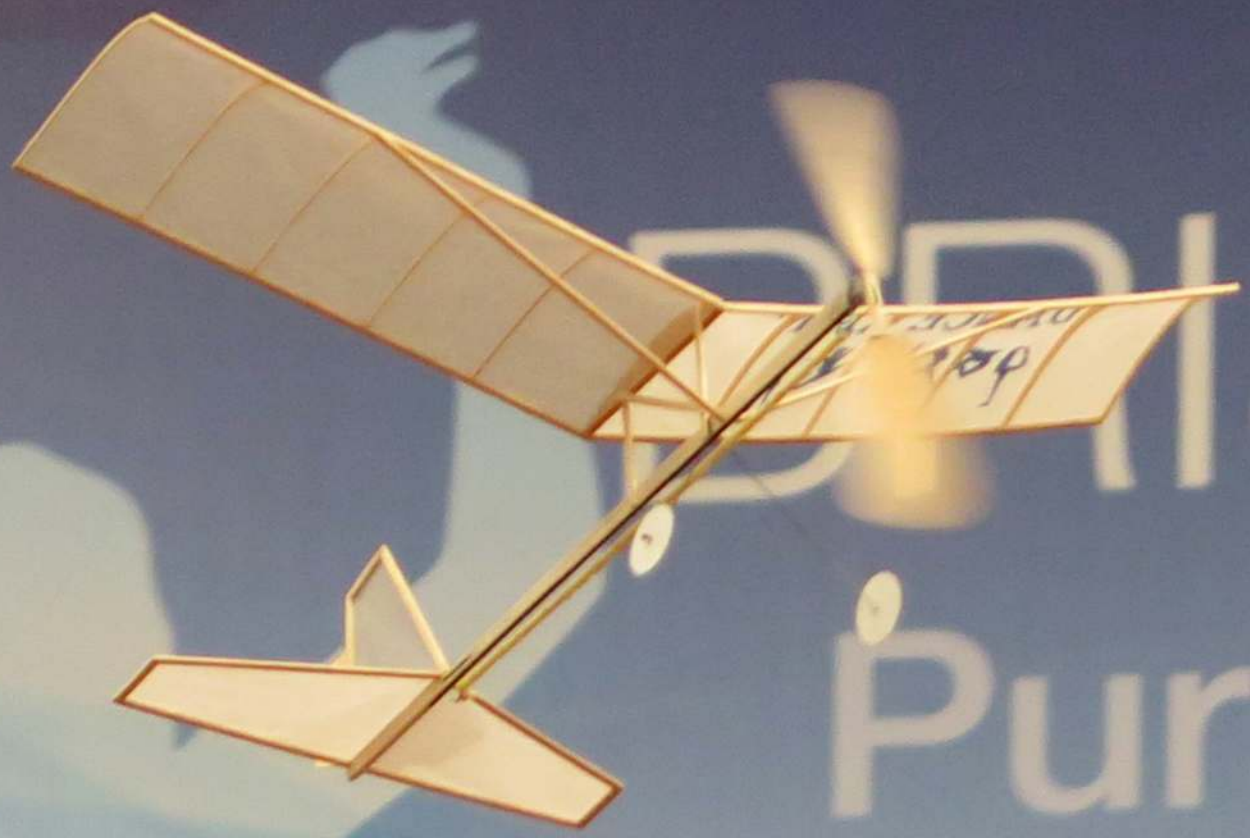
*The magazine for all those who love Free Flight*

# THE BFFS DIGEST

September 2019



## In this issue:


- F1B State Champs
- Dale's Fun Day
- Scale, CLG, HLG and Power
- Richmond Scale Rally
- Indoor Competitions
- Construction Corner
- Looking Back
- 2019 Flying Calendar



**20189 - 2020 Management Committee**

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

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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.

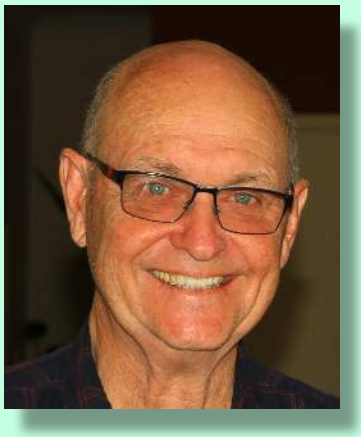
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

**COVER PAGE:**

***Magnificent photo of 11 year old Annika Lewis's "Dance Rat"on it's way to a third place in the BFFS Hanger Rat State Championships. Three generations of the Lewis clan flew in the event, and the finishing order was daughter, grandfather then father, proving age doesn't count! The family was ultra-consistent, finishing within a 4 second range!*** **Photo by John Lewis.**

## PRESIDENT'S REPORT



At I write this report we are currently enduring our usual August Westerly wind season with our first E36 event postponed till our reserve day on the 25th of this month. Our first attempt to fly our Scale, HLG and CLG State Champs was also wind affected however we had a perfect day on the next outing. With outdoor flying it can be hit and miss so we need to make the most of it when we get a good day. Our P18 event was well attended in July as all the Indoor events this year have been.

We managed to catch up with the owner and the close neighbour of our Coominya site on our Mini Power and QDP day and found them to be very happy with our behaviour. We were able to give them their Christmas presents (Christmas in July you could say). Trying to find a suitable Free Flight site is very difficult these days so it is very important we do the right thing with noise, closing gates and texting the owner when we are using their property.

I submitted a draft program at our AGM for next year and will assign dates ready for the December newsletter. It was proposed to hold three general flying days with the emphasis each day on a different category (Power, Rubber and Glider). This should provide extra opportunities to have models trimmed and fully operational before a contest. So often we lose a few potential competitors when motors fail to start or equipment fails. As they say - the more we practice - the luckier we get. With such a variety of model classes we can easily get into the habit of flying some models only once a year.

By the time we receive the next Newsletter the World Champs will have been flown so I will take this opportunity on behalf of our membership to wish Malcolm, Albert and Craig all the best for their travels and the Free Flight World Championships at Lost Hills in October.

*John Lewis*
*President*

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## 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

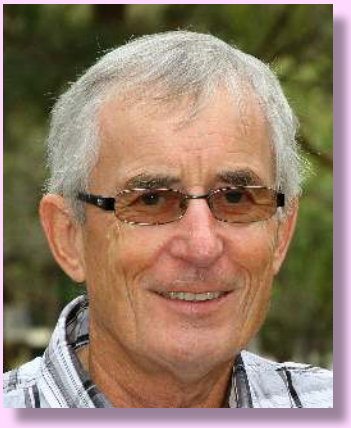
The AGM is done and dusted so I have included the President's and Secretary's reports on the next page. There was only one change to our committee with Kathy Burford taking over the position of Vice President.

Weather for our last Coominya competitions of Scale, HLG , CLG and TLG was not kind. Scale was judged out of the wind in the shelter of Des's van while we waited for conditions to improve. This did occur by 10.30 am with Kathy and I attempting to spike TLG and CLG events. By that stage most had run out of words and elected to pack up and travel home, with the events being added to the mini power weekend at the end of July.

Kathy and I stuck at it, flying until 2.30 pm in what turned out to be pretty good conditions. Thankfully we had superb weather when the events were eventually flown.

Our club newsletter continues to gain gongs from overseas readers, and this is why I put in the effort. With less than 20 members I'd be mad to spend so much time in front of a computer screen. The overseas comments, some of which appear below, are my "*Rewards for Effort*" but it also means to me that the others who read the Digest also enjoy the pleasures we gain from our sport and hobby. It promotes aeromodelling globally.

Am I including too many photos? Some people enjoy photos more than words. Of



course I would like to see a few of our readers "picking up a pen" to assist John Lewis and I with some varied content and ideas. How about it?

*Cheers,*
*Malcolm Campbell*

## LETTERS TO THE EDITOR:

I have just read your June Digest and really enjoyed the magnificent photos and had a good laugh with the 'funnies' - keep up the great work. *Ron Clydesdale*

When my Kath decides to clean our house with the vacuum cleaner, the noise is so great that I tend to hibernate in the study with the door closed until she has finished. Today has been one of those days, so I started to read your Digest, and I was surprised when Kath knocked on the study door telling me that lunch was ready. Well, you see, I still hadn't finished reading! And do you know, I was so engrossed reading everything that I didn't hear a thing.

So thank you for creating a very good day from what would have normally have been a very ordinary one! The whole rendition is written so well by yourself and other contributors, including John Lewis of course, and your choice of quality photographs is truly unsurpassable. Once again you've made a little boy very happy! All the very best to you and all the BFFS team.

*Cheers from John & Kath French*

Hello Malcolm, thank you very much for the newspaper. Nice to read and to see what wonderful old models you fly. Best regards *Dieter Paff (Germany)*

Most interesting! Can't imagine anyone turning-out a better newsletter than the ones you do..... Thanks for the effort! While I think of it, the yellow F1C on page 18 is mine. I quite like that photo. *Cheers, Mike Pettigrew*

Thank you once more for this new issue. Words are missing to tell you all the best I can think about this wonderful job! Just go on... *Best regards Niki (France)*

A large edition of the Digest indeed but truly magnificent and entertaining. A mighty effort. A number of interesting, perhaps some controversial comments/questions in your report. I am sure there is likely to be a lot of debate at the AGM. Anyway, top marks, once again! *JDT*

Thank you very much for sending the June BFFS Digest and the beautiful photos of the West Wyalong Nationals and the AFFS Champs in Narrandera – I always enjoy the write-ups in the BFFS. I am sure that Kathy will do well in her F1A challenges. I hope that you all will have a good, flyable "winter" while we here in Arizona have stopped flying for a while with temperatures above 40 deg C. Tomorrow Brigitte and I will drive up into the Arizona mountains to fly at the Indoor Nats in Eagar for 5 days.
*Thermals, Peter Brocks (Arizona)*

I had intended to go downstairs and do some more work on my new LSq model this morning and decided to have a quick read of the June newsletter first. Well the morning is now all but gone but the new digest was a most enjoyable read from start to finish and a good use of the morning. I don't know where you find the short jokes to drop in here and there but I find them really funny. I also like your editing of some of my contest reports where you add a few lines and improve them. Your input to the "*Looking Back*" article greatly improved the rough draft I sent you as well. As usual a good spread of topics including interstate and local contests. Being on the front cover was a special bonus too. Much appreciated. *John Lewis*

You have way too much fun. Although I always thought I sold a lot of timers down under, it was obviously not enough for all the planes flown. When you look at a group of US fliers, they are mostly fat. You guys are trim and healthy. You have interesting flying sites. Thanks for such a wonderful report. *Hank (USA)*

Thanks Malcolm, another great edition, well done. *Craig H*

Great read, as usual, Malcolm. Only one correction though, AFFS F1B was not won by Igor (3rd) but by Yun Shen Wu (I was 2nd...and recall it bitterly!!!). *Cheers Richard Blackam*



## President's report from the 2019 AGM

We have successfully completed the first half of our contest program with all the major FAI and mini FAI events completed and we can now look forward to the remainder of the year with less taxing classes and hopefully some good weather. The first part of the year has presented some difficulties with weather predictions often appearing misleading; however we have had the occasional excellent day such as our club day last weekend.

Our fees have risen due to the MAAA raising their component. Your committee has decided to absorb a small part of this increase. With our declining and ageing membership we are endeavouring to keep our activity affordable and still provide flying opportunities for all members. Indoor is continuing to be well supported by the committed few that fly these models and this year our participation at the power weekend at Dalby increased a little. F1A, B and F1H had minimal participation however F1G was well supported. It has always been my intention to provide flying opportunities for club members with their various interests. I have worked out a draft calendar for next year that I will present later in the general meeting. As yet I don't have dates for the AFFS or possible Nationals but these can be integrated later. I have included some extra days to provide trimming and general flying opportunities as well as our traditional program. I haven't included specific dates just the months for events.

Generally making the decision on the field on the day is the preferred option

However, sometimes we need to postpone an event with little notice due to the school operations that conflict with our indoor dates or adverse weather conditions that adversely affect our outdoor events particular where travel and accommodation is required as is the case with Dalby and I thank members for their understanding.

All the best to Malcolm, Albert and Craig who will be competing at the World Champs in October.

*John Lewis*



## Secretary's report from the 2019 AGM

We should all be feeling a bit happier after clocking up a few very good flying days these last three months because the weather has, in the main, 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 it did get a very windy in Dalby for F1A State Champs and rain shortened the F1B State Champs. Looking back at the flying weather over the year, we had 18 outdoor flying days. 13 had good weather, 4 had average weather and 1 was bad – so we get it pretty good in Queensland.

We tried the lagoon paddock on the rescheduled F1A day and it looks like a workable solution for the 3 minute contests, when the wind blows in the right direction. It could also allow us to fly the other events from down there if it's windy and the direction is satisfactory. Our map of the area, with wind directions marked, was in the June Digest. It's better than going home, but it's temporary, as the lagoon won't stay dry forever.

Our club, like many clubs I read about, has encountered a change in flying habits. The majority of our members are above 70 years of age, and some are in their 80s. We only have 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 is becoming questionable. So the layout of our annual calendar may change.

Interstate competitions were once again very enjoyable for those who travelled south. The NSWFFS ran an excellent 71st Nationals and the 42nd AFFS Champs that immediately followed it ran like clockwork. Internationally, Craig and Albert went to Lost Hills in October last year, and again in February this year along with Kathy and me. We did pretty well too.

Kathy created Free Flight history by being the first female to win the AFFS Champ of Champs trophy. This trophy has been running now for 41 years and there are now 7 entries on the cup where BFFS members who have won it. Brian Taylor won it twice, in 1990 and 1991; Pieter de Visser also won it twice, in 1995 and 1996. Then we were in drought for nearly 20 years until Albert Fathers won it in 2015, I won it in 2018 and of course Kathy won it this year.

It should be noted that our club has also punched above its weight in serving our sport, with three club members on the AFFS committee (Graham as VP, Albert as Treasurer and me as Editor). Graham also holds two MAAQ positions – President and Free Flight Administrator.

**And now for a few records:**

- John has been President for 18 yrs
- I've been Secretary for 20 yrs and Editor for 13 yrs
- Dale has been Treasurer for 15 yrs

AND STILL NO GOLD PENS!

*Malcolm Campbell*

# F1B State Champs

## Dalby 8 June 2019

*Report and photos by John Lewis*



Ben Lewis always gives his all in the launch

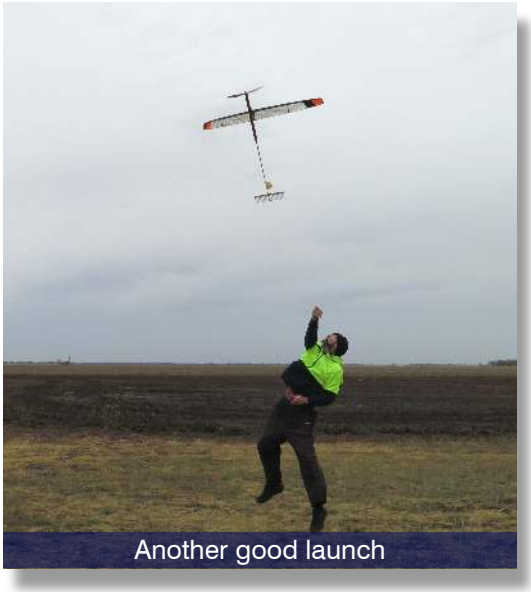
F1B was originally scheduled for the 19th May but due to the predicted wind speed we decided to fly F1B on our reserve weekend in June. With the wind speed being the most critical factor we nervously watched the changing predictions throughout the week prior to the event. Sunday looked the best day but as Ben was unavailable on that day Saturday became our only option. As we got closer to the weekend there was a 30 - 45% chance of rain in the morning which I suspected would not amount to anything. The temperature had been quite cold at Dalby early in the mornings a few days before but on Saturday we were greeted with overcast skies, light wind and a temperature of 11°C – 12C° just before 8am. Normally we park under the trees next to the club house to keep the cars and their contents cool but on this occasion we parked next to the pit area making it easier to unload the car and set up. Having tables and chairs at our disposal we could lay everything out and operate in comfort or so I thought.

I was quite surprised at how tight the rubber motors seemed not allowing for the normal stretch and I was only able to get a little more than ¾ turns before reaching critical torque. A light breeze seemed to be blowing towards the Daybreak buildings parallel to the highway when I launched. A much shorter than usual prop run still had the model at good height, where it began a very large circle heading initially East then circling around eventually landing around 80 meters from the launch point failing to complete one full circle and dropping less than 20 seconds short of the 4 minute first round max. Just before I launched there were a few spots of rain that issued a warning of the approaching rain to come. Ben began winding in light rain and although getting away to a good launch his model failed to reach its normal height also with a short prop run and was down just short of 3 minutes.

While Ben was retrieving his model I discovered the shade cloth did nothing to keep the rain from soaking everything below. By the time Ben arrived back at the pit area constant rain was falling so we quickly got our gear back in the car and made our way to the clubhouse where Barry Harth was brewing some hot coffee and had biscuits on offer for morning tea. After an hour of steady rain Barry established from the weather radar we would get a couple of hours of fine weather before the next rain arrived. Morning tea over and we were ready to go again with the wind direction around 4 m/sec and heading for the highway 1.2 km away. Barry drove down to the road to help with retrieval. Both Ben and I maxed with Ben accidentally setting a 4 minute DT and landed just short of the highway at 3m 50 ss - pity it wasn't his first flight.

By the time Ben and I arrived in our vehicle, Barry had both models in the back of his truck making for an easy recovery. Meanwhile John Taylor was having problems setting up his model with a faulty timer start switch. With rain on the horizon Ben and I both maxed our


Ben winds in the cold and damp conditions


Another good launch

next flights but, with the wind speed now dropping, the models were well short of the road. Consequently, we both had to do our own retrieval with the wet black soil attaching itself in large quantities to their shoes. Ben was more fortunate as his model landed about 30 meters from the dirt access road while John's model was closer to the middle of the paddock between the clubhouse and highway.

With the rain now threatening, we joined forces to get John Taylor in the air. Unfortunately with John's model all set and ready for winding one of the support cords slipped off the retaining peg resulting in a broken wing. This ended John's flying before he even started, and once more the rain began to fall. Once again we got our gear under cover and proceeded to the clubhouse for the lunch Barry had prepared. Although the temperature only reached around 14°C it may have been the humidity that made it cool but still comfortable or perhaps it was the hot cups of coffee. After lunch the radar showed no letup in the rain so we decided to cancel the last two rounds and head home.

Apart from some slight discomfort with the rain and black soil the air was really smooth allowing the models to glide nicely and stay in easy sight. It was certainly different to a normal day's flying but enjoyable and relaxing with easy retrievals and, apart from John Taylor's model, no damage. I must extend a big thank you to Barry Harth who spent his day looking after us with both food and assistance.

| Name | R1 | R2 | R3 | Total |
|---|---|---|---|---|
| John Lewis | 221 | 180 | 180 | 581 |
| Ben Lewis | 174 | 180 | 180 | 534 |
| John Taylor | DNF - model damaged | | | DNF |


Shoes need cleaning



# Dales Fun Day

## Coominya 23 June 2019

Report and photos by Malcolm Campbell and John Lewis

We all set up in the middle on arrival and, once the talking stopped we relocated more to the south east corner in anticipation of a wind direction that never settled all morning.

The first couple of hours there was little or no breeze and finally when one did come the direction was constantly changing.

Des Slattery brought a boot full of models and was first into the air, systematically moving from model to model.

Larry Brownlow and John Lewis tested E36s early and Larry unfortunately dismantled his when he hit a car. John's Spectrum, a broad chord elliptic model clawed skyward slowly but it showed promise. My E36 came out later, towards the end of the day, for some encouraging testing.

William and Dale worked hard at P20, getting in their flights alongside John Lewis. All looked good in the air however John put up a low powered test flight before his first flight - it of course got 90 secs and his first flight sub-maxed! And then he rubbed it in with a 3 minute second flight, where the extra time didn't count!

Dale and William both recorded the same high time with their first flights. Des Slattery's P20, with one loop of 3/16" rubber just didn't want to perform.

Kathy Burford and I were busy trying to sort out two P20s that hadn't flown for a year. One worked pretty well but the other will be a work in progress, so we put it away for another time. I then concentrated on mine and the free-wheeling assembly focused on me, well my fingers actually, slicing three neat cuts on three fingers thanks to it not engaging properly with a fully wound motor.

Once I stopped bleeding, I started to put in flights. They were pretty good actually, maybe a drop in blood pressure helped?

I hadn't thought about the first flight high time, I just focused on a good launch and putting the model into good air. Height was excellent and I got the best high time, and won the event ahead of Dale and



We had an excellent roll-up, with plenty of bovine on-lookers

*"My momma told me there would be days like this." We had absolutely wonderful weather all day. No one flew out of the paddock and multiple models were in the air all morning.*

*My little P20 flew faultlessly, accidentally recording the best first flight high time to clinch the low-key event*





A perfect day, so we set up in the middle



Des - first in the air and everywhere. He flew them all

William. The contest was close, with William, Dale and I maxing all flights but the height of my first flight put me a minute ahead by the end.

While we were engrossed in the serious stuff, Ron Munden was having fun with his KK Competitor and Graham Maynard unloaded a number of power models from the boot of his new car. He started them all up and, even though one looked ready to fly, none left his hands as he wasn't happy with their setups.

Larry Brownlow swapped to his sports RC models, putting up a number of good flights with his P51 Mustang and another high wing model. Larry did the right thing, moving well away from the cars.

Des and John brought out their RC models, John flying a noisy electric Simplex and Des with his electrified Black Magic. Why was John's model noisy? Well, it was either something loose in the pointy end or the covering resonated. Either way, it finished all flights in one piece!

We commenced the Scramble after morning tea, rather abruptly actually - John Lewis was the only one ready when Ron Munden announced the event had started. So the rest of us scrambled (pun) to get airborne. The weather remained ideal with models circling over the flight line and occasionally buzzing it.

At times all models were in the air at once, and often directly overhead. The walking (Campbell) Scramble is

*Continued on page 9*


Brian Taylor's Open Rubber model cruised well


William trimming John Taylor's F1B


Ron's 1.3 times Competitor




Drone Boy saw some action




Des Slattery buzzes the camera man


One of Des's many sporties


Malcolm trimmed his E36


William gets away in P20

all about having fun rather than a serious competition. The half hour duration appeals to the mature age flyers, allowing them to compete on an equal footing.

I towed up my Pink Elephant, now 21 years old. It was a great nostalgic flight, off at the very top and into a gentle thermal, circling overhead and DTing early to miss a certain max. The feeling was so good I put it away for another day.

John Taylor got some valuable lessons from William Jones, watching closely as William set up and trimmed John's model. I set up my GoPro camera to capture the on-field activity and later the Scramble, using time lapse photography, and John Lewis took to the sky for some aerial drone shots.

Free flight is so weather- dependent, so on a perfect Queensland winter's day it was a wonderful way to spend time doing what we love.

## P20 RESULTS

| Name | Flight 1 | Flight 2 | Flight 3 | Total |
|---|---|---|---|---|
| Malcolm Campbell | 60+76 | 60 | 60 | 180 (256) |
| Dale Jones | 60+17 | 60 | 60 | 180 (197) |
| William Jones | 60+17 | 60 | 60 | 180 (197) |
| John Lewis | 60+9 | 60 | 54 | 174 |
| Des Slattery | 59 | 49 | 60 | 168 |



Des Slattery, John Lewis, Malcolm Campbell and Brian Taylor all did the 30 min Walking Scramble

## Walking (Campbell) Scramble

| Name | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| John Lewis | 120 | 99 | 90 | 107 | 120 | 67 | 97 | 117 | 120 | 67 | 1004 |
| Malcolm Campbell | 91 | 62 | 56 | 68 | 18 | 57 | 106 | 90 | 116 | 108 | 772 |
| Des Slattery | 33 | 84 | 21 | 94 | 73 | 59 | 120 | 64 | | | 548 |
| Brian Tayloir | 83 | 91 | 80 | 97 | | | | | | | 351 |



Team Jones in P20, they both flew



Malcolm's 21 yo Pink Elephant floated around



And John safely stayed outside

A nest of P20s - Malcolm, William, Dale and Kathy's models



Graham had a few models to run



TRCAA

Tether Race Car Association of Australia



## WORLD CHAMPIONSHIPS 16 - 20 October 2019

Minnippi Parklands Tingalpa, Brisbane










The Brisbane Club is hosting the World Tether Car Championships during October, at Minnippi Parklands, Tingalpa, adjacent to the Tingalpa Model Aero Club.

Practice and competition will take place from Wednesday 16th October until Sunday 20th October . Entrants from around the world will be competing. Come and see the world's fastest.

If you haven't seen modern tether car racing, this is a Must See, with speeds up to 345 kph from 2.5, 5 and 10 cc cars.

# MEGA FLY DAY

## Scale, HLG, CLG, TLG, Mini Power & QDP



## Coominya 28 July 2019

*Report by Malcolm Campbell and John Lewis,*
*photos by Malcolm Campbell and Kathy Burford*



John Lewis's Dixielander in QDP

**PROLOGUE:** The weather report for 14th July looked very good however we were greeted with around 7-8 m/.s wind early in the morning. To make good out of a bad situation, Static Scale was judged while we waited for the wind to decrease. Although the wind did drop later in the day most had lost enthusiasm for flying by then so all events were held over to 28th July, to fly with QDP and BFFS Mini Power.

**Sunday 28th July:** It would be hard to pick a more perfect day than Sunday 28th July and those who attended revelled in it. We set up in the SE corner of the paddock and stayed there for all the competitions.

**SCALE:** Graham Maynard and John Lewis judged Scale flying and Brian Taylor's little Waterman Gosling, thanks to the dead calm weather, was a standout with its superb indoor-like flights and good landings. Brian put up 3 or 4 flights with the last one circling low in front of the judges touching down and taxiing almost to their feet. It would be hard to see a rubber scale model fly any better. Malcolm Campbell's Piper Cub took a couple of flights to settle in to a decent flight pattern. Once the revs were right it flew very realistically, slow and quite low, although the last flight with more fuel took it further from the judges. Hopefully they saw the perfect landing. Malcolm thought Brian had won but once the scores were finalised his Static score had enabled him to win on the day. Thanks must go to Brian for it was he who found the aircraft and colour scheme and his encouraging words to revamp the aging Cub.

The two power classes, HLG and CLG were then flown concurrently.

**BFFS Mini Power:** The power flyers set up further from the cars and there was a lot of flicking going on. Ron Munden's model played up cutting out as soon as it left his hands, and it seemed


We had an excellent roll up


Steak was not on the menu! 200 head strolled by.

to be doing that all morning. William and Dale Jones spent a lot of time setting up William's model only to launch it with the DT not set. William skilfully avoided a haircut. So William, Ron, Graham and John Taylor all had motor or timer problems thus making it a two-horse race. Actually there were no horses on the field on the day but at least 200 cattle strolled by delaying the start of flying, and that's no bull.

John's model had a poor transition and glided left but in good air to max his first flight. The auto rudder arm had failed to release from under the timer plate. John's following flights went well , his Purple Haze going up on rails.

Peter Nash was also getting good height in all of his flights and there was only 5 secs between the two of them at the start of their third flights. Both John and Peter failed to max their last flights but Peter really found sink recording a 64 sec flight, ending what was a very close fight for the lead.

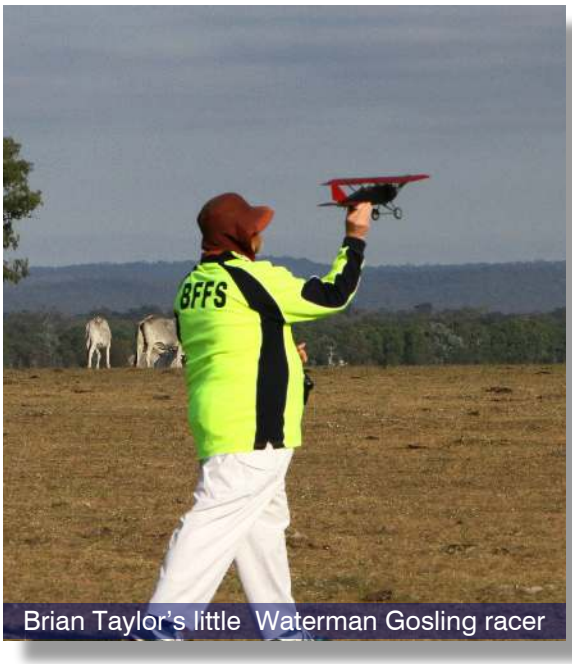
**QDP:** Ron Munden was not happy with his PAW-powered QDP model, it refused to start. So, with chief power stalwart Des Slattery side-lined in hospital, numbers were down in both classes. John Lewis set the scene with some good flights with his Dixielander. Unfortunately the chance for a certain max was dashed when his last flight struck a tree, snapping the fuselage behind the wing. Luckily all bits ended up on the ground.

Graham Maynard put in a low flight across the glider pen, his OD Cipolla-powered model striking Malcolm's Mylar pole, removing the pylon and wing but doing little other damage.

Malcolm was last to join the power group to fly his aging Dixielander. The model climbed high and transitioned well, but stalled in the glide. He packed the TE of the wing, launched well in his second flight and the stall returned. Of course the packing had fallen out and, to rub it in, the landing broke the new prop. So more packing was added for the final flight, the model climbed well, disgorging its packing on the way up, reproducing the same stall in the glide. He glued packing to the LE of the stab when he got home. At least the model is now trimmed, for next year!

If there hadn't been so many faulty models and if Des was on deck, there was the potential of having 7 in BFFS Mini Power and at least 5 in QDP. Maybe next year?

**HLG:** John Lewis started early in HLG but his Morris Dancer TLG mis-



Brian Taylor's little Waterman Gosling racer


Malcolm Campbell's refurbished 18 year old Piper Cub J3


Kathy had long waits for air


Lift was elusive all morning


Alex and Mark Armour tested their F1G

behaved so he reverted to his trusty old Goldrush model. With abundant lift, John made a couple of good flights before the air became fickle. John and Brian (flying his 1936 Hervat) made their flights early and in quick succession. Malcolm elected to get all his TLG flights away before CLG and was more patient waiting for the conditions to improve. However, as the day progressed lift, became more difficult to find. So those that flew early scored the best.

**CLG:** By the time CLG was flown there was very little lift about. John had a new NEO model that looked promising but both John and model were off trim. Frugally Brian also used the same vintage Hervat glider for CLG but was unable to record any decent scores.

Kathy Burford and Malcolm waited so long for lift, but they weren't rewarded for their patience, although Malcolm put up one flight that DT'ed from good height after 90 secs, stealing the lead from Kathy. Both Malcolm and Kathy cleaved off parts of the stab on their models while launching, affecting their flights and adding to their frustration.

**Testing in the background:** Mark Armour spent time testing his F1G and other rubber models in the still air. Brian also put up a few flights of his F1G and Open Rubber models, and John Lewis tested FatBoy 2, his elegant new LSq/100 model.

With the big E36 event two weeks away, Brian, John, Peter Nash and Malcolm were all seen trimming their models.

When the weather is so good, so is the flying. Des Slattery would have been in everything on the day but he was too ill, ending up in hospital - a fair enough excuse. Get well Des.

## MINI POWER RESULTS:

| Name | R1 | R2 | R3 | Total |
|---|---|---|---|---|
| John Lewis | 120 | 120 | 106 | 346 |
| Peter Nash | 115 | 120 | 64 | 299 |

## QDP RESULTS:

| Name | R1 | R2 | R3 | Total |
|---|---|---|---|---|
| John Lewis | 90 | 70 | 113 | 273 |
| Malcolm Campbell | 52 | 73 | 49 | 174 |


John's "Purple Haze" blitzed Mini Power


Ron Munden and William Jones both had troubles in Mini Power


Graham Maynard's "Country Boy"


Graham again, OD QDP model


John Lewis's Mini Power model


Peter Nash tested his E36


Mark Armour's F1G just DT'ed

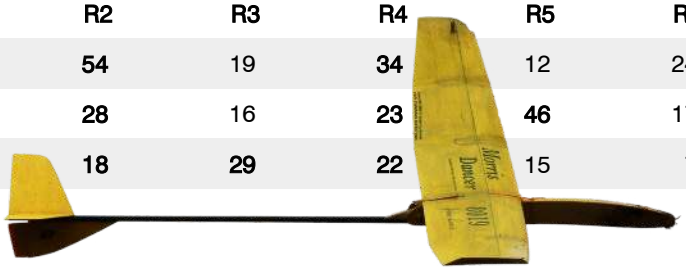

Brian Taylor also tested his E36

## SCALE RESULTS:

| Name | Aircraft | Static | Flight | Total |
|---|---|---|---|---|
| Malcolm Campbell | Piper Cub J3 | 758.5 | 468.0 | 1,226.5 |
| Brian Taylor | Waterman Gosling | 731.0 | 484.5 | 1,215.5 |

## HLG RESULTS:

| Name | R1 | R2 | R3 | R4 | R5 | R6 | Best 3 |
|---|---|---|---|---|---|---|---|
| John Lewis | **60** | **54** | 19 | **34** | 12 | 24 | 148 |
| Brian Taylor | 13 | **28** | 16 | **23** | **46** | 17 | 97 |
| Malcolm Campbell | 16 | **18** | **29** | **22** | 15 | 7 | 69 |



## CLG RESULTS:

| Name | R1 | R2 | R3 | R4 | R5 | R6 | Best 3 |
|---|---|---|---|---|---|---|---|
| Malcolm Campbell | **21** | **60** | **32** | 22 | 11 | **25** | 117 |
| Kathy Burford | 16 | **33** | **44** | 24 | 22 | **25** | 102 |
| John Lewis | 4 | **17** | 5 | **22** | **27** | **22** | 71 |
| Brian Taylor | **19** | **15** | 4 | 9 | **27** | 2 | 61 |

# 2019 Richmond Scale Rally

*I'll let these beautiful pictures speak for themselves*



*Photos supplied by Glenn Crouch*



















# INDOOR 2019

## Hanger Rat State Championships

**B S H S Hall 15 June 2019**



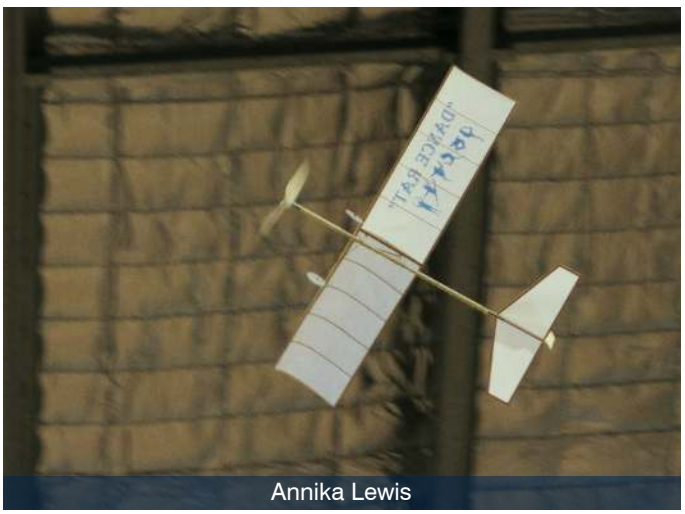

*Report and photos by John Lewis*

It was a disconcerting when we arrived to discover the hall had been set up for an examination, with the floor covered with tables and chairs. However we decided our light weight Hanger Rat models would survive the landings and we could hand launch above the tables. Apart from the obstacles on the floor we had no hang-ups above so the recovery pole stayed in the car.

Seven competitors made for a good afternoon's flying. We assumed times would be down a little with the reduced flying space however Ben and Annika both recorded their highest Hanger Rat times on this occasion. In fact, everyone made some good flights with Brian and Larry leading the way at the top of the field. Annika had some early good flights and looked a possibility of a second place before Larry got his act together.

The fight for third place was very tight with only 4 seconds separating Annika, John and Ben. Annika spent an anxious afternoon finally hanging on to her third place by a margin of one second. Ben had a chance to snatch third place with his last flight but with the cooling air late in the day he knew it would be a difficult ask. However, he went close but fell four seconds short, much to Annika's relief. Des as usual headed straight for the ceiling but managed to execute a number of lucky bounces to make respectable scores. Ron's model was damaged on his third flight but nevertheless had an enjoyable afternoon's flying.

I have been assured by the school there are no more examinations scheduled around our remaining flying days for the year so hopefully we will get a good roll up for P18 and Peanut Scale.


Annika Lewis


Ben Lewis





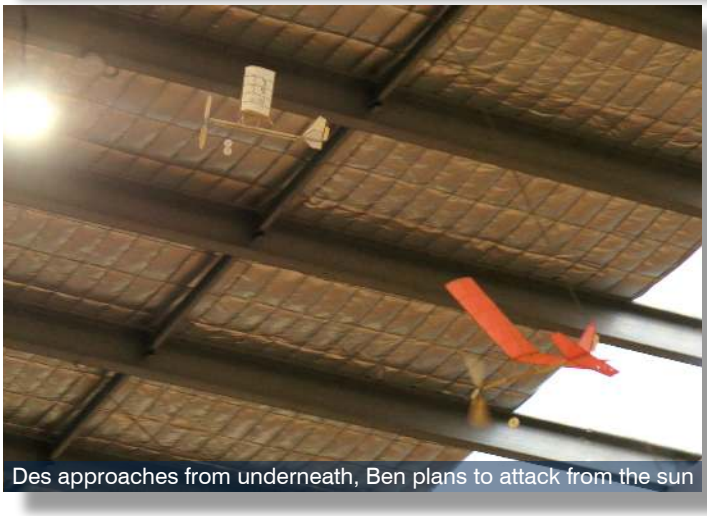
To infinity and beyond. The exam tables were a disappointment



Annika found launching around the tables pretty easy



Dad does the tricky bit while Annlka finishes the winding



Des approaches from underneath, Ben plans to attack from the sun



Ben Lewis's model, on the way up




Annika puts on the winds. Lewis squadron in the background

# Hanger Rat State Championships Results

| Name | Flight 1 | Flight 2 | Flight 3 | Flight 4 | Flight 5 | Flight 6 | Best of 2 |
|---|---|---|---|---|---|---|---|
| Brian Taylor | 122 | **161** | **148** | | | | 309 |
| Larry Brownlow | 99 | 88 | 99 | **147** | **125** | 107 | 272 |
| Annika Lewis | 104 | 123 | **129** | **129** | 127 | 118 | 258 |
| John Lewis | 99 | 95 | 116 | 110 | **129** | **128** | 257 |
| Ben Lewis | 101 | 105 | 121 | 101 | **132** | **122** | 254 |
| Des Slattery | 87 | 108 | 106 | **113** | 106 | **123** | 236 |
| Ron Munden | **73** | **59** | 51 | - | - | - | 132 |



Hanger Rat winners - Larry, Brian and Annika

## Your eyes are not deceiving you .....




### The Grand Daddy of F1D

A giant 800 sq.in model "Hourglass II" that defies belief is launched at the West Baden Indoor contest, posting a time of 40m 54s. It was built and flown by Joshua Finn who runs a US Indoor supplies business. This large model is available in kit form from: www.jhaerospace.com but don't ask the price!

It certainly is impressive but maybe a little too big for the BSHS Hall?

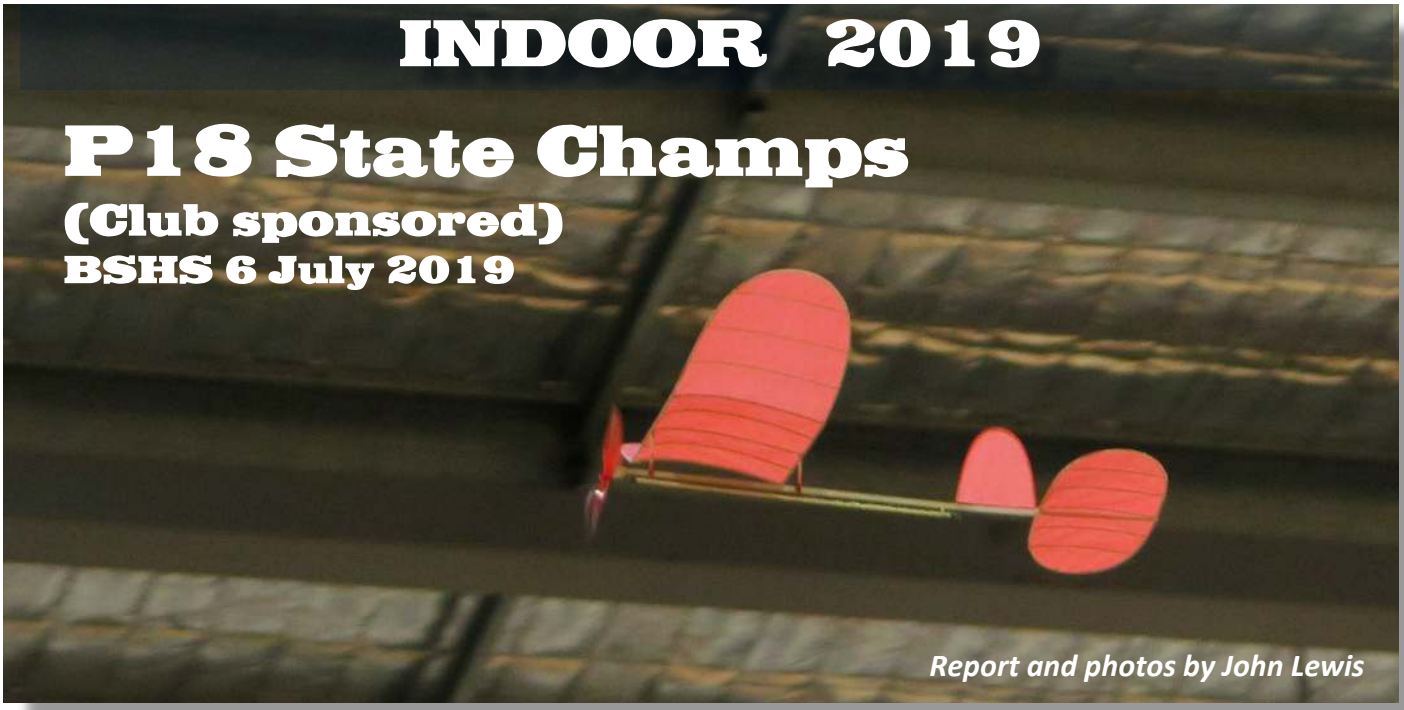
*Photo by Dave Linley as seen in "Free Flight", the NFFS Digest.*

# INDOOR 2019

## P18 State Champs

### (Club sponsored)

### BSHS 6 July 2019



*Report and photos by John Lewis*

It was another great day at the hall with a clear floor and a good attendance. With it raining, windy and cold outside Indoor was the place to be. I was speaking to Van Richards-Smith the day before who had just arrived back from overseas. Van managed to build a new P18 overnight and was keen to get it in the air along with some peanut scale testing later in the afternoon.

The usual crew of Brian, Ron and Larry, along with 3 members of the Lewis family, were all keen to get their models flying as well soon after arrival. John along with Van had built a new model for the day but wasn't able to get it to fly consistently.

Van however had no trouble reaching the roof and for a while led the competition. Ben discovered his "green machine" he had built the previous year hadn't been repaired since last year (he wrongly assumed he had made the necessary modifications some time ago) and was forced to fly his reserve model. Ben's daughter Annika made some good early flights and was looking at a podium position until Brian and Larry got into their stride.

Both John and Ron Munden were also looking at one of the three top spots but couldn't get past Larry to threaten Brian. Ron's model looked very competitive with a very slow flying speed but found the wall on too many occasions.

Regardless of the places everyone made some good times and went home with their models in one piece. It was good



Brian Taylor going up, Annlka coming down



Larry Brownlow gets down to increase air time as he chases Brian

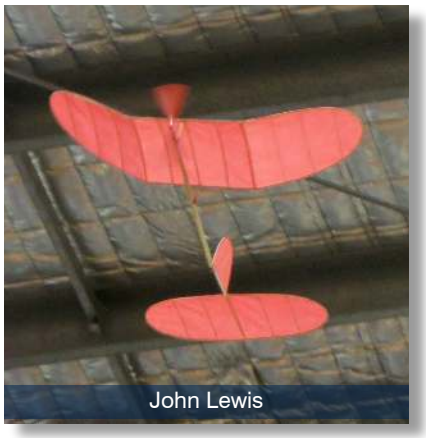
to see seven competing and we are hopeful that Des, Malcolm, Kathy, John Taylor and the Jones' family might join us next year.

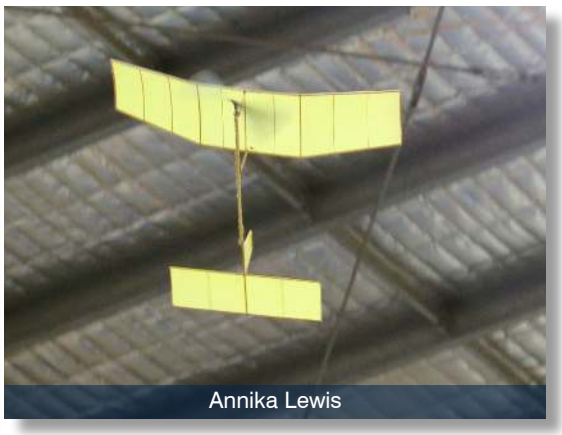
The last indoor event for the year is Peanut Scale on 17th August. As this Digest is published in September, I hope I saw you there!


Van gets down for longer flight time

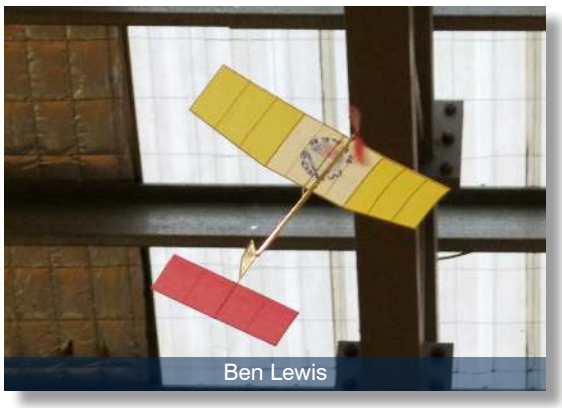

Nice launch from Annika Lewis


Ben Lewis


John Lewis

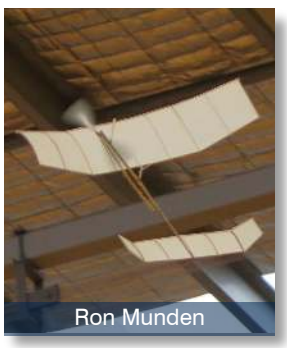

Annika Lewis


Larry Brownlow


Ben Lewis

## P18 RESULTS

| Name | R1 | R2 | R3 | R4 | R5 | R6 | Best 2 |
|---|---|---|---|---|---|---|---|
| Brian Taylor | 55 | 130 | 119 | 114 | 144 | 164 | 308 |
| Larry Brownlow | 113 | 56 | 135 | 38 | 137 | | 272 |
| John Lewis | 91 | 116 | 123 | 103 | 113 | 108 | 239 |
| Ron Munden | 63 | 95 | 110 | 113 | 110 | 105 | 223 |
| Van R-Smith | 105 | 90 | 94 | 95 | 110 | 82 | 215 |
| Annika Lewis | 91 | 95 | 106 | 45 | 94 | 56 | 201 |
| Ben Lewis | 70 | 85 | 84 | 85 | 70 | 87 | 172 |

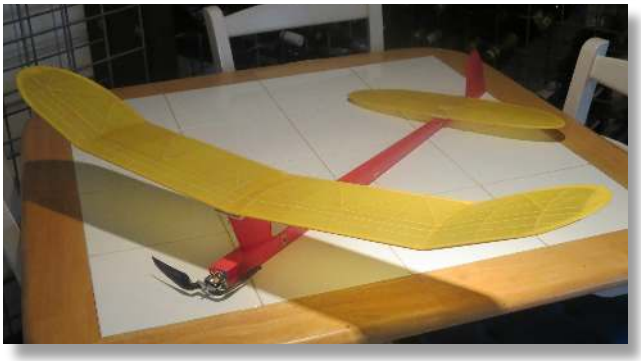

Ron Munden



P18 winners are grinners - 2. Larry Brownlow 1. Brian Taylor 3. John Lewis

## Elliptic Excellence







While John Lewis salivates over curves with his new Spectrum E36 (top left), our WA friends have been curving them for many years now - Paul Rossiter's Maverick (bottom left) is curvy and light and Rod McDonalds's new E36 looks very sexy.

## Freddo from Faraway





Prolific Rockhampton aeromodeller Barry Frederickson reports his latest two Free Flights builds are oversized Vic Smeed Madcaps. A Super Atom 1.8 cc powers his 54 inch span model and the other with a Mills 1.3 cc is 52 inch span. Freddo says both are superb fliers. The photo is his Fairy Delta powered by a ducted fan with Russian 1.2 cc glo motor. This striking model weighs in at 21 ounces and is yet to be test-flown.

# CONSTRUCTION CORNER




## Fat Boy 2
### Rises from the ashes

*Nearly 2 years ago,* ***Fat Boy*** *was launched and never came down.*

*Well, John Lewis never knew where it came down because he'd left his RDT at home and it apparently flew out of tracker range.*

*He wasn't happy then but it gave him the desire to build a new one,* ***Fat Boy 2.***

*John's story of Fat Boy 2 follows:*



*Fat Boy 2 and its predecessor (pictured) are both Yankee IVs, with hi-tech trimmings*

**Where it all began:** A number of years ago, Allen Thomas proposed an LSq/100 event (early Wakefield rules) as part of the Free Flight National's Program for the 52nd Toowoomba Nats Dec 1998-Jan 7 1999.

To broaden the appeal any model that conformed to the LSq specifications would be eligible with no restrictions on modern materials and was therefore not limited to vintage designs. Needless to say most models that were entered were in fact vintage models. Maxes were set at 5 minutes with one flight made early each morning to avoid lift for three consecutive days. The contest was well supported but those that had built models had little opportunity to fly them after that special Nats event.

A couple of years later Allen decided to generously sponsor an LSq event as part of our Queensland Free Flight program along with a no frills Wakefield contest each year so that those with older style models could enjoy competing with their old home made designs again.

Although I had little interest in the older LSq designs I wanted to support Allen's event and finally built a modified Yankee IV design. I made one of my standard F1B front ends I was comfortable with and changed the wing and stab construction using a kevlar/carbon D box. As we would be flying these models on our limited flying site at Coominya I opted for only an RDT. Unfortunately I forgot to take my RDT units to the contest a couple of years ago and made the foolish decision to fly the model without a DT and hoped I could locate it using the tracker if it did fly away. I didn't regard the model as a high performance machine and saw it as a funny fat thing - with limited performance and named the model Fat Boy. Contacting good lift on my last flight resulted in me never seeing it again.

I had become rather fond of the model and although it was kind of ugly compared to modern high aspect designs it was nevertheless fun to fly. Hence I made the decision this year to build another one - naturally called Fat Boy 2.

Once I got started it brought back memories of my childhood modelling experiences building stick and tissue models and I really started to enjoy it. *(Figs 1 and 2)*

My first Fat Boy had a retractable wheel on a long undercarriage leg that was required to perform the

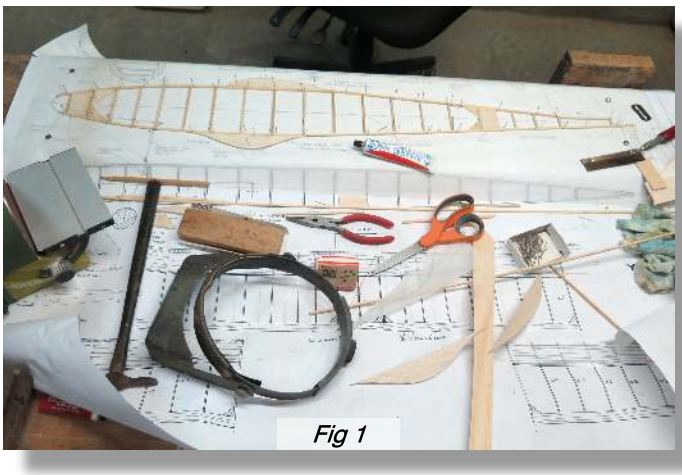


*Fig 1*

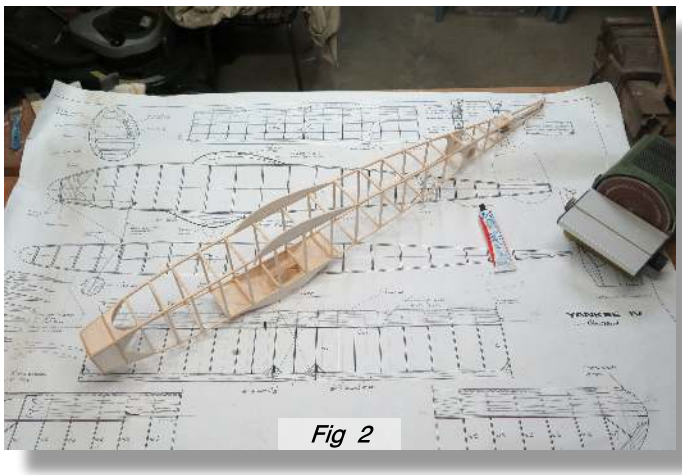


*Fig 2*

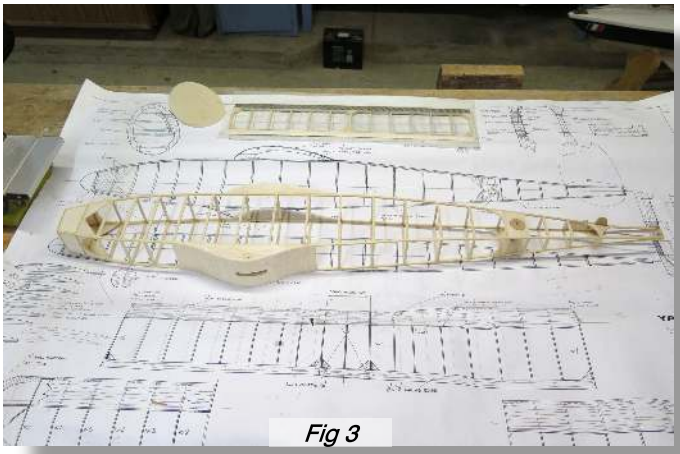
ROG which was a contest requirement. This requirement was never popular and recently we have decided to hand launch these models. Consequently Fat Boy 2 still has a wheel but it is fixed in position and only helps to protect the bottom of the model when landing. *(Figs 3)*

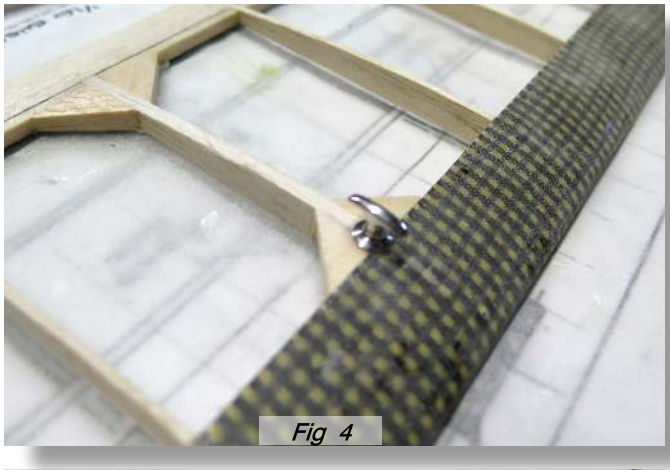
I slightly reduced the size of the D- box on the stab making an effort to save weight on the new model.

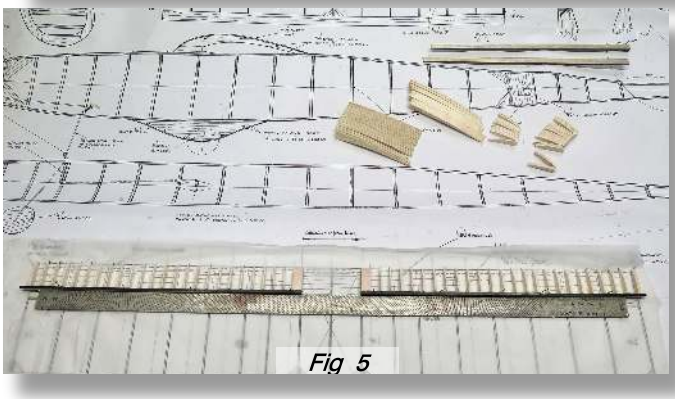
I still used an aluminium DT arm as on the first model but cut the size down. *(Fig 4)*

The wing like the stab uses a Kevlar./carbon D box also a little smaller than the first Fat Boy. Since I was making a new one I was hoping to make some improvements. *(Fig 5)*

The wing and stab construction is a mixture of the old and new with a more traditional trailing edge making it easier to accommodate the curved tips. *(Figs 6 and 7)*


Fig 3


Fig 4


Fig 5

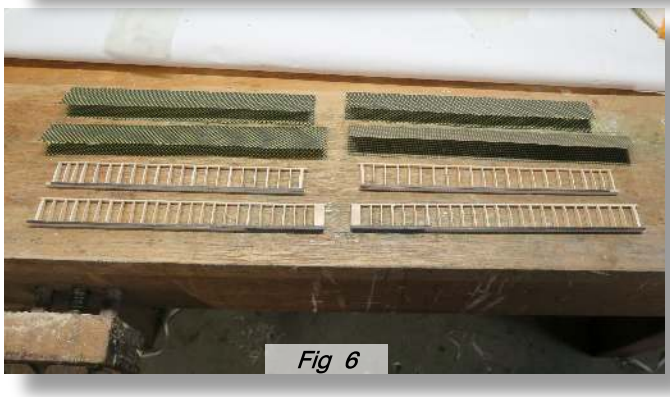
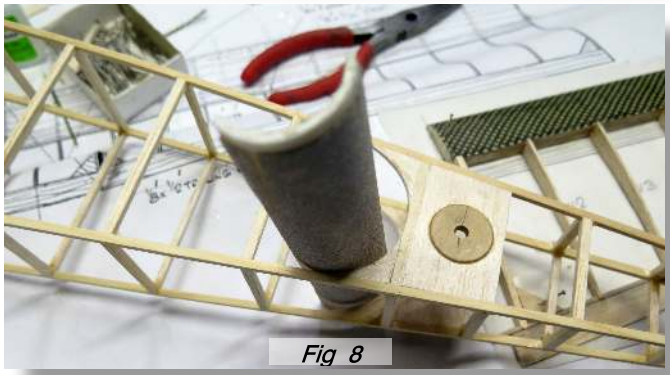
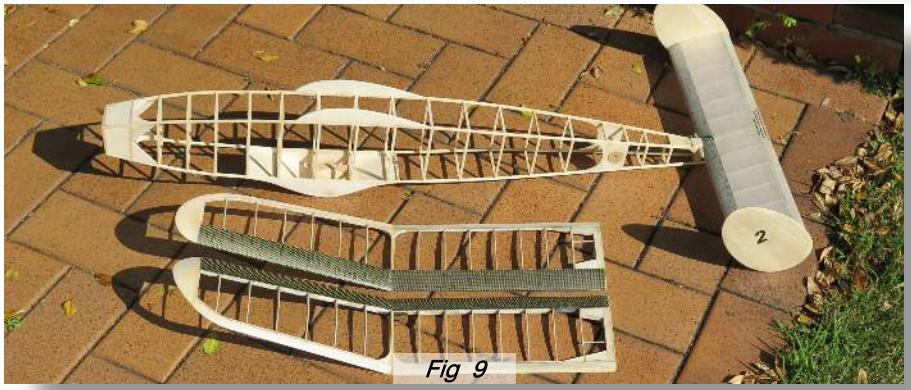

Fig 6



Fig 7


Fig 8


Fig 9

I always like gussets and use some sandpaper glued to a portion of electrical conduit to shape the radius. *(Fig 8)*

Finally taking shape *(Fig 9)*. As with the first Fat Boy I made a hatch to access the RDT unit but this time used a cyno bottle lid to house the tracker unit rather than squeeze it in

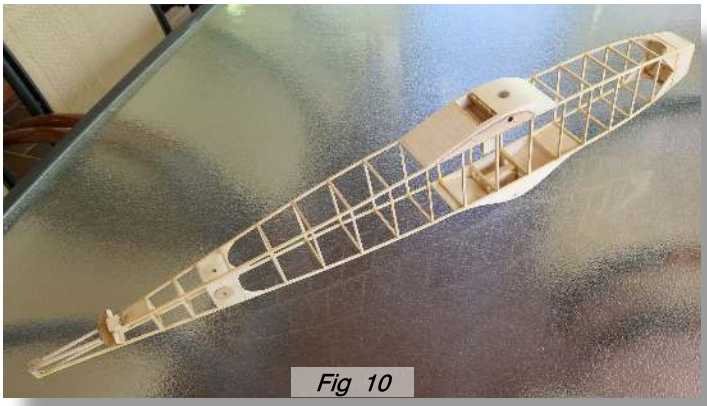
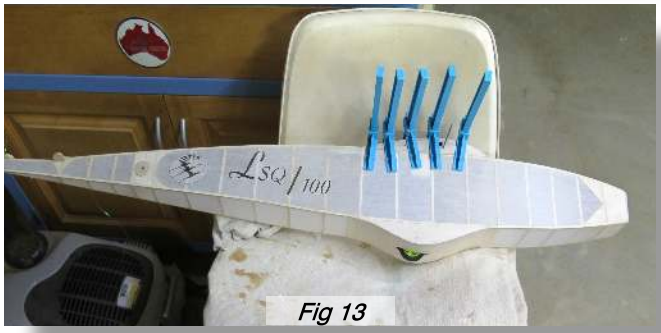

Fig 10


Fig 11


Fig 12


Fig 13

with the RDT and battery compartment. *(Figs 10 and 11)*

Finally finished, or so I thought.

With the first Fat Boy I made a standard front end but the prop blades would not fold properly with the flat sided fuselage so I was forced to cut away some of the trailing edge of the prop blades. This time I made out rigger prop hangers which allowed the props to fold without modification. *(Fig 12)*

I was a bit concerned looking at the model as the nose moment looked too long although it was built from the original plan.

Perhaps making the stab lighter contributed a little to the CG being too far forward at 30%.

I did try some test glides with heaps of packing under the stab trailing edge but it was obvious the model was far too nose heavy. I was disappointed at the prospect of major surgery to move the top section (wing pylon) forward but as they say - if man made it - man can repair it so out with a sharp knife and I was able to remove the top section cleanly *(Fig 13).*

Finally moving the wing mount forward by 45 mm brought the CG to 57% and still allowed the props to fold clear of the wing. Actually the repair turned out better than I expected and is not noticeable at all.

I'm just waiting for a calm day to wind it up and let it go, with the functioning RDT on board this time!

*John Lewis*



Like Phoenix Rising, Fat Boy 2 has risen from the ashes

# Balancing Propellers

## As seen in June 2019 "TORQUE" NZ



Aside from good engine tuning another subject generally ignored by most is the balancing and care of your model engine propeller.....it doesn't matter whether it is a glo, a diesel or an electric motor they all spin at quite high revs and need to be properly balanced.

Lets talk here of a two blader, it will be comprised in simple language of a central hub, complete with a central hole for the crankshaft, and a blade either side of the hub at hopefully 180°..... The blades of course are air-foiled to act like a wing and in so doing generate a forward lift.

For those wanting to know about the airfoil it is generally a CLARK Y which has approximately 2° of upthrust. Many will tell you that the CLARK Y is flat bottomed- yes it is but look closely at the leading edge- there is a slight radius which will give you the positive angle.

Balancing of the prop is simple but first off you must ensure that each blade is of the same length when measured from the hub.....you will be surprised as to how many props made by well known manufacturers fail in this area. Get yourself a set of callipers from one of the local hardware shops- they are cheap- and do a thorough measurement and, because the tips of the callipers are hardened steel, you can use them as a scriber to mark any required changes. Reshape the tip of the blade as required so that both blades are identical.

Ensure that you find an area where there is no air movement when you balance your prop, otherwise your efforts will be wasted- in your workshop with the door closed, or the dining room table.

Get yourself a prop balancer- I use a TOP FLITE magnetic prop balancer- and mount the hub on the central shaft and observe the action of the propeller.....invariably one blade will be heavier and that will be observed by that blade not sitting horizontal., but facing downwards- the heavy blade will hang lower than the lighter one.

Your next action is very simple; and that is to remove some of the weight off the heavier blade- start with caution and keep checking for equal balance. Your first efforts may be frustrating but like most things in life practice makes perfect.

Now that you have a perfectly balanced prop in the HORIZONTAL plane it is now time to balance the prop in the **VERTICAL**.....try the vertical balancing and you will find with practice you will be able to get the prop to balance- don't forget that a perfectly balanced prop will sit anywhere on the balancer.

The prop should now be sitting in a 6 o'clock position and may finally sit at the 5 to, or 5 past location. This will tell you whether one of the blades is still out of balance or more importantly, is the hole in the hub centrally located. Now, as previously, lighten the heavy blade and you will see how perfectly balanced you will now get the prop!

If a lot of balancing is required then it can be just as easy to carefully shave one side of the hub in the area between the blades and on the circumference.

Once you have got a very good balanced prop then do another couple as your spares, and of course using the same brand of prop. Then you will have learnt about the discrepancies during mass propeller production. I haven't yet come across a perfect mass produced prop.....be aware that a well known grey prop produced in the USA has the shaft hole manually drilled so do be careful with those.

How do I balance the carbon fibre racing props that I make- exactly as above but tend to balance only at the hub. I cast the hole by inserting an 8mm stainless pin in the mould at the hub location and I carefully measure both rovings and epoxy to create an almost balanced prop from the mould.

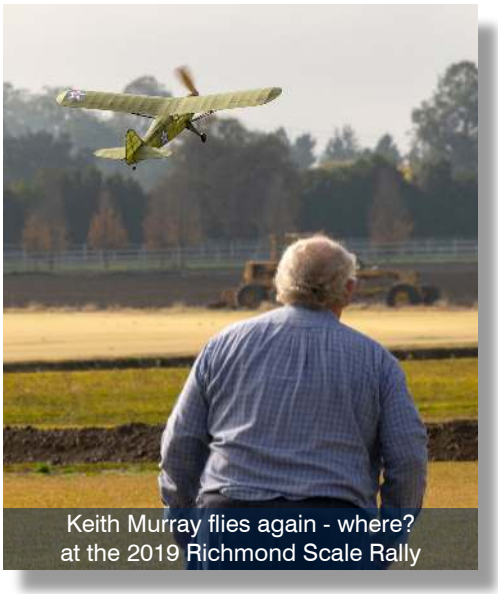
# BFFS Spy



This old Goldberg Interceptor came back to the BFFS in pretty poor shape. The photo on the right serves as a template for its recovery to former glory, when first built by Howard Gostelow.





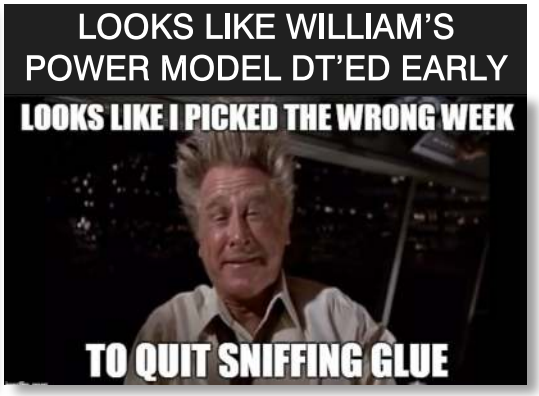
Keith Murray flies again - where? at the 2019 Richmond Scale Rally



Down at last but surrounded by trees after a 40 minute flight only one week before we took Kathy's Apache II E36 to Lost Hills. Why? The DT line eventually un-snagged itself! LUCKY.










John Lewis's Dixielander lost the argument with a tree





A box for all occasions - this one's for F1D models





And a few close-us of John French's RC Mam'selle





French Frederic sent these photos of his auto rudder mechanism, probably for an F1G?

# SIMPLE ALTITUDE CALCULATOR

## Batteries not included

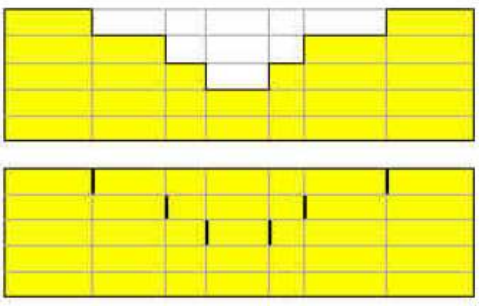
Who hasn't had a great flight and wondered how high was the aircraft? What will help you is this little conversion table that can easily be constructed out of wood, metal, perspex or cardboard and kept in your toolbox, or pocket for your next monumental flight. Actually, the distance calculated is from you to the model. If using perspex, scribe vertical lines on the perspex. With other materials, you can cut a scale, steps and stairs fashion, into the material of choice, a bit like the old time rifle sights.

| | Wingspan = | 1.2m | 1.5m | 1.8m | 2.1m | 2.4m | 2.7m |
|---|---|---|---|---|---|---|---|
| Apparent Wingspan | 3.2 mm | 270 m | 335 m | 400 m | 470 m | 536 m | 604 m |
| | 6.4 mm | 135 m | 168 m | 200 m | 235 m | 268 m | 302 m |
| | 12.8 mm | 67 m | 84 m | 100 m | 117 m | 134 m | 77 m |
| | 19.2 mm | 45 m | 56 m | 67 m | 78 m | 89 m | 100 m |

For those that are metrically challenged, here's the imperial equivalent:

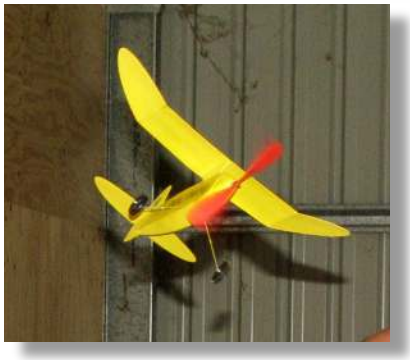
| | Wingspan = | 4' | 5' | 6' | 7' | 8' | 9' |
|---|---|---|---|---|---|---|---|
| Apparent Wingspan | 1/8" | 880' | 1100' | 1320' | 1540' | 1760' | 1980' |
| | 1/4" | 440' | 550' | 660' | 770' | 880' | 990' |
| | 1/2" | 220' | 275' | 330' | 385' | 440' | 495 |
| | 3/4" | 147' | 183' | 220' | 257' | 293' | 330' |

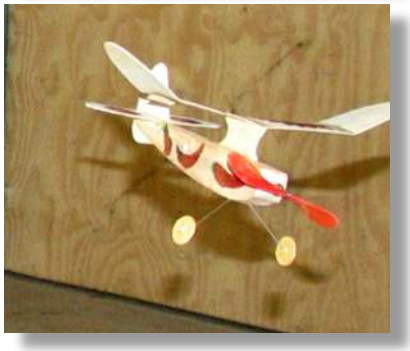
So there it is guys – no more "fish stories" about how high it was. But remember, it's from where you are standing and if your 2.4m model is a kilometre down wind and registering 3.2 mm, it isn't that high!

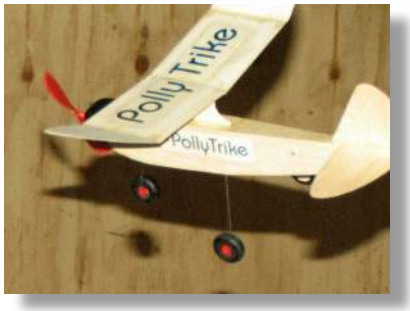


Examples show only 3 graduations. Lower one is perspex

# Pleasure Giving Pollies








I remember these little indoor beauties, from way back in 2010. These are three of the six in the cute little Polly range. Flown in Adrian Bryant's shed, BFFS Xmas Party Nov 2010

# The indecisive free flighter

Do I go or do I stay home?
That is the question for me.
Willyweather is pessimistic,
And the ABC says "*Maybe*".

If I don't go I know I'll be sorry.
If I do it's likely to rain,
And if the wind is a brisk south-easterly,
We'll be out of the field again.

The weathermen may have it wrong though,
The 14th July first comes to mind.
But instead of strong winds
This time It could really be kind.

We could all bask in glorious sunshine,
Every flight an easy max.
And at lunchtime enjoy all our picnics,
Sitting down in the shade to relax.

I'm definitely going to go now,
I'll turn up and give it a burl.
It's the E36 State Champs
And I have a well-trimmed Pearl.

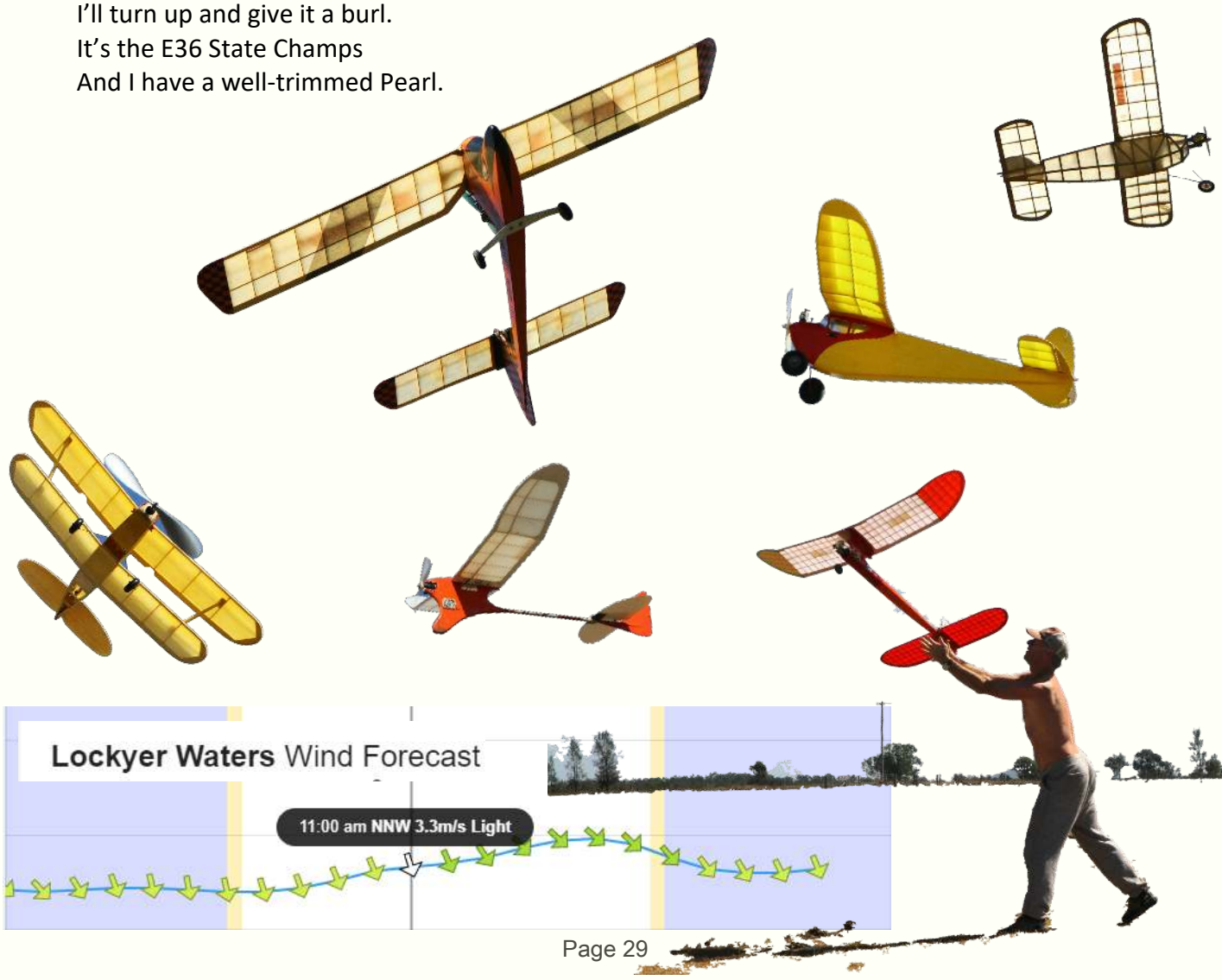
But what if it's really bad weather
And I break or lose my best plane,
And get soaked when I try to retrieve it.
I'd rather be home with a dame.

The highway's sure to be busy
And what if my car breaks down,
What if I run out of petrol
And it's miles to the nearest town?

Better to stay safe at home then,
And keep my good models dry,
And wait 'til the weather is perfect,
And there isn't a cloud in the sky.

The weathermen may have it wrong though,
We could all bask in glorious sun,
I'm definitely going to go now
I don't want to miss all the fun.

*Adapted from "The Clarion" newsletter*



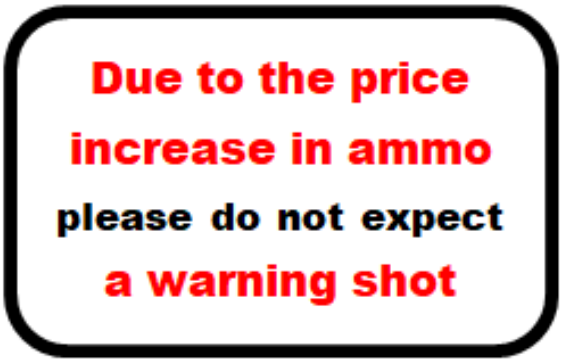
# JOKES PAGE

- Two Muslims have crashed a speedboat into the Thames barrier in London. Police think it might be the start of Ram-a-dam.
- The wife was counting all the 5 and 10 cent coins out on the kitchen table when she suddenly got very angry and started shouting and crying for no reason. I thought to myself, "*She's going through the change*."
- When I was in the pub I heard a couple of plonkers saying that they wouldn't feel safe on an aircraft if they knew the pilot was a woman. What a pair of sexists. I mean, it's not as if she'd have to reverse the bloody thing!
- Local Police hunting the 'knitting needle nutter', who has stabbed six people in the rear in the last 48 hours, believe the attacker could be following some kind of pattern.
- Bought some 'rocket salad' yesterday but it went off before I could eat it!
- A teddy bear is working on a building site. He goes for a tea break and when he returns he notices his pick has been stolen.. The bear is angry and reports the theft to the foreman. The foreman grins at the bear and says "*Oh, I forgot to tell you, today's the day the teddy bears have their pick nicked*."
- My girlfriend thinks that I'm a stalker. Well, she's not exactly my girlfriend yet.
- I have just got back from my mate's funeral. He died after being hit on the head with a tennis ball. It was a lovely service.
- Did you hear about the cross eyed teacher who lost her job because she couldn't control her pupils?
- When you get a bladder infection, urine trouble.
- What does a clock do when it's hungry? It goes back four seconds.
- I wondered why the baseball was getting bigger. Then it hit me!
- Broken pencils are pointless.
- What do you call a dinosaur with an extensive vocabulary? A thesaurus.
- England has no kidney bank, but it does have a Liverpool.
- I used to be a banker, but then I lost interest.
- I dropped out of communism class because of lousy Marx.
- All the toilets in New York's police stations have been stolen. Police have nothing to go on.
- I got a job at a bakery because I kneaded dough.
- Haunted French pancakes give me the crepes.
- Velcro - what a rip off!
- Cartoonist found dead in home. Details are sketchy.
- Venison for dinner? Oh deer!
- I used to think I was indecisive, but now I'm not so sure.











# Looking back

## To the 1992-93 Bundaberg Nats



*By Pilot Bear*



John French recently sent some pictures to Pilot Bear taken at the Bundaberg Nationals in 1992-93. Those that attended will remember how we lost the Free Flight site one day before the events started and as a result we moved to a fall back location that was surrounded by tall sugar cane. In those days very few people had trackers and quite a few models were lost. Over the years we have also lost a few of the modellers that attended. This is an opportunity to remember both the Bundaberg Nats and the people that flew at that time.






*Vic Stewart was a keen modeller who enjoyed decorating his models with coloured tissue.*







*Adrian Bryant was flying everything that was rubber powered*





*Peter and Gail Scott were also in a number of classes*





*It wouldn't have been a Nats in those days without Happy Howard Gostelow and Col Somers*



*Arthur Butler was also making the most of the fine weather*

.



Merv Buckmaster (Airborne Editor) was always looking for a story



Sheltering from the sun, Gail Scott and John Lewis, with George and Marilyn Baynes



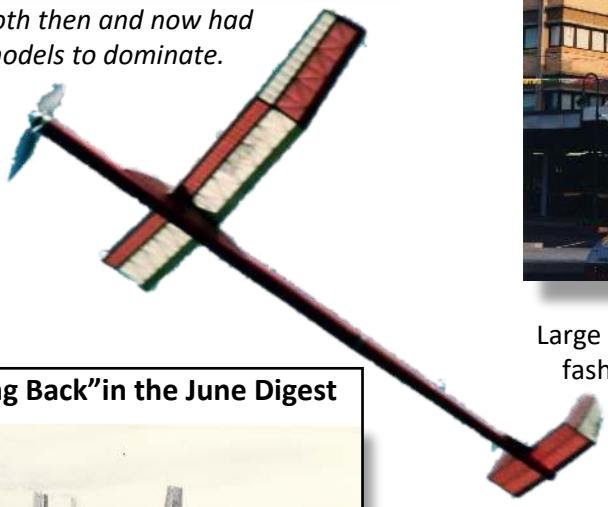

*Roy Summersby both then and now had the big Power models to dominate.*



Before trackers finding a model in the sugarcane or long grass was a challenge. Ben used a simple buzzer in his early A2 models and Wakefields at those Nationals.




Large murals on buildings were in fashion in the Bundaberg city centre at that time



**Correction from "Looking Back"in the June Digest**



In the photo above the chappies are (from the left): John Malkin, an Aussie, Richard Weston, John Lewis, Bill McGarvey and Max Boccardo. The event was the 1978 Trans Tasman at Hastings N.Z. *IDs thanks to Bill McGarvey*



**AND FINALLY:**

A request from Pilot Bear for any old free flight photos suitable for future editions of "*Looking Back*"

# 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*" .**

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**2019 FREE FLIGHT CALENDAR Ver 2** ( 21 February 2019)