubtful weather carries the same frustration. It's difficult at times trying to run events when weather or other circumstances impact on our judgement. We are so lucky to have two fields at our disposal. I believe we should use them both to their best advantage.

We first flew our three minute events at Dalby in 2008 when the Dalby Model Aero Club kindly helped us out when our own field was compromised. For years, our Coominya field had been unsuitable with a very full Seven Mile Lagoon being more suitable for sailing or a ROW event for many years. Once it nearly dried up before refilling but now it is totally dry. The field we had used for years is once again available. We have in fact used it successfully on a few occasions in recent years. We were luckier back in 2005, when we able to access that paddock from both sides. It was a rough drive in but it was a true three minute field.

Now with only access from the east, it lends itself to days when the wind blows lightly from the SE if we move far enough up the paddock. Flyable distance increases as the winds change from E, to ESE, NNE and NE. It is a good paddock for ESE winds and a great paddock for the latter two northerly wind directions. Of course it also is workable for westerly, north westerly and to a degree south westerly, only while lower paddocks are uncropped.

Southerly and SSE are the taboo directions.

Of course the ground that was underwater has received a number of hoof marks as the cattle enjoyed the grass the wet times encouraged. The perimeter of what once was the lake has some grass tufts, a few dead thistle bushes and a few spiky wooden weeds in one area in

Please turn the page

particular. This area can be avoided or probably overflown.

Criticism of the towing surface where we flew in the F1A event was warranted but the wind direction dictated the position of the flight line. It was a workable position but a bit rough underfoot and, while snags were considered a problem, I can say from experience there are few paddocks where this isn't the case. We learn to live with snags; some F1A flyers loop the excess line in their hand to avoid snags. Further north on the lower Coominya paddock, the ground is ideal but the correct wind direction becomes critical.

Dalby's small grassy airfield is one that doesn't suffer in this way but there are other things that create problems for flyers there. Dalby Model Aero Club has been very helpful in allowing us access to their field but it hasn't been without weather problems. We really have to be ready to relocate if the weather indicates overflying the Cecil Plains Road. It's a long and expensive journey with overnight accommodation only to decide on the day the field is unflyable.

Dalby can be idyllic on a good day, and so can Coominya, but both fields have their faults. Even Australia's best field Narrandera can be difficult, if the grass grows or they have recent or heavy rain while we're there. There have been times when the grass is nearly chest high, or where low sections are knee deep with water, or where hoof prints make some retrieval areas very hard going and sometimes the road in can be muddy requiring rally driving skills to get to the flight line. This year it was sublime with the field as flat and green as the winter grass of Lost Hills. We did have wind from every compass point and sometimes at 6 to 7 m/sec, but we didn't have to change the flight line location. That makes the Narrandera field one of the best in the world!

The Achilles heel for Dalby is the main road 1 km from the airfield flight line. Winds from the east, north east or south east spell trouble when they exceed 5 m/sec. We all know the gusts can be 50% higher and models can easily reach or overfly the highway in 3 to 4 minutes. So winds with a westerly influence suit that field the most.

Disaster struck in 2016 when the F1A, B and C Team Selection trials were washed out before they started. Fifteen in total were affected and five interstate F1C flyers drove home without putting in a flight. Well Terry Bond did and he was lucky to get back to the grass, growing six inches in height during retrieval. The three Victorian F1B flyers stayed on, coming back to Coominya with us the next day to enjoy a lovely day on the lower paddock flying Open Rubber and No Frills Wake.

Two years later in September, windy weather struck for the F1A and F1B team Selection trials at Dalby, with five electing not to fly and some of those who did fly incurring damage. All events were run on Saturday because of stronger winds predicted for Sunday. Only Richard Blackam seemed unaffected, maxing out in F1B. Yet a few months earlier in June, F1A and F1B were flown in perfect conditions with 6 and 10 minute fly-offs for F1B taking place in the afternoon, with models straying only a couple of hundred metres. There were no crops or stubble and ground furrows were non-existent - all we had was flat black soil in all directions. If it rained, it would have been all over.

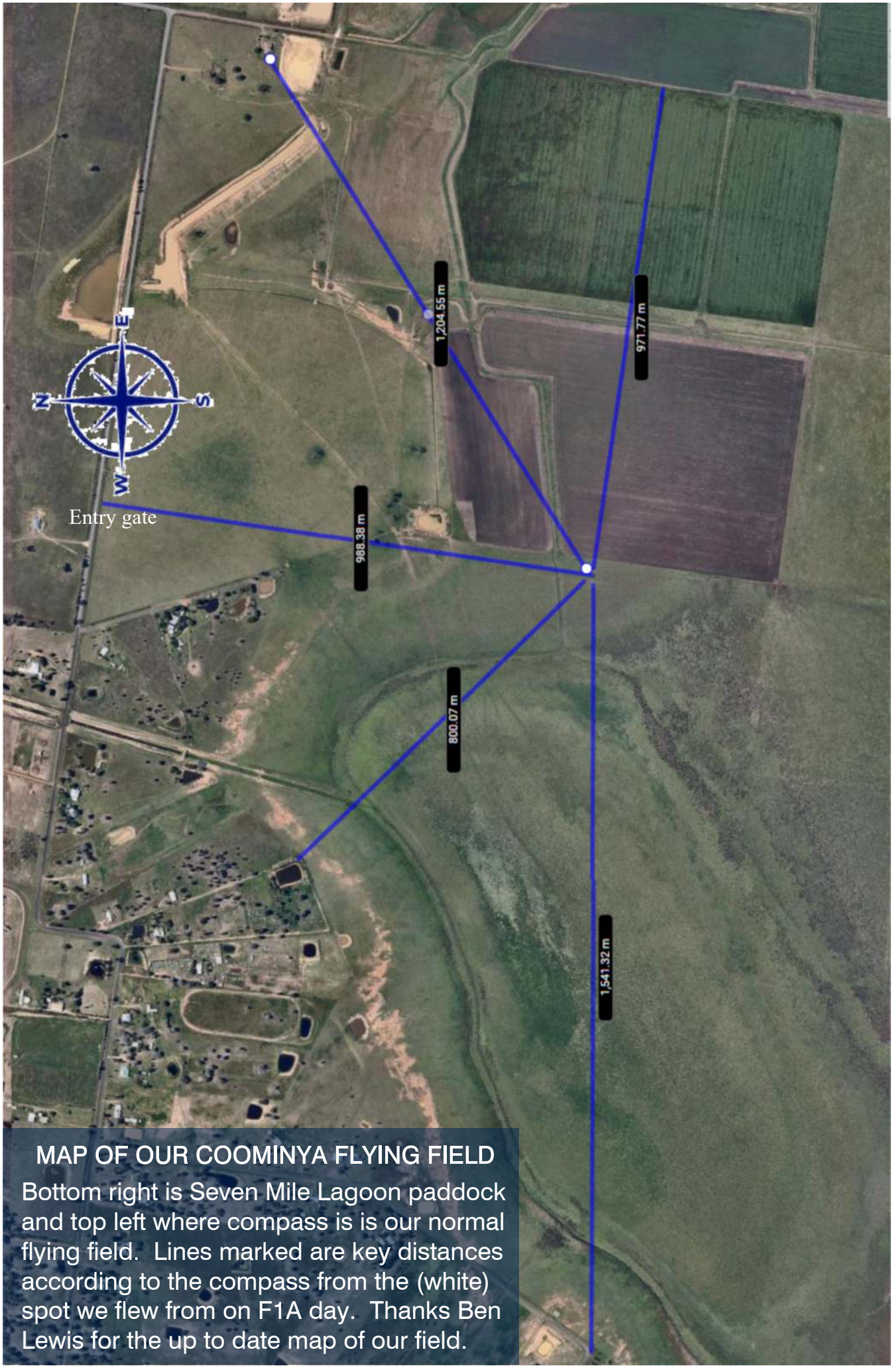
Dalby has another problem that was understated and not mentioned after the wonderful 2019 Power weekend, when winds were light and retrievals easy – stubble. When I arrived at Dalby for this year's F1A event, stubble was visible in every compass point of the paddock, and most was 10- 20 cm high, except for the first 100 meters west of the flight line, where it was sparse and short. I inspected 700 metres east of the air field because I knew we couldn't fly from the grass because of the wind. Here the field had different problems – short weeds, cracked and crumbly black soil and deep tractor ruts crossing the field every 4 – 5 metres making towing impossible and walking somewhat difficult. The stubble downwind would damage models, particularly light F1A and F1B stabs. Contrary to others' opinions I don't like stubble. I DT'ed down onto stubble just like that at Dalby a few years ago and the stalk punctured the Ikarex lower covering on my F1A wing, pushing through the rib and carbon capping and then through the upper Ikarex covering. Now Ikarex is kite material and extremely tough but it was no match for the stubble. I rest my case.

So Dalby like Coominya is not without its vices – it's just a more expensive and time consuming experience if wind, rain or crops stop play. This leads me to what we should consider, while the lagoon is dried up. We should use that paddock more often. Now I know about the ultra-lights that share our air space but they fly over both paddocks. We can keep an eye out for them and not launch if they are heading our way. We don't fill the sky with models; there are only a few of us in the air at once, sometimes less.

So we should still list Power, F1A and F1B at Dalby on the calendar, but I believe a decision has to be made by Wednesday night which field to fly on if crops or stubble are excessive, if the winds are up or in the wrong direction or if rain is predicted. I would say if there's any doubt we should fly from the lower paddock of Coominya. This allows Dalby motels to be cancelled without penalty and also provides the Dalby club with sufficient notice.

Malcolm Campbell

NOTE: See map on the next page



MAP OF OUR COOMINYA FLYING FIELD

Bottom right is Seven Mile Lagoon paddock and top left where compass is is our normal flying field. Lines marked are key distances according to the compass from the (white) spot we flew from on F1A day. Thanks Ben Lewis for the up to date map of our field.

INDOOR 2019

Delta Dart competition

Club sponsored

B S H S Hall 23 March 2019

Report and photos by John Lewis

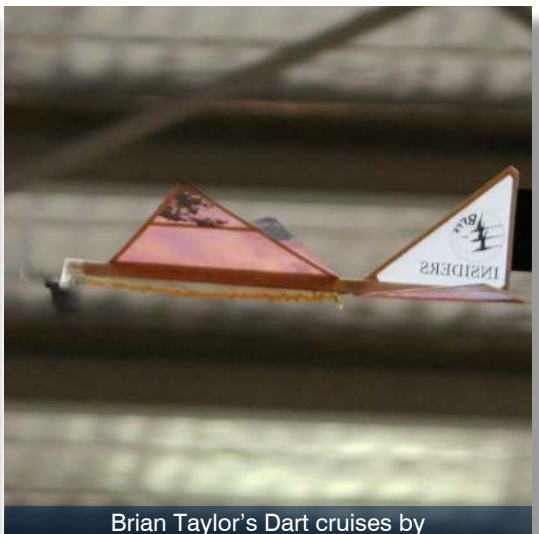
Attendance was down with Ron Munden unwell, Larry Brownlow overseas and John Taylor looking after house guests. However Des, John, Brian and Ben enjoyed the afternoon's flying and we had Ian Hay, my next door neighbour, attending as a spectator. It was a very warm day (mainly the humidity) both inside and outside the hall. My key pad code wouldn't open the top gate so we had to use the lower gate to access the car park - I think this is the school preferred entry point for staff so this may turn out be our future entry point.

Des as usual was first to record an official flight with a respectable score of 49 seconds with an overpowered model that hit many of the overhead beams on it's entertaining flight. John's first flight was far more sedate climbing slowly and staying well below the beams and other obstacles. Brian's model, like John's, had a slow safe pattern but failed to make a winning time dropping quickly once the rubber turns were near the end. Ben like Des went for the fast climb and entertaining flight pattern hoping for lucky bounces but soon came in contact with the wall that terminated his flight.

As the day progressed Ben and Des reduced their rubber cross section and produced more conservative flight patterns where Brian and John started to live more dangerously increasing both power and turns. On this



Ben Lewis's little Dart



Brian Taylor's Dart cruises by



Trim tabs worked well for John Lewis

occasion John produced the best scores with Brian unable to produce a few magic winning flights thus ending up in second place. Des failed to improve on his first score often due to collisions with beams or the walls. Ben's flights improved but he missed out on a podium position. Except for the warm conditions it was an enjoyable start to the indoor season for 2019. Our next Indoor event is the HLG/CLG State Champs on April 13.

I hope to see you there.



Ben Lewis had to lie down on the job to control the power burst



John's Delta Dart on school promo flight



Des Slattery, always happy to be flying

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total (Best 2)
John Lewis	65	**79**	75	69	**77**	23	156
Brian Taylor	51	50	54	**55**	**63**	34	118
Des Slattery	**49**	34	**48**	40	30	41	97
Ben Lewis	28	39	**42**	40	29	**41**	83



The happy winners of the Delta Dart competition

INDOOR 2019

HLG/CLG State Champs

B S H S Hall 13 April 2019

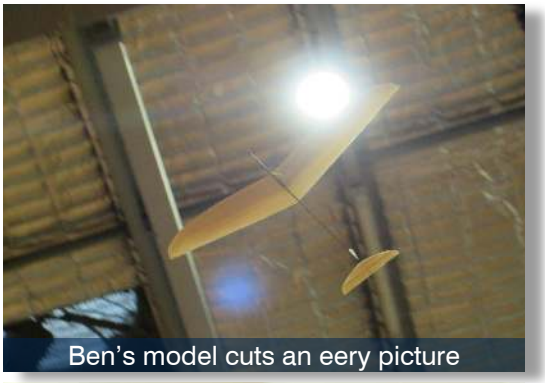


Report and photos by John Lewis

Previously the Indoor HLG events have had minimal participation over the last few years but this year there was little airspace available with 8 entries. With 9 official flights timed for each competitor and many test flights happening there was little space left. There were also a number of EZB trimming flights made in preparation for our next event on the calendar and Brian managed some longer flights with his new Peanut model. We even had a few of my old Aerospace students come along to watch and play with their small RC helicopters.

Ben made a few impressive HLG flights but managed to hit various obstacles on each flight, reducing his times a little. Unfortunately he had a model caught in the overhead net and once released it hit the floor nose first removing one wing. Still his first flights were sufficient for an easy victory. Brian Taylor flying a smallish catapult glider managed a number of good flights to take second place. John's model flew well but he was unable to make 30 seconds with three high scores of 29 - perhaps both John and his model are showing their age, still John was a comfortable 3rd.

Ron Munden seemed to be having a successful day with a well-trimmed catapult glider. Ron's EZB also looked very good with some long flights. Des was close behind Ron in performance and as usual enjoyed his flying. Annika has improved noticeably getting good height from her HLG model and being fairly consistent with her catapult model. As is so often the case some of her



Ben's model cuts an eery picture



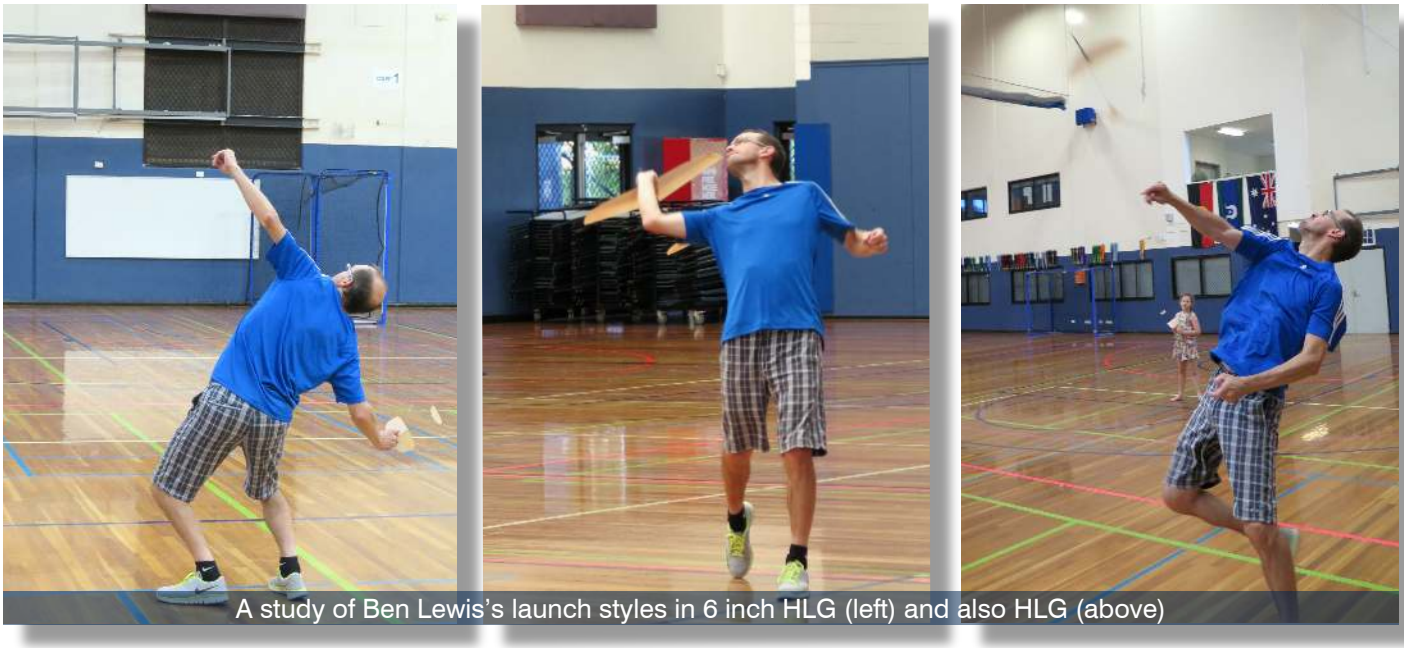
Ron Munden at full stretch in 6 inch CLG



Another great view of Ben Lewis's model



Father and daughter in 6 inch CLG



A study of Ben Lewis's launch styles in 6 inch HLG (left) and also HLG (above)

trimming flights went better than her official times. Larry didn't survive long with his HLG breaking it after recording his first score but his EZB trimming flights looked very competitive.

Another great afternoon was had by all flying indoors.

John Lewis





The happy winners of the HLG/CLG State Champs

INDOOR HLG/CLG STATE CHAMPS RESULTS

Name	1	2	3	4	5	6	7	8	9	Best 3 Total
Ben Lewis	**35**	**38**	28	**36**	7	-	-	-	-	109
Brian Taylor	28	32	20	29	**34**	33	29	**34**	**34**	102
John Lewis	25	28	**29**	**29**	26	26	**29**	26	28	87
Ron Munden	9	12	**24**	13	**16**	15	**20**	10	7	60
Des Slattery	6	**19**	16	**19**	16	16	15	14	**17**	55
Annika Lewis HLG	2	2	4	13	12	11	**14**	**14**	**14**	42
Annika Lewis CLG	9	11	8	10	11	7	**13**	**14**	**14**	41
Larry Brownlow	**12**	-	-	-	-	-	-	-	-	12

INDOOR 2019

F1L (EZB) Q'ld Champs

B S H S Hall 4 May 2019



Report and photos by John Lewis

This year we had 5 entries with Larry setting the highest time ever in our State High indoor venue. Larry set the pace early with a flight that sat under the rafters as it drifted from one end of the hall to the other flying through the net supports to score a time just short of 8 minutes. It looked like one of those fluky flights that only happen rarely but then Larry's second flight proved it was no fluke with a time just shy of 7 minutes.

Ron Munden's model looked very competitive during practice on the previous (HLG) day. After a good start on his first flight Ron's model was severely damaged on his second flight after hanging up. As a result Ron was unable to continue. Both John and Ben made slow starts with John being hung up on his early flights suffering some wing damage.

Ben's model after some experimenting with rubber sizes produced a PB for Ben with a model he built two years ago.

Brian as usual looked in control but his model also suffered damage being retrieved from the top of the net.

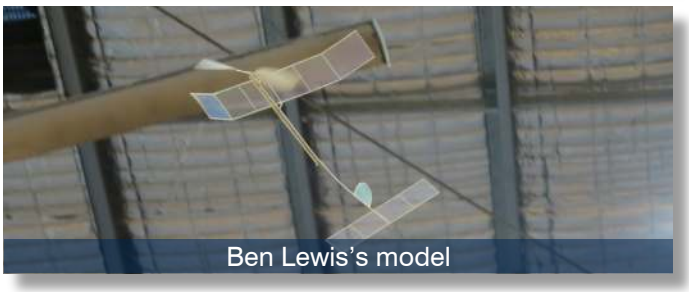
Please turn the page



Brian Taylor sets up; Larry Brownlow lurks in the background



Brian Taylor's model



Ben Lewis's model



John Lewis's model


Ben Lewis launching his near invisible model


Ben Lewis again, dicing with death


Larry Brownlow's winning model

It was a wet day outside but the overall scores were the best I can remember since we have been flying at the school.

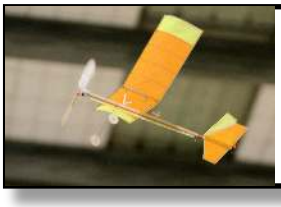
We are now half way through our Indoor season and, with Hanger Rat on next month (June 1), it's time to come along and enjoy some indoor flying.

F1L (EZB) RESULTS

Name	R1	R2	R3	R4	R5	R6	Total (best 2)
Larry Brownlow	**7min 46s**	**6min 56s**	2min 36s	-	-	-	14min 42s
Brian Taylor	**5min 40s**	5min 23s	**5min 48s**	3min 07s			11min 28s
John Lewis	2min 35s	1min 30s	1min 43s	3min 32s	**4min 45s**	**4min 32s**	9min 17s
Ben Lewis	1min 57s	2min 06s	3min 21s	**4min 19s**	**3min 55s**	3min 51s	8min 14s
Ron Munden	**3min 58s**	**25s**					4min 23s




Packed away until next year



The Rats come out to play on Saturday 1st June

CONSTRUCTION CORNER



John Lewis has finished his third E36



Malcolm Campbell has finished another two; an Apache for Kathy and a Joulebox for himself

SMALL IS SOMETIMES BETTER

Report and photos from our other French Connection, in Eden





I must just say a few words regarding the enlarging of old timer models such as the Mam'selle. I have found that most models don't look as good if they are enlarged; there are some exceptions of course. David Boddington had a knack of discovering models which would look OK if they were bigger and he published several plans for these.

Here's one point I have to make: – Boddo also reduced to half size the old free-flight model **Eros** and published the plan at full-size (for a half size model you understand!) which I built soon after it was published, for my Mills .75. Complete with rather large mini servos at the time (mid 1980s) and, despite being 42'' and one pound in weight, it flew beautifully "straight off the board" so to speak.

I still have it. Now when you enlarge this model up to its original full size of seven feet wingspan, the smaller one still looks better than





the big one! A case of smaller is better. Just thought you'd like to know this.

By the way, I do realise the poor quality, but these pictures were scanned from second generation prints.

John French

BFFS Spy





Someone didn't have a good time



Not the prettiest of landings



Looks like a throwaway flight in E36

Country Cuisine Captures Coominya Clan,

or is this the Brisbane Chapter of the Dalby Weight Watchers Club?









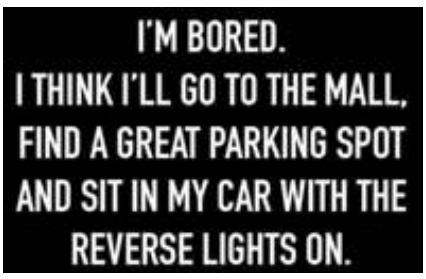


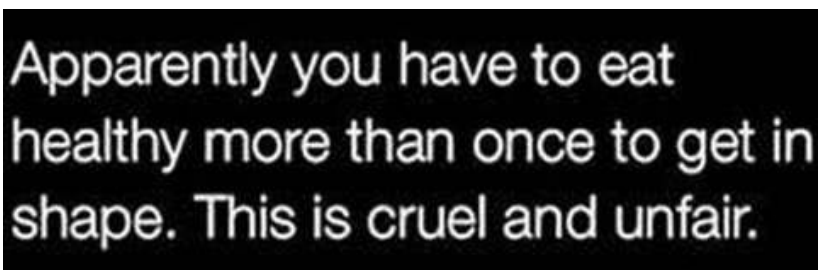


What has this to do with aeromodelling, I hear you say? Well, it appears that Power Flyers like the elegant dining experience every time they fly. Something to do with getting a good launch, or lunch.

Ron, Sheila and Noela allowed the Apple iPhone man to photograph their food choices. The other three photos were meals selected by our gourmet president.

Glider flyers do not eat there.







Looking back

at early Glider events



By Pilot Bear



In the 80's and before, tow line gliders provided a challenge trying to get models to the top of the line in calm conditions (traditionally all A1 contests in Queensland) or having models weaving or exploding on the line in windy conditions. With the event of circle tow and VIT some things were made easier but many were discouraged by the complexity or what was perceived as too much physical energy required. Generally Queensland Free Fighters favoured rubber or power models over gliders but we have had a few keen glider flyers.

Being young was possibly an advantage when it came to towing gliders with the top 3 juniors Michael Towell, Roshan Samuels and Ben Lewis all making the fly-off in Junior Glider at the last Amberley Nationals - shown below.



From the left - Mike Towell, Roshan Samuels and Ben Lewis

After his success at that Nationals (Ben was Junior Champion that year) Ben continued his interest with gliders winning the Trans Tasman F1A event 7 years later.

Some pictures of Ben's F1A models and the Trans Tasman teams below.



Ben Lewis



Ben Lewis



Ben Lewis

BELOW Kiwis Jason Magil, Stew Cox and Antony Koerbin





ABOVE Australia's Trans Tasman glider team - Jeremy Woolley, Ben Lewis & Phil Mitchell. Front row is Ted Woolley, a young Brett Mitchell, Graham Maynard and John Lewis



Ben Lewis and the late Dave Anderson

Dave Anderson was a big supporter of A2 (F1A) and provided a trophies to the winner of major A2 events in Australia for many years until his death a few years ago.



Ben Lewis had little time to play snooker

In the early days of circle tow development Peter Nash and John Lewis designed and built their own circle tow units for F1A models. John also converted a few popular A1


John Lewis with his “Hot Max”


John Lewis with his “Arunta” (nice socks!)


John Lewis with CF OD F1H

deigns like the Aeromodeller free plan “Hot Max” to circle tow before going to his own deign F1H models using carbon D-box.

The Beaudesert club was mainly Free Flight but as time went on RC became equally popular. In this environment RC bungee launch gliders became very popular as they could be controlled and landed nearby using RC but their flight times with maxes was consistent with Free Flight competitions. The Bungee provided a tow line without the need for running etc. Tom Prosser was an exceptional free flighter but equally proficient at RC. I was surprised seeing the model Tom flew at one of the Amberley Nationals in RC glider duration as it was much smaller than most other designs and had a balsa fuselage rather than the usual fibreglass fuselage. After seeing the model fly and from memory he won the event, I accessed the plan of Tom’s “Arunta” design. This model flew particularly well and was easy to control in the spot landing section of the event. I later built an extended version to get more wing area. Sadly it never flew as well as the original design.

Although impressive, the larger models were also less portable and a two meter class became popular.


John Lewis with his OD RC glider


Bungee launch

One of John Lewis’s designs

Apart from competition models, we also flew a range of kit and home built deigns. I was impressed with the late Ron Chernich’s Graupner “Cirrus” and made a female fibreglass mould of the fuselage. There was a design in Aeromodeller Annual 71-72 called an “Ellipsoar” by George Durney that appealed so I combined the two to build my version of the Ellipsoar, shown to the right with a wingspan of 100”. The dihedral was also curved rather than the traditional dihedral tip break. Merv Buckmaster also had an A2 design with curved dihedral I


100 inch RC “Ellipsoar” at rest


Julie Lewis with John’s large “Ellipsoar”


Nikolay Nikolov


Lee Hines


Jeremy Woolley


Phil Mitchell

ED Note: *Lee Hines (second photo above) said this was his first trip down under in 2004. He flew a Li'l AL with squared tips. Mikhail Kosonozhkin is in the background. He used the same model to win the 2001 US Nats from Brian Van Nest and Jim Parker in the 9 min FO. Lee has a fantastic memory for detailed recall.*

think from memory he called it "Islander".

As time progressed so did the models with bunting electronic models becoming common today. Some of the flyers and their models we encountered on our trips some years back appear above.

Vintage as a contest wasn't flown as an event in the early days in Queensland but some interest developed during our flying at Wivenhoe with Seraphs enjoying some popularity with Big Bill Thomas, John Lewis and Malcolm Campbell. John and Malcolm still fly their Seraphs today.

A few vintage A2 gliders seen last century at southern events appear on the above right.

Peter Nash was one of the first to experiment with circle tow along with Max Borcarto, Dave Simons and myself. I think there were only the four of us in Australia doing it in the late 1970's. I think Pieter de Visser was the first in Australia to build carbon D-box models a few years later.

In those days, Dave like others sent me his full size plan and 3 pages of building text. I built his design and used it to to win that State Champs at Beaudesert. Dave didn't mind I won with his design as he said at the time he felt like the winner as it was his design that won.


Jan Thomas


Keith Murray


Roy Summersby


Malcolm Campbell, Jan Thomas and Des Slattery - 3 Pink Elephant flyers at Richmond


Peter Nash V-dihedral CT model, Dave Simons OD and John Lewis with a Simons' copy, all flyers with thermal sensitive beards, or so the back of the photo said!



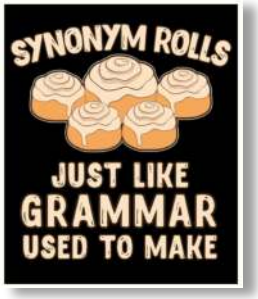
Now here is something you don't see every day - a canard A2 made and flown by the late Big Bill Thomas also at Beaudesert.



John Lewis was on the 1978 Trans Tasman team in both Wakefield and A2 (above) when it was flown in New Zealand. Being 41 years ago, he was unable to recall the names of team members or the Kiwi competitors. I guess that's fair enough?

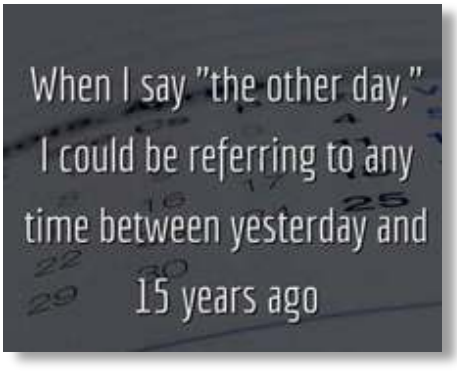
ED: Of course it's hard to remember everyone - club members Brian Taylor, Des Slattery and the late Vic Stewart and Col Somers also flew A1s and A2s. I didn't tow one up until 1998.











The Grim Reaper came for me last night, and I beat him off with a vacuum cleaner. Talk about Dyson with death.

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were $70!!! Blow this, I thought, I can get one cheaper off the web.

I start a new job in Seoul next week. I thought it was a good Korea move.

I was driving this morning when I saw a parked RACQ van. The driver was sobbing uncontrollably and looked very miserable. I thought to myself, that guy's heading for a breakdown.

My neighbour knocked on my door at 2:30am this morning, can you believe that, 2:30am?! Luckily for him I was still up playing my Bagpipes.

I was explaining to my wife last night that when you die you get reincarnated but must come back as a different creature. She said she would like to come back as a cow.

I said "You're obviously not listening."

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)