The magazine for all those who love Free Flight

THE BFFS DIGEST

March 2020





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- Delta Dart comp report
- Building a Southerner Mite
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- 2020 Flying Calendar

20189 - 2020 Management Committee

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Vice-President	Kathy Burford
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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.

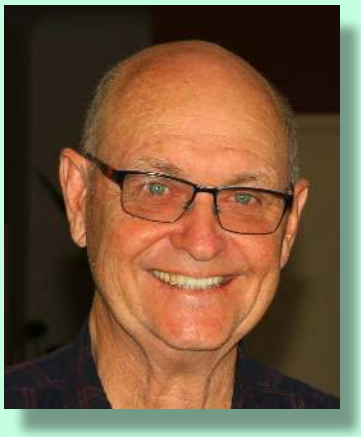
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Club rubber enthusiast Larry Brownlow launches his Keil Kraft Competitor at one of our Fun Fly Days. All Larry's rubber models fly well and he's made strong inroads into the indoor rubber events as well. He's always been the one to watch. Well, maybe not with E36 yet, but that will change when he uses a real motor.

PRESIDENT'S REPORT



Welcome to 2020 on this Australia Day weekend. The start of 2020 has seen bush fires and recent rain and often windy conditions. Two weeks ago we were worried about a fire risk at our Coominya field and on 16th February there were concerns of being bogged in the wet conditions!

Organising the flying calendar is becoming more difficult to cater for a variety of interests. Apart from occasions such as Mothers Day, Father's Day, Easter Sunday and other public holidays including Australia Day tomorrow there are a number of interstate events as well as members taking more holidays to try and work around.

Nevertheless after some juggling we have managed (I hope) to dovetail things in so that everyone has numerous flying opportunities this year. Some factors such as the school requiring the hall on some of our requested indoor dates or the Dalby club's other activities have necessitated recent changes so make sure you are referring to the latest calendar.

Our club numbers are remaining constant, even increasing slightly. I have been flying free flight since the mid 1960's but cannot remember having three juniors involved like we have now. Welcome also to Mati who joined late last year.

Hopefully this year will provide many enjoyable flying and building opportunities, a record of which will no doubt be provided in our BFFS Digest that is enjoyed by both local and overseas readers. I am sure Malcolm would appreciate any contributions you can provide. Sometimes it's just something you discover while making or repairing a model or a retrieval adventure you can relate. The Digest is a compilation of little things that makes it such a diverse and interesting club newsletter.

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Hope to see you all during the year, looking up at our models flying overhead.

John Lewis
President

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

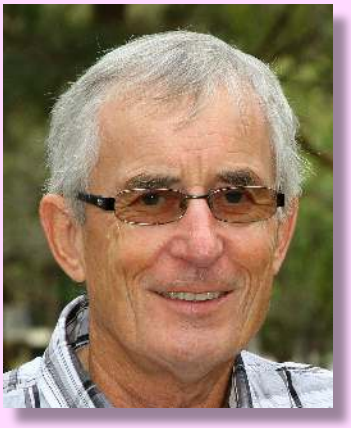
What have I been up to during the hot Christmas break? Not a great deal aeromodelling-wise; I did repair my F1A crashed in October's World Champs and I did some work on two E36s. One was Kathy's and I also repaired my F1H wing damaged by a tumble at the AFFS Champs.

No new models, unless you count three CLGs I built for my brother's 5 year old grand sons. After some discussion about the dexterity of young kids, the two launch hooks were moved aft and they became bungee models. It's an RTF setup for them as I also made the catapults and bungee.

Albert and Craig went across to Lost Hills last month and both did well. Numbers were down because of the close proximity to the October World Champs and the Chinese health crisis. COVID-19 seems destined to rewrite the record books when it comes to world disruption.

After a very dry start to summer punctuated by the dreadful fires down south, our weather pattern turned upside down when it started to rain and boy, did it rain. Many localities had their annual rainfall in a month. Dalby was hammered by two lots of flooding rain but they're not complaining.

I missed our trimming session in January thanks to a few incisions made by a surgeon that slowed me up a bit. While President John was cruising around the Pacific a few weeks later, I had to call off the February trimming session because the field was so wet Jesse was parking on the road and



walking in! His mother drove in and got bogged, at least once. Jesse's not complaining although he was forced to sell some of his best cattle a week before the drought broke.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

For sure I will enjoy, as usual.
Regards. Bernard Boutillier (FRA)

A great digest as usual. Thanks for the pics and comments on the boys.
Mark Armour (AUS)

Another top class production. I appreciate you forwarding it to me.
Merry Christmas and a healthy and fruitful new year to you,
Mike Moore (AUS)

Thank you Malcolm, I hope you and Kathy had a good trip home after the world champs. It was again so nice to see you all. Looking forward to visit down under one day again. Your Digest is simply outstanding. See you soon. Michael Siefert (GER)

Again the newsletter is excellent. I enjoy it so much. (George Bishop AUS)

Have just finished your terrific WC report. Thanks, but I don't know how you do it so well.
Howard Gostelow (AUS)

I opened our treasured newsletter and now the morning is no more. I haven't covered the other side of my model but it was great reliving the last few months. We only had the Xmas party yesterday and I still haven't fully caught up on sleep but already I am dreaming of more fun Free Flight in 2020. Another great effort - thanks Malcolm.
John Lewis (AUS)

Many thanks for providing the free subscription - much appreciated! I do enjoy reading all your newsletters cover to cover!
Stew Cox (NZ)

I still read every issue and hope to get to another FF meet in 2020. Will be 60 years since I competed at Rosewood Nats and 62 years since Camden

1958 when I broke Aus record in Power Scramble. Conditions were so good, so did the 8 guys in front of me!
Rob Edgerton (AUS)

Congratulations on a great Digest and a great lot of pictures including the report on the World Champs, which makes for interesting reading , although I would never even try and attend one! John Taylor (AUS)

Pre-competition trimming days

Coominya 26 January 2020

report and photos John Lewis

The field looked good with clear skies and virtually no wind at 7am. John Lewis had two new P20 models to trim along with an RC Southerner Mite. Ron Munden had a few power models and also brought John Taylor's repaired E36 model while Mark had one of his ultra-light Coupes to sort out. Once CGs were set, stalls and warps removed and incidences were changed, some satisfactory flights were made.

By 9.15am it had become overcast and rain soon after dampened our enthusiasm to continue. Recent rains have vastly improved the field condition so all looks good for our next trimming day on 16th February.



John Lewis launches one of his two P20s



John Lewis's RC Assist electric Southerner Mite looked magnificent



Ron Munden launches John Taylor's E36



Mark Armour launches his superb P30

2 minute classes club day - a competition day becomes a trimming day

Coominya 23 February 2020

report and photos by John Lewis

The day was overcast and the fields were green after weeks of recent rain but apart from a few light drops of rain in the morning the conditions were pleasant. Temps were in the low twenties with generally light winds, well below predicted 3 – 6 m/sec. Our last trimming day was cancelled as the wet conditions made it too hazardous for vehicles on the field so, as there was only a small turnout on this occasion that were ready to fly, this became the trimming day we missed earlier in the month.

Mark had his new Coupe d'Hiver, bristling with lightweight gadgets and innovations, to test. His two boys Max and Alex did some P30 trimming while John Lewis had a rebuilt P30 fitted with a RDT to trim. Brian Taylor spent the day walking around the field range-testing some new trackers he had made over Christmas while Des made all the noise with a range of power models. He managed to break his Lime-E E36 model but otherwise had a successful morning.

Malcolm and Kathy had already been on the field for 45 minutes with two E36s, an F1H and an F1A to test after repairs of varying significance. They set up mid-field as there was little wind at the time while everyone else moved to the edge of the paddock where the wind was supposed to come from. Their tests all went well so Malcolm turned his attention to a trio of CLGs he'd made for his brother's twin grandchildren and modified for bungee launch.

Things happen quickly when launching small balsa gliders so two went well and the other went into hospital.

Malcolm had done considerable repairs to his F1A crashed at the World Champs and the one test he put up looked magnificent from launch to DT. He said he'd been very attentive to rebuild to recorded dimensions and settings pre-crash, and it showed.

As it turned out, a two-minute comp could have been flown as 5 or 6 club members had two minute models but everyone seemed happy to just potter along and sort out things for another day.

Most had left the field by 10.30 am.



Des Slattery launches a mixed bits Open Power model



Alex Armour launches his P30 under the watchful eye of Dad, Mark



Mark Armour's ultra-light CdV



Kathy walks out to launch Malcolm Campbell's repaired F1A



Kathy Burford launches Malcolm's Líl AL

F1H STATE CHAMPS and E36 club event

Coominya
21st March 2020



Des Slattery times John Lewis's E36 with Peter Nash observing

Report and photos by Malcolm Campbell and John Lewis

Numbers were down due to a few self-isolating and also those unable to attend on Saturday. For power flyers, the day was absolutely ideal but it was hard work for glider flyers. For late March it was rather warm with plenty of flies. Wind, when it was there, came from all points of the compass, and it was very light. It made flying E36 a delight and Mark Armour spent all day fine-tuning one of his large stick and tissue F1Gs and a P30.

We set up in the SW corner of the top paddock and the five **E36** entrants soon started testing their models. There was quite a height difference between the 1806N-powered models of Peter Nash and Des Slattery and the Cobra-powered models of Malcolm Campbell, Kathy Burford and John Lewis but only Malcolm's appeared trimmed at the start of the day.

Kathy had a bad launch in her first flight, hooking it right when it should go "left – left". I was able to RDT the motor but it was too close to the ground to arrest the glide. So she reached for the spare, an 1806N-powered Apache. I really need to practice a much quicker RDT response when things go pear-shaped. That's three times now I didn't get it down safely.

Des, Peter and John were all creeping up on their first timed flight as they trimmed off on lower power flights. John muffed his first flight by forgetting to reset his DT time to 2 minutes – coming down in 15 seconds was not too clever. His second flight had a tight glide circle and eventually in his final flight, he scored a max. Peter's model looked the most promising with a good power pattern and glide, although he felt his glide turn needed to be opened out. Des had his Lime-E going reasonably well but his climb was too steep on his first two flights, causing the model to fall on its back and lose height to record poor scores. He too got it together by his final flight to max. No one got near Kathy or Malcolm scores on the day.

Kath's first flight maxed but the model didn't want to come down, the stab flapping in the lift. Luckily, it was still in the paddock when it landed after 5 minutes. Kathy just missed maxing her second flight because of a flat launch and her third flight found no lift whatsoever. Malcolm practised "social distancing", putting his model almost twice as high as his opponents. The climb on each flight was "spot on", and the glide was superb. The last flight was fantastic, and every flight DT'ed from good height.

As we continued to fly E36, John was setting up and testing his F1H. His first attempt to tow up was thwarted by the wing wiggler – he forgot to engage it. While his launch was poor the air was good and he scored his first max to land in the field with his DT line jammed in the timer scroll! His second flight was again off a poor launch but he maxed with the DT working this time. His third flight barely maxed and again the line caught in the timer scroll so he retired that model – two times lucky. John called on his straight tow A1 to do his final two flights; the first was a max and the second had him on the ground in 35 seconds.

Kathy, Malcolm and Des all had balsa F1Hs although Kathy decided to sit it out – minimal breeze and two classes to fly helped her make up her mind. At 86 years of age, it was amazing Des wanted to fly at all in such trying conditions, but Des is a

competitor and, after a few attempts, he had his model overhead only to release it in poor air. Still, he was overjoyed to be able to get his model aloft in such trying conditions.

With the wind in all directions Malcolm just waited for a breeze for his Li'l Hinney and failed to get lift in all five flights, for his worst ever F1H result. He was quite glad to get off the field because he started glider late and it was really hot and humid around the middle of the day.

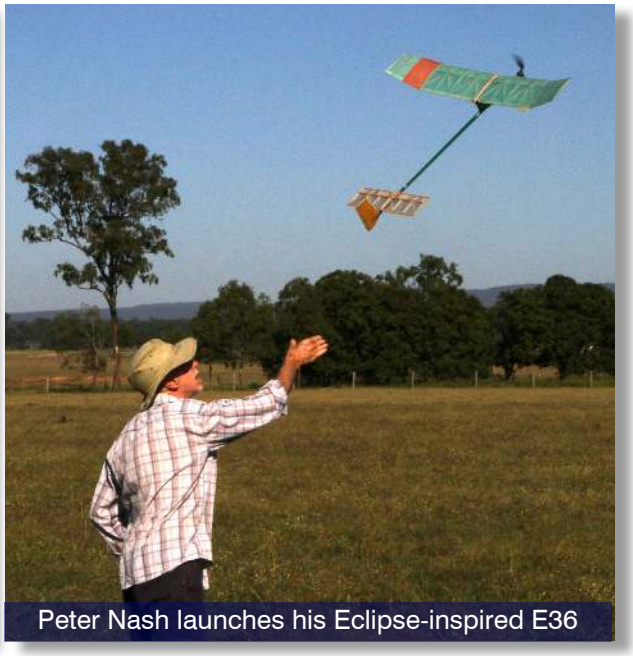
So when do we fly again? We do have a Fun Fly set for next weekend. Whether this happens or not is beyond our control. Realistically, we could be missing the best part of the flying year because of COVID-19. We have a good calendar planned but we are all in a risky demographic and nothing is certain. We'll have to be guided by those who know. We may all be another year older before we come out the other side of this world-wide pandemic. House maintenance and building models may save us from going mad these next 6 months.



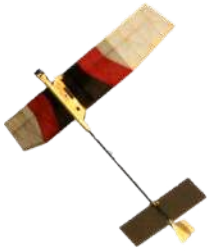
Kathy Burford needed her backup Apache early



Des Slattery launches his Lime-E



Peter Nash launches his Eclipse-inspired E36



E36 Results

Name	Fl.1	Fl.2	Fl.3	Total
Malcolm Campbell	120	120	120	360
Kathy Burford	118	120	88	326
Peter Nash	117	84	105	306
Des Slattery	107	54	120	281
John Lewis	41	55	120	217



Malcolm Campbell's Joulebox flew faultlessly all day

F1H Results

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Total
John Lewis	120	120	120	120	35	515
Malcolm Campbell	55	34	50	47	47	233
Des Slattery	-	-	-	37	-	37

INDOOR 2020

Delta Dart event

Club sponsored

B S H S Hall 29 February 2020



Report and photos by John Lewis

This year we had two beginners join our ranks Mati Tabor and Ian Hay (my next door neighbour). I had some left over Delta Dart materials that I provided and both were able to assemble a model or two and bring them along. Brian took Mati under his wing and I assisted Ian.

Before too long both were achieving flights of over 40 seconds. I think they were both amazed by some of Dessy's flights as Des likes to put on a show as his model quickly climbs into the rafters and manages to hit anything in reach. Then of course as luck would have it Des's model would fly between the net supports and finally land at his feet. The new guys were suitably impressed and thought Des possessed some magic powers.

Brian and I did our best to convince them this was not the objective but a much slower climb circling under the rafters and accumulating the best time was the way to go. Not sure if I succeeded with Ian though as late in the day he was still focussed on those obstacles overhead and how many he could one hit and keep flying.

It was disappointing that Ben and Annika as well as John Taylor weren't available; still we had seven flying and Sheila came along to give Ron some moral support. It was a bit humid on the day and I don't know if that helped but Larry, John and Brian all recorded their best times for this class with Larry's best time of 85 seconds.

John and Ron also did some P18 testing and Brian flew his magnificent Peanut model. It was a good start to the indoor season with a great sense of camaraderie and some excellent flights from very basic models. Make it your belated new year's resolution to come along and join in the fun at our next Indoor event on 18th April.

Results on the next page



Mati Tabur's first Indoor competition



Larry Brownlow, top of the class



Brian Taylor, cruising into third



Ron Munden sets up for his next flight

DELTA DART RESULTS:

Name	R1	R2	R3	R4	R5	R6	Best 2 Total
Larry Brownlow	**81**	75	**85**	74	79	77	166
John Lewis	19	68	70	**80**	**71**	61	151
Brian Taylor	49	**55**	53				108
Des Slattery	**52**	**54**	39	44	25	45	106
Ian Hay	**44**	36	**48**	41	27	41	92
Ron Munden	25	**44**	41	39	41	**44**	88
Mati Tabor	46	24	35	**40**			86


OLD DARTS ON TOP

2. John Lewis 1. Larry Brownlow 3. Brian Taylor

FAB FEB LOST HILLS 2020

An Outsiders Point Of View
By Malcolm Campbell
Photos by Merry Smith, Brian Furutani and Roy Summersby


Oleksandra Shapiro launches in F1C

From what I've been told by many sources, the weather for Fab Feb in 2020 was the best it has ever been. Very light winds, warm blue skies and cool nights made for a perfect 10 days of flying by people from many countries.

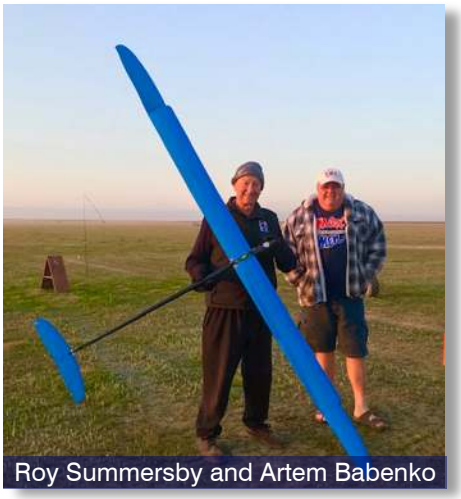
Numbers were down this year because of the event's close proximity to the October World Champs and because of the corona virus that is crippling the world's economy. No one attended from Asian regions.

Kathy and I decided to sit it out this year, our first break in 10 years, so only Albert Fathers and Craig Hemsworth went from our club, along with Geoff Higgins, Roy Summersby and Vin Morgan. They all stayed on the field and made the most of the conditions.

The weather was so good it gave the organisers latitude to introduce more than two 240 sec rounds in many events and also extend FO times. Roy was a standout, winning two F1C events including the big one and also two F1J events. He had a great time.

Craig and Vin were outstanding in F1B, and Craig achieved his best result, 4th) in Maxmen F1B. They went through lots of rubber practising whenever they weren't competing, and Craig came home with a beautiful new curved wing AA model.

Albert did very well in F1A but said it was really hard work because the lack of breeze really made circling very difficult.


Roy Summersby and Artem Babenko


Vin Morgan checks the Warm Lift, Craig and Aus vans behind


Craig Hemsworth sets up for the FO, Albert Fathers looks on



F1A Kiwi Cup

		38 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Danier	Jama	CAN	240	240	180	180	180	180	240	420	414	2274	1
Grushkovskiy	Yuri	UKR	240	240	180	180	180	180	240	420	410	2270	2
Findahl	Per	SWE	240	240	180	180	180	180	240	420	357	2217	3
Fathers	**Albert**	**AUS**	**240**	**240**	**180**	**180**	**180**	**156**	**240**			**1416**	**18**
Higgins	**Geoffrey**	**AUS**	**69**	**199**	**180**	**0**	**DNF**	**DNF**	**DNF**			**448**	**38**

F1B Kiwi Cup

		39 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Booth	William	USA	240	240	180	180	180	180	240	420	566	2426	1
Stefanchuk	Stepan	UKR	240	240	180	180	180	180	240	420	399	2259	2
Seifert	Michael	GER	240	240	180	180	180	180	240	420	385	2245	3
Malkhasyan	Sevak	USA	240	240	180	180	180	180	240	420	345	2205	4
Hemsworth	**Craig**	**AUS**	**240**	**240**	**180**	**180**	**180**	**180**	**240**	**420**	**320**	**2180**	**5**
Morgan	**Vin**	**AUS**	**240**	**240**	**180**	**180**	**180**	**180**	**240**	**420**	**318**	**2178**	**6** in FO2

F1C Kiwi Cup

		12 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	TOTAL	Place
Shapiro	Oleksandra	UKR	240	240	180	180	180	180	240	420	423	2283	1
Summersby	**Roy**	**AUS**	**240**	**240**	**180**	**180**	**180**	**180**	**240**	**420**	**361**	**2221**	**2**
Carroll	Edward	USA	240	240	180	180	180	180	240	420	272	2132	3

F1J Kiwi Cup

		7 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place	Time to Ground
Summersby	Roy	AUS	120	120	120	120	120	240	550	1390	1	550
Parker	Faust	USA	120	120	120	120	120	240	360	1200	2	360
Kanegawa	Shigeru	JPN	120	120	120	120	120	240	325	1165	3	325



F1A North American Cup

		31 flew	R1	R2	R3	R4	R5	FO1	TOTAL	Place
Grushkovskiy	Yuri	UKR	240	240	240	180	180	454	1534	1
Arigos	Lucas	ARG	240	240	240	180	180	396	1476	2
Arigos	Alejandro	ARG	240	240	240	180	180	386	1466	3
Fathers	Albert	AUS	146	240	240	180	180		986	20
Higgins	Geoffrey	AUS	184	240	52	180	50		706	28

F1B North American Cup

		36 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place
Andriukov	Alexander	USA	240	240	240	180	180	480	462	2022	1
Stefanchuk	Stepan	UKR	240	240	240	180	180	480	423	1983	2
Kovalenko	Mykola	UKR	240	240	240	180	180	480	409	1969	3
Hemsworth	Craig	AUS	240	240	240	180	151			1051	20
Morgan	Vin	AUS	240	240	131	180	180			971	30

F1C North American Cup

		12 flew	R1	R2	R3	R4	R5	FO1	TOTAL	Place
Summersby	Roy	AUS	240	240	240	180	180	471	1551	1
Shvedenkov	Yury	CAN	240	240	240	180	180	464	1544	2
Chesson	Don	USA	240	240	240	180	180	440	1520	3



F1A MaxMen

		40 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Findahl	Per	SWE	240	240	180	180	180	180	180	360	480	500	2720	1
Arigos	Alejandro	ARG	240	240	180	180	180	180	180	360	480	364	2584	2
Farmer	James	USA	240	240	180	180	180	180	180	360	480	340	2560	3
Fathers	Albert	AUS	184	240	180	180	180	180	180				1324	18
Higgins	Geoffrey	AUS	159	214	104	180	180	137	180				1154	35

F1B MaxMen

		38 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Jensen	Steffen	DEN	240	240	180	180	180	180	180	360	472		2212	1
Eimar	Bror	SWE	240	240	180	180	180	180	180	360	442		2182	2
Sirkis	Omri	ISR	240	240	180	180	180	180	180	360	429		2169	3
Hemsworth	**Craig**	**AUS**	240	240	180	180	180	180	180	360	418		2158	**4**
Morgan	**Vin**	**AUS**	240	240	112	180	180	180	180				1312	**28**

F1C MaxMen

		15 flew	R1	R2	R3	R4	R5	R6	R7	FO1	FO2	FO3	TOTAL	Place
Summersby	**Roy**	**AUS**	240	240	180	180	180	180	180	360	341		2081	**1**
Babenko	Artem	UKR	240	240	180	180	180	180	180	360	320		2060	2
Shapiro	Oleksandra	UKR	240	240	180	180	180	180	180	360	300		2040	3

F1J MaxMen

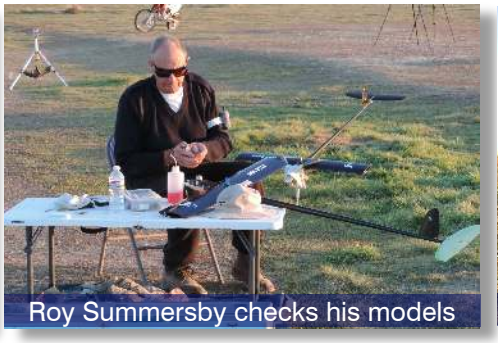
		9 flew	R1	R2	R3	R4	R5	FO1	FO2	TOTAL	Place
Parker	Faust	USA	120	120	120	120	120	240	360	1200	1
Summersby	**Roy**	**AUS**	120	120	120	120	120	240	319	**1159**	2
Kerger	Terry	USA	120	120	120	120	120	240	281	1121	3



Old timer blasts skyward



Vin Morgan sets his F1B



Roy Summersby checks his models



Roy's favourite girl







Activity & Date	Social Events	Stadium FF/RC indoor	CL Aerobatic McAllister	CL Speed AB Hardstand	CL Combat and Racing Perseverance	FF AB Field	SAMs AB Field	EOT AB Field	F5J, F5B AB Field
Tue 7			Demo Fun Fly/try day/Prac	Practice	Practice	Practice & fun fly every day - see CD each day	Practice	Practice	
Wed 8			9am-4pm F2B Rd 1 AEROBATICS Adv and Exp	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	10am-5pm F2d	Practice & fun fly every day - see CD each day	Practice	Practice	
Thu 9			9am-4pm F2B Rd 2 AEROBATICS Adv & Exp	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm 1/2A Combat	8am-2pm P30, F1J, Vintage Rubber Vintage Glider	9am-1pm 2cc Duration 1pm-5pm Standard Duration	EOT events Timings per organiser	
Fri 10			9am-4pm F2B Rd 3 AEROBATICS Adv & Exp	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am Slow Combat 2.5 Vintage A T/R	8am-2pm F1B, Open Power Fly off 4.30 pm	9.30am-10am Sport/Cabin SCRAMBLE 1pm-5pm Vintage Glider	EOT Events timings per organiser	F5J Practice in conjunction with EOT
Sat 11	7.00 PM Country Lamb Roast dinner, wine and Camp fire		9am-4pm F2B Rd 4 AEROBATICS Adv & Exp	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B Team racing	8am - 2 pm F1A, F1C Flyoffs 4.30 6.00-7.00pm Night Scramble 7.00 PM Country BBQ	9am-1pm 1/2A Texaco 1pm - 5 pm Duration	Reserve	F5J
Sun 12	Swap Meet 6-9pm at Indoor Stadium	10.00am-3.00pm Practice and fun fly. 3pm-6pm Peanut static Judging. Swap meet 6-9pm	Classic Stunt	9am-11am Round 1&2 F2A SPEED GOODYEAR.	TBA	8am-9am Day Scramble 9 am - 12.30 pm Combined HLG, CLG & DLG 9am - 2 pm E36	9am-1pm Gordon Burford 1pm-5pm Texaco		F5J
Mon 13		9am-4pm Practice and fun fly. 4pm-9pm HLG, F1H, Peanut	Vintage Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm 1960's Coupe Vintage power F4A	1pm-5pm Nostalgia		F5B
Tue 14		9am-4pm Practice and fun fly. 4pm-9pm Open scale, Kit scale H/Rar, H/Rat scramble	F4B	Reserve Day	8am - 5 pm VINTAGE COMBAT	F1H, F1G, OZ Diesel	9am -10pm 38 Antique. Afternoon reserved for any cancelled event		F5B
Wed 15		Closed	Reserve	Reserve	Closed	Reserve	Reserve		Res

ANNEX B







1st West Wyalong National Championships

West Wyalong - 7 July to 15 July 2020

Pilot Entry

Surname	First Name	FAI Number

Street Address	Town/City	Post Code

Home Phone	Mobile Phone	Email Address

Team Member Entry

Event	Team Member Name	Team Member FAI Number

	RADIO CONTROL
	Gordon Burford
	Old Timer Texaco
	Old Timer 1/2A Texaco
	Nostalgia
	38 Antique
	Sport Cabin Scramble
	2cc Duration
	Standard Duration
	Duration
	Old Timer Glider
	Electric Old Timer - 1/2 A
	Electric Old Timer - Texaco
	Electric Old Timer - Height Limited
	Electric Old Timer - Vintage Glider
	Electric Old Timer - Duration
	F5J
	F5B
	Small RC Indoor flying

	CONTROL LINE
	F2A Speed
	Combined Speed& Jet
	F2B Aerobatics Exp.
	F2B Aerobatics Adv.
	F2D Combat
	Open Combat
	Vintage Combat
	Slow Combat
	1⁄2 A Combat
	F2C Team Race T
	F2F Team Race T
	Goodyear T
	27/10 Goodyear T
	Open Rat Race T
	2.5cc Rat Race T
	JNR.2.5cc Rat Race T
	Vintage A T/Race T
	Classic B Team Race T
	Classic FAI T/Race T
	F4B Scale
	VintageStunt
	Classic Stunt

	FREE FLIGHT - Outdoor
	F1A Glider
	F1B Wakefield
	F1C Power
	F1G Coupe
	F1H Glider
	F1J 1/2A Power
	Open Power
	Open Rubber
	E 36
	Day Scramble
	Night Scramble
	Combined HLG, CLG, DLG
	P 30 Rubber
	Vintage Rubber
	Vintage Power
	Vintage Glider
	1960's Coupe
	OZ Diesel
	F4A Scale

	FREE FLIGHT - INDOOR
	Open Rubber Scale
	Peanut Scale
	Indoor HLG & CLG
	Kit Scale
	F1L
	Hangar Rat & HRS

NEW CATEGORY	
NON COMPETITION SPORT/FUN Fly	
Admin Fee Only - No Event fee !	
	Non Comp Sport RC - Outdoor
	Non Comp Sport RC - Indoor
	Non Competition Sport C/L
	Non Competition Sport FF - Outdoor
	Non Competition Sport FF - Indoor

GET YOUR ENTRY IN EARLY

Closing Date for Entries is 25 May 2020 - we will accept a **late Fee of $50** for any late entries

EFT Details -

A/C Name - NSWFFS Inc 1st WW Nationals

BSB - 062 336

A/C # - 1040 9062

Ref - FAI Number plus first three letters of your surname

Cheque Details

Cheque Payee - "NSWFFS Inc 1st WW Nationals "

Postal address for Entries and/or Cheques is ;

1st West Wyalong Nats Registrar

5 Williams Road, North Rocks, NSW 2151

Payment Method

	Electronic Funds Transfer or
	Cheque

Fee Calculator

Events	Qty	$ Each	Total	Max Fee
Admin - ALL Entrants	1	$50	$50	$50
Late Fee		$50		$50
Senior Events		$15		$50
Junior Events		$2		$10
Team Member		$5		$20
Fun Fly only		$0	$0	$0
Sub Total		A		

Goodies & Dinners				
Metal Badges		$5		N0 Limit
Decals		$3		N0 Limit
Lamb Roast Dinner		$20		N0 Limit
TOTAL		B		

GRAND TOTAL A + B

STATEMENT OF AGREEMENT:- I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 1st West Wyalong Nationals if I am asked to

Signed----------

PILOT /TEAM ENTRY FORM



Take the pressure down

The late great Paul Lagan belonged to Christchurch Model Aero Club and Gary Burrows the editor of their newsletter (Torque) sent me this.



A famous man once said that no matter how enjoyable a particular activity may be to a given person, if that activity is taken to excess and done long enough and often enough it can become torture.

Now it is hard to think how some of of our more enjoyable activities could ever be torturous, but contest free flight can certainly become a bit of a bore if taken to excess. To prevent this, I try to fly a "therapy" class or two along with the out-and-out competitive class and the one I enjoy most of all is that involving little sports power models powered with an under-compressed rich diesel motor.

There is something very relaxing in wandering under or after a slow-running Vic Smeed design on a calm morning or evening then watching it attempt to glide once the kerosene runs out.

After an hour of that I am set for another hard day straining seconds out of some temperamental contest prima donna model.

So my quote of the month then is:

If you hold your nose to the grindstone rough,
And keep it there for long enough,
Then all that exists in the world you'll suppose,
Will be you, the stone and your bloody nose.



PAUL LAGAN



Adrian Bryant turned 90 this month.

happy birthday

and congratulations from all members of the BFFS on your achieving such a significant milestone!

CONSISTENCY IS THE KEY

March 2012

From a New Zealand newsletter: " The weather was so good during the Omarama competition that three New Zealand records were broken! The A1 record that has stood since 1994 was broken by David Ackery. Also the CLG (Catapult Glider) record previously held by Gary Burrows was broken by Paul Lagan, who holds the Tip Launched Glider record as well. A stand-out performance by Kathy Burford of Australia would have easily eclipsed the NZ record for CLG once again if Kathy was eligible to hold it. The last day of the Omarama Cup was really the only day with significant wind. Kathy managed to achieve 4 maxes and a 59 second flight (max 60 sec) and another of 54 seconds, to post an almost perfect score and smash Paul's recent best time by 20 seconds—and she did this with gliders loaned to her by Paul himself! This was outstanding flying and superb air picking."



4 x 60 + 59 + 54 = **353** secs

And just the week before Kathy won CLG at the Nationals at Springhurst Victoria. It was her first CLG competition.

29 July 2014

There was supposed to be a CLG event on this day at Coominya but only Kathy and Malcolm flew – too windy for some. Anyway, Kathy went on a mission - after recording 53, 60, 60 for an effortless win, she then put up 60, 60, and 60, finishing with a 6 flight score of 353 secs. I suspect that could be a Queensland record, at the very least?

53 + (5 x 60) = **353** secs

Since those days, Kathy and I have both spent a lot of time with catapult gliders. It's a great little class. I had a look back through eight years of results to get these statistics:

	KATHY	MALCOLM
Queensland State Champs	2 x 1st 3 x 2nd 3rd, 4th and 5th	4 x 1st 2 x 2nd 2 x 3rd
AFFS Champs	2 x 1st 2nd, 3rd and 4th	3 x 1st 3 x 2nd 2 x 3rd
Nationals	3 x 2nd	2 x 1st 3rd

What do you do when you end up with too many P20s?



You build a couple of boxes to restrain them of course!

"*It's not over until you've built the box*" is John Lewis's mantra.



CONSTRUCTION CORNER

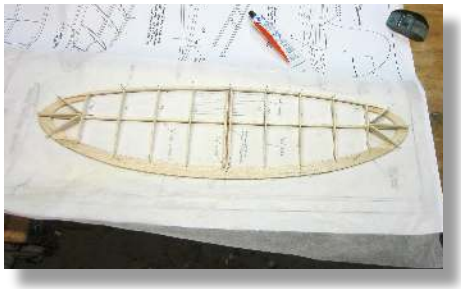
Southerner Mite RC assist

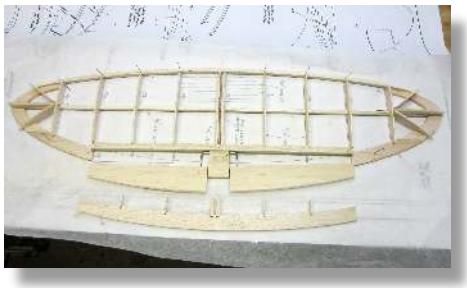
report and photos by John Lewis

A number of years ago Dale Jones suggested we include a fun day in our contest calendar which became very popular allowing members to fly what ever they wanted including some limited RC. I like to build a new model for Dale's day each year and for 2020 I choose the Southerner Mite after John French sent me a photo of one he had built.

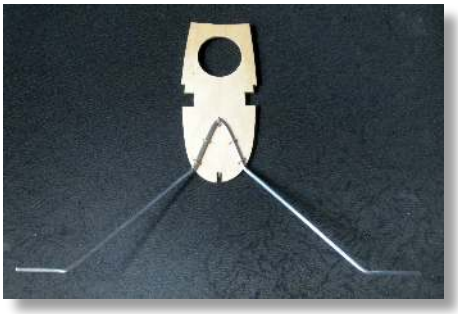
The original is only 32" span so I had the plan enlarged to 50" to provide more space for the electric power and RC equipment and to lower the wing loading.

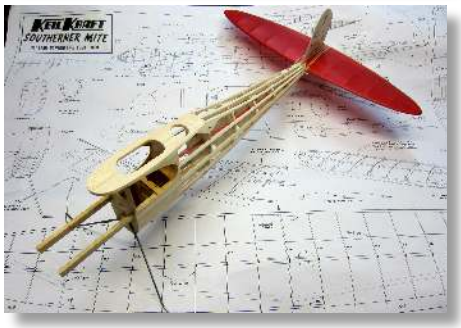
After constructing many contest free flight models using composite materials it was a novelty to go back to traditional construction and relive those early days of aero-modelling. However placing ones brain into neutral and building straight from the plan resulted in a nicely constructed tailplane with no provision for elevators. Hence the curved trailing edge needed to be cut away and replaced with elevators.





The next issue became the elliptical fuselage formers. There was only one cross section on the plan partway down the fuselage so I decided to use a photocopier to enlarge and decrease the shape. Once I had cut out the formers and tried to assemble the fuselage I realised the section changed as it approached the front of the model to incorporate the cabin





and wing pylon. I guess the brain still wasn't fully in gear. Anyway some adjusting adding and cutting eventually provided the result I was hoping for. The ply undercarriage former shape was supplied so I had a second reference. From my control line days I continue to use copper wire to lace the piano wire to the former and use araldite to add some strength.

The front of the fuselage was made up from some chunky block and the engine mounting ply former. I discovered my Dremel multi tool was excellent for shaping the front without being too aggressive. I have also found rare earth magnets are great for holding the battery hatch in place on this type of model rather than the rubber bands I have used previously.





Both for strength and providing a nice smooth hard surface I like to cover the front of the fuselage with 2oz glass and epoxy resin (Epiglass HT 9000)



Once the fuselage is covered with polyspan and the butyrate cabin sheeting added its a good idea to mask the cabin material before flicking glue or dope around.



With all the masking completed I like to eliminate all those little imperfections with Septone Acrylic Primer filler available from Supacheap auto supplies. Once rubbed back I add

Dupli-Color Auto spray and polish once dry.







With the masking removed you can appreciate the progress so far.

Usually I build the wing first however this time I left it till last to ensure the centre dihedral would match the wing pylon angles I had made on the fuselage

I wanted to use an existing spinner however the thickness of the spinner back plate and prop left minimal thread on the prop shaft.

Consequently I turned down some hexagonal brass and made a prop nut that would extend the thread into the prop as shown below.







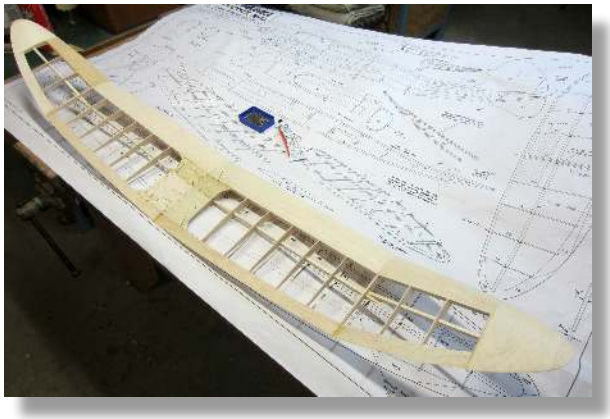




All ready for flight - I gave the model a test flight on our first trimming day this year and have now put it away ready for Dale's fun day on March 29. I am pleased to say it flew well with no trimming required.

The red covering is heavy weight tissue I purchased from Arthur Gorrie's hobby shop some 50 years ago.

John Lewis









"**Digest Top Tips**" is a new idea for the Digest and is something <u>everyone</u> can participate in. It doesn't require fancy machinery or expensive tools; it can just be simple ways you've discovered over many years on how to do things better. I'm sure you all remember the old Aeromodeller tips - maybe you could tell us about any of those that you already use?

So it could be:

- little jigs that you make
- ways to sharpen old tools
- selection methods for grading balsa for various applications
- using inkjet printers for decorating models
- bending tubes or thick wire
- soldering techniques - gas or electric
- stripping thin indoor contest grade balsa
- covering techniques
- working with carbon or kevlar
- nifty things available from "Spotlight" or "RIOT" stores

One thing for sure, it doesn't have to be big on text - it's a tip we're after, not a detailed procedure. A photo or two to support your tip would be a wise inclusion. Of course if you do have detailed procedures, don't be put off because we'll use those too. Supporting photos would be essential where detailed procedures are concerned.

LOOKING BACK 60 YEARS

SOUTH COAST GALA—September 27th, 1960—R.A.F. Tangmere

"A" Team Race (28 *entries*)
1 Smith, M. — High Wycombe — 4 min. 39 sec.
2 Yeldham, G. — Belfairs — 5 min. 12 sec.

Combat (39 *entries*)
1 Tribe, P. — Northwood
2 Copeman, G. — Kenton

Open Glider (76 *entries*)
1 Baguley, J. — Hayes — 8 : 32
2 Hinds, S. — Wallasey — 7 : 06
3 Bird, G. — R.A.F. Melksham — 7 : 03

Open Power (55 *entries*) (12 in fly-off)
1 Posner, D. — Surbiton — 9 : 00+6 : 00
2 Young, A. — St. Albans — 9 : 00+5 : 12
3 Fuller, G. — St. Albans — 9 : 00+5 : 03

Open Rubber (31 *entries*) (10 in fly-off)
1 North, R. — Croydon — 9 : 00+5 : 40
2 Boxall, F. — Brighton — 9 : 00+5 : 35
3 Elliott, N. — C.M. — 9 : 00+5 : 01

Tailless Glider (8 *entries*)
1 Marshall, J. — Hayes — 5 : 18
2 Gates, G. — Southern Cross — 3 : 57
3 Kay, J. — Hayes — 2 : 53

A Power (16 *entries*)
1 Young, A. — St. Albans — 8 : 22
2 French, G. — Essex — 8 : 03
3 North, R. — Croydon — 7 : 30

Radio Control (13 *entries*) — *pts.*
1 Rogers, P. ... — 2833
2 Johnson, E. ... — 2814
3 Morton, J. ... — 1246

Chuck Glider (14 *entries*)
1 Fathers, A. — Abingdon — 2 : 12
2 Young, A. — St. Albans — 2 : 00
3 Strachan, W. — Exmouth — 1 : 30

FARROW SHIELD (Team Rubber)—October 9th, 1960. *Area centralised.* (16 *clubs entered.*)
1 Leamington 34 : 41 — 4 St. Albans 25 : 24
2 Norwich 30 : 08 — 5 Stevenage 24 : 4
3 Essex 29 : 19 — 6 Baildon 16 : 42

Individual scores
1 Pressnell, M. — Essex — 10 : 09
2 Wiggins, E. — Leamington — 9 : 55
3 Anderton, A. — Norwich — 9 : 42
4 Hains, M. J. — Stevenage — 9 : 21
5 Barnacle, E. — Leamington — 9 : 15
6 Willis, N. — Essex — 8 : 56

See anyone you know?





Ever need a small circular saw blade cutting wheel for your Dremel? Sometimes local stores aren't helpful so why not turn to Amazon? I found cutting wheels for my Dremel! Diamond/ metal/ wood cutting wheels and drill cutting discs were all available. With postage it came to $31.27, and they were on my doorstep in 11 days! This was true value and good service, surpassing things on offer in Australia.

The attached photo shows the following

Ten standard Dremel cutting discs
Ten 22 mm diamond cutting discs
Six saw blades 22-50 mm
Six Mandrills
Two storage pouches

Often I make a ply former longer than necessary with the intention of trimming it to size once I determine the height I want. I had this with the front former on the playboy.

You can use a Dremel fibre disc but these are better suited to metal but will cut ply with some burning. I feel the circular saw discs will work better and easier on the ply. Anyway I will find out when I try them.





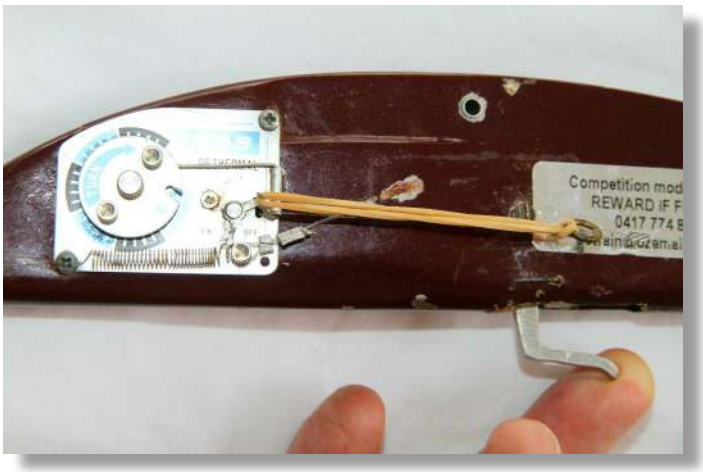
- Brian Taylor has successfully used water-based Easy dope on his Stukka model and printed colour onto the tissue and adhered it using a photography adhesive.

- Van Richards-Smith has become a member of RIOT craft stores to enjoy a 50% discount on their balsa stock!

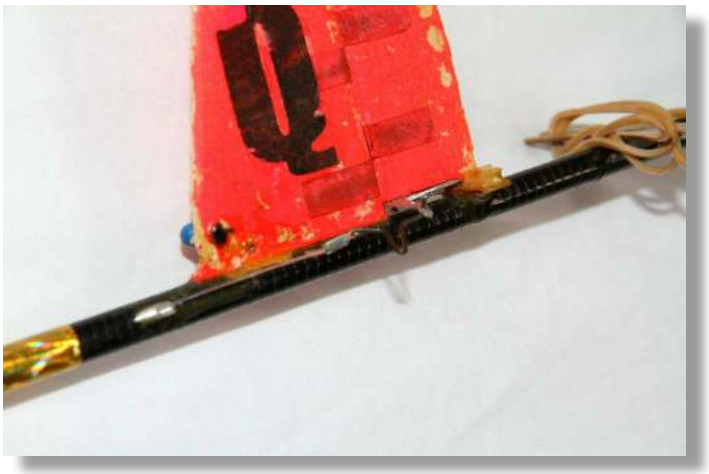
Simple swinging tow hook for an up and off F1H using a clockwork timer

by Malcolm Campbell

A simple electronic timer could also be utilised if you use a micro switch to activate timer start. This model is over 20 years old and has seen a lot of flying. Looking at the photos, I really should refurbish it!



On the tow - the hook is forward so the timer line pulls the timer lever back, into the OFF position. The On-Off lever on the KSB has to be ~~freed up~~ so it easily swings back and forth. They normally stay on or off.



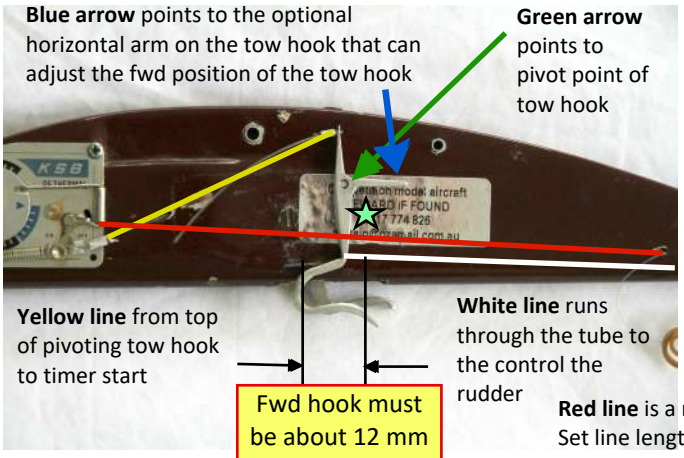
On the tow - the rudder line is connected to the tow hook so that the rudder is approximately straight to ensure a straight tow up. You can incorporate an adjusting threaded section in the line or a simple bent wire like here. There is a tensioning spring on the other side of the rudder, to set the RH glide turn when released. You must be able to adjust the rudder settings during trimming.



On the tow, the hook is forward - note the line on the tow hook above my thumb. This sets the rudder via a line that runs back through the boom.



After releasing the tow line - the hook goes back, pulled there by the spring on the timer and more importantly, it turns the timer ON.



The hook I've photographed on the left is a very early one of mine that didn't make the grade. This hook is way too curvy and ornate. The objective of the hook is that the tow line ring easily fits on the hook, doesn't fall off on the way up and easily falls off when you release or drop the line. The hook shown does have another useful function activated by an adjusting screw on the top of the pod that engages with the horizontal arm (blue arrow) at the pivot point. The purpose is to control how far forward of the CG the hook actually is. In this way you can fine tune the towing behaviour of the model.

Red line is a nylon line with either rubber band or spring attachment to timer arm. Set line length to give 45 degree DT and crimp a piece of Al tube to stop the line going further. Tension from the stab end is from rubber bands at the front of the stab.





Remember this model? Freddo tells me it would not fit into his station wagon so he sold it to a friend Geoff Black. They took it to Canowindra for the Australian Old Timer Champs and it won Concours , best in Aussie. Freddo says it flies beautifully and takes off at walking pace .



DARKSIDE IDEAS

I guess we are always looking for something to build?

With people getting older and less inclined to walk a lot let alone run, to towing up gliders isn't the fun it used to be. Perhaps you're also sick of pulling models out of trees? French Frederic has sent me the answer.

Stick an electric motor up the front, add a lightweight RC unit and build some of those old designs again.

Thanks to Frederic Nikitenko for these photos.





No1 A coupe scaled up to Wakefield size

No 2 An early A2 glider for those that like a building challenge.

THE FULL CIRCLE

My Modelling Life in a Few Words by Thomas Wielecki

Reprinted with permission of the NSWFFS





I've always been a builder. The flying bit is secondary and a perfectly good reason to start another project, whether the previous one flew or not. If it flew straight off the board I'd dissect the reasons and apply to the next model. But they hardly ever did fly straight off. Oddly, my patience on the flying field expired a lot faster than at the building board which has always been the kitchen table.

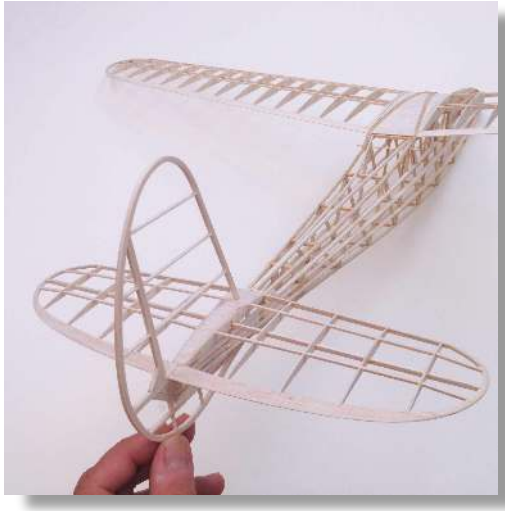
My father was forever irritated by balsa shavings when I lived at home. Later when I grew up and moved out into a studio apartment with my girlfriend you can imagine. Now I have a wife, two pre-teen children and a dog. We live in a house. We have a big garage. I have my own office. I still build on the kitchen table. I confess to having finished far fewer projects than I've ever had going at any one time; and inevitably having far more fluttering around in my head than I've ever started. The ones that actually did make it into the air are those lucky few that somehow managed to navigate their way through my constant interest swings and lengthy idle periods.

Balsa is central to my aero modelling. I love the way it feels and the way it can be shaped. I understand it. I know its limitations and its flaws. And the more I work with it the more I learn about it. So the comforting stick and tissue method applies in my hangar. The design process has always been the standout chapter in the lifespan of any modelling project. More often than not this process outlives the drawing board and without fail invades the building phase where it sticks almost to the very end.

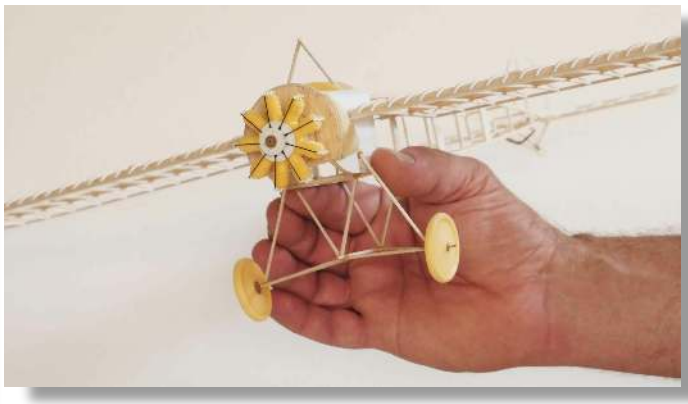
Now I tend to bypass the drawing board altogether. I design as I build. For scale models I scan a line drawing of my chosen prototype, enlarge it to whatever size suits, print out a copy and draw in the basic placement of bulkheads and ribs and spars to match as closely as practical those of the prototype. The biggest danger is the finishing and detailing process. It can have no end. I've spent days making a three centimetre Lewis gun or a coin sized rotary engine. And I've enjoyed every minute of it.

And for sport models I'd do a rough sketch to get the shape and proportions sort of OK, blow it up to size and start designing the structure as I lay the longerons and spars. Rib spacing is what looks good. Any modifications to the basic drawing are done then and there, and the rest of the blanks just fill themselves in until a model emerges from the balsa dust.









If it looks right it should fly. As much as I love taking credit for my own designs, the credit is never entirely mine. In reality it is a collection of other people's ideas modified to suit what I want "my" model to be. That's why building from someone else's plans is never as enjoyable or challenging; it kind of feels like eating someone else's meal.

As weight is always an issue, I'd rather under engineer than over. It is much easier to add an extra longeron or two than thin down what's already there. But usually my under-engineering works out way over anyway. And needless to say, it's amazing how important wood selection can be to flying weight and structural integrity. I used to build a lot of strength into my models to make them crash proof. That made them heavier. Heavier means more mass and kinetic energy. They never flew well either. With light structures I was amazed at how they just bounced, not crumpled. And they flew so much better.

My flying field patience has improved over the past decade. Maybe it was the kids' eternal neediness that put this virtue into a totally new perspective. Rather than crushing my new model because it would porpoise after launch or wouldn't turn left I began to see flight trimming as a creative and bonding process very much part of the model's existence. Now that I'm old and wise I have realised that your models can't be treated like slaves. There has to be a relationship, a respect towards its capabilities. If it wants to go right, let it. And if it isn't happy flying despite endless coaxing, ask for help. Yet the biggest development over my entire modelling life has been a fairly recent return to free flight.

Almost anything can be made to fly if it has radio control and a big enough power unit. The boom in cheap ARFs has put a bad taste in my mouth. They really are nothing more than expendable toys. Basic building skills and understanding of why a plane flies are not necessary any more. That is precisely why I have embraced free flight all over again: because of my new appreciation for the basics of model flight which in reality demands much more skill and knowledge in the flight trimming process.

The greatest reward is the satisfaction you get from making a pile of sticks fly.



LINK TO THOMAS WIELECKI PHOTOS:

https://www.dropbox.com/sh/62q5dkkkc2s6olw/AADR_DpMD3HLJIjMw1jc8SyJa?dl=0



Mikhail Kosonozhkin used strategically-placed Velcro and Clark Rubber-type foam padding to cushion his fall



Per Findahl used the unprotected Swedish method to improve his launch height.

To get really good height, you sometimes have to fall down, hard.

Top F1A flyers really lay it on the line.

Photos by Malcolm Campbell



American Ken Bauer just put pedal to the metal to get adequate height in the Sierra Cup 10 minute fly-off.

The model in this composite photo is actually flying at good height with flasher flashing.

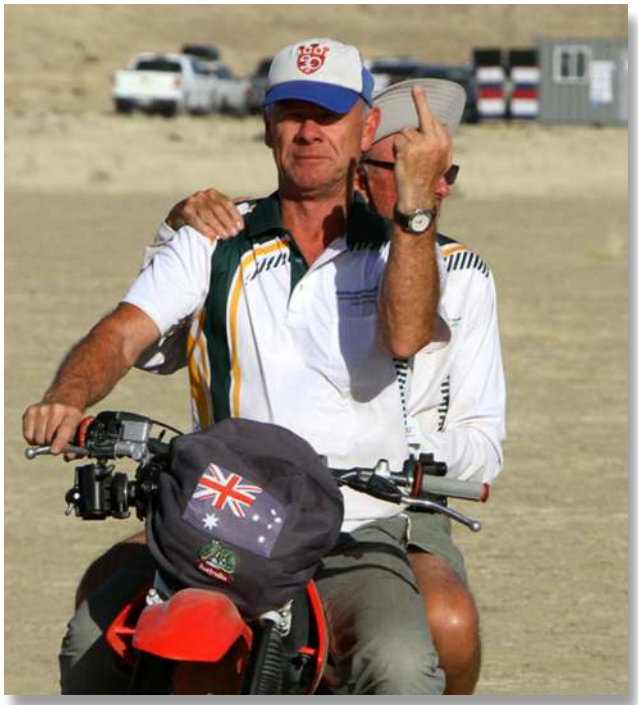
BFFS Spy



Guess who put his own competition number on at the World Champs?

CORRECTION:

There was an error on page 30 of the December Digest. The caption for the Mass Launch photo said **Jon Fletcher**. It was actually **Allen Thomas** holding one of the LSq/100 models.



What are buddies for? Craig thoughtfully keeps Albert's hat brim from blocking his vision

Funding from individuals for improvements at the Adrian Bryant Field at West Wyalong

A lot of money has been raised over the last few years and many, many thanks must go to all those individuals that who contributed. The funding activities began when I proposed that we ask for contributions to replace the roof on the house. The target was $25,000. This turned out to be a huge success and within twelve months we had raised $27,000 which was mainly cash donations from a wide variety of people. In the second half of 2017, I had modellers saying to me "I am sorry I can't give you cash but if you can sell these engines and kits will it help". All of these donators were published in our magazine every two months. To me, it showed that modellers had trust in us and faith in what we were trying to achieve, which in the long term is a multi purpose flying site. I had been selling goods from Big Kev's estate since 2016 which has added to our general funds.



The NSWFFS club house behind Kathy in this picture has had a major makeover.

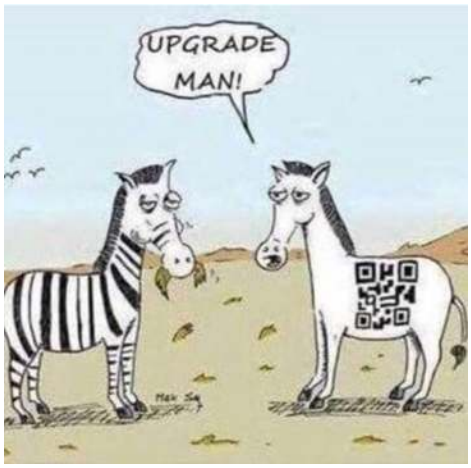
Now the roof was finished, but there was and still is plenty that could be done, so I kept taking goods, mainly engines and kits and putting them on eBay, which over the last few years has been very successful. Some of these goods have come from deceased estates such as Big Kev and Robert Ockenden. The rest has come from modellers that just have too many toys in their cupboard that they have collected over the years, and don't intend to use them. Modellers like Adrian Bryant, John Corby, Stan Hinds, Reg Millsom, Paul Rossiter, and Dave Bailey, just to name a few. Well done guys.

If you are one of these modellers that just have too much stuff, or the wife is saying, 'get rid of this junk', then pass it on to me. I will see if I can turn it into cash to improve the AB field at West Wyalong.

ALL money donations, engine sales, model sales, etc, have been applied to improvements to the AB field at West Wyalong. These have helped us tremendously thank you all, and keep them coming.

Roy Summersby.

JOKES PAGE







Why men shouldn't write advice columns

Dear John,
I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!
I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?
Sincerely, Sheila

Dear Sheila,
A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.
I hope this helps,
John



HEALTH
There are sometimes four stages to sickness

1. Ill
2. Pill
3. Bill
4. Will



FAMILY TREE OF VINCENT VAN GOGH

His dizzy aunt ---------- Verti Gogh
The brother who ate prunes---------- Gotta Gogh
The brother who worked at a convenience store ------ Stop N Gogh
The grandfather from Yugoslavia ---------- U Gogh
His magician uncle ---------- Where-diddy Gogh
His Mexican cousin ---------- A Mee Gogh
The Mexican cousin's American half-brother ---------- Gring Gogh
The nephew who drove a stage coach ---------- Wells-far Gogh
The constipated uncle ---------- --Can't Gogh
The ballroom dancing aunt ---------- Tang Gogh
The bird lover uncle ---------- Flamin Gogh
An aunt who taught positive thinking ---------- Way-to-Gogh
The little bouncy nephew ---------- Poe Gogh
A sister who loved disco ---------- Go Gogh

The brother with low back pain----------Lum Bay Gogh

And his niece who travels the country in an RV --- Winnie Bay Gogh

I saw you smiling . . .. there ya Gogh

- If my body is ever found on a jogging trail just know that I was murdered somewhere else and dumped there.
- Respect your elders. They graduated from school without the internet.
- I've decided I'm not old; I'm 25, plus shipping and handling.
- We have enough gun control. What we need is idiot control.
- Behind every angry woman stands a man who has absolutely no idea what he did wrong.
- Let's stop sending money to other countries and let them hate us for free.
- Vegetarian: Ancient tribal name for the village idiot who can't hunt, fish, or light fires!
- I look at people and sometimes think "Really, that's the sperm that won?"
- If guns kill people, then pencils misspell words, cars make people drive drunk, and spoons make people fat.
- My decision-making skills closely resemble those of a squirrel when crossing the road.
- Some things are just better left unsaid -- and i usually realise it right after i say them.
- Camping: Where you spend a small fortune to live like a homeless person.
- A wise person once said - - nothing.



Looking back

To the nineties at our old Wivenoe field



By Pilot Bear



Here are a few random memories from our days at Wivenhoe when we were a lot younger.



Ron Munden always liked his big power models but sadly they never seemed to last that long.



Ben's father John also preferred the smaller power models and tried a variety of own designs.



Ben Lewis too played with power when he was much younger but at the other end with ½A and F1J models.

There were a number of funky designs on the field and Van Richards-Smith could usually be relied on to come up with something different.





Model decoration was usually done by cutting out coloured tissue and doping it onto the wings etc. None did it better than Vic Stewart. Des Slattery only chased performance so he stayed with simple mono colours for his Pink Elephant.



Both Heather and Bill Thomas experimented with canard designs. Heather Thomas is seen here winding her canard P30.



Ben also got into the act with his AL29 circle tow glider with the inspiration coming from Dave Simons.

DARK-SIDE RC FACE-OFF

1940 Cleveland Viking and 1948 Playboy



John Lewis's RC electric Playboy



Larry Brownlow's RC electric 62 inch Cleveland Viking



VALE TED BURFEIN 10 March 1963 - 20 February 2020

Ted Burfein will truly be missed from his chosen sport. Ted was an intelligent man, large framed and full of enthusiasm. He loved his Free Flight modelling and was respected by his peers. He flew all premier classes in Free Flight and did well, particularly in F1B. He wanted another try at the Australian World Champs Team and that was his plan for 2020. Ted flew F1A, F1B, F1C, F1G and F1J, and was the AFFS president for two years. He was previously heavily involved in control line, and once managed the Australian Free Flight Team at the Croatian World Championships. Ted was nice to be around, dynamic and with a kind heart. I was so pleased to have spoken with him just ten days before we lost him. He actually sounded well but was composed to his fate. On Thursday 20th February, the cruel and savage disease took him so suddenly. I know the weary path a carer can walk and I'm thankful Sonya has been spared that journey, and that Ted has missed a dreadful treatment regime. My sincere condolences to Sonya and their families.



Malcolm Campbell
Secretary, BFFS Inc











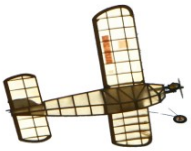




Rest in Peace
Ted Burfein

VALE GEOFF SMITH

Long time aeromodeller Geoff Smith passed away a few days before Christmas, aged 79. He last competed at Coominya in mid-2005. Geoff was an active competitor in the 80s and 90s, flying in Victoria before relocating to the Gold Coast, when he joined the Brisbane Free Flight Society. Geoff enjoyed glider, rubber and power classes. From Southport on the Gold Coast, Geoff leaves a wife Kaye.



BRISBANE FREE FLIGHT SOCIETY

2020 Flying Calendar



FEDERAL GOVERNMENT COVID-19 RESTRICTIONS MAY CAUSE MANY CHANGES TO OUR CALENDAR. We will keep our club members informed

Month		Date	Start	Event	Location.
January	F	Sun 19th	7-10am	Trimming day	Coominya
	🛠				John's place
February	F				Coominya
	CP				Coominya
	IND				BSHS
March	🏆CP	Sun 15th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 29th	7-2pm	Dale's Fun Day including P20	Coominya
April		2nd - 8th		AFFS Champs	Narrandera
		11th – 13th		SCC (F1A, B and C)	West Wyalong
	IND	Sat 18th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 25th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 26th	8-12pm	F1J State Champs (5 flights)	Dalby
May	F	Sun 3rd	8-12pm	Club **rubber model** fun & testing day incl Frog models	Coominya
	IND	Sat 9th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 23rd	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 24th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 31st	8-12pm	F1G State Champs (5 flights)	Coominya
June		6th – 8th		NSW and Vic State Champs (F1A, B and C)	West Wyalong
	IND	Sat 13th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sun 14th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	🏆	Sat 20th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 21st	8-1pm	Reserve F1B / F1J	Dalby
	🛠	Sat 27th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 4th	3-6pm	Indoor - P18	BSHS
		7th – 15th		1st West Wyalong National Championships	West Wyalong
	F	Sun 12th	8-1pm	Club **power model** fun & testing day including E36	Coominya
	🏆	Sun 26th	8-1pm	Scale, HLG & CLG State Champs	Coominya
August	CP	Sun 9th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 23rd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 30th	8-1pm	Reserve day	Coominya
September	IND	Sat 12th	3-6pm	Indoor - Peanut Scale	BSHS
		12th – 13th		Team Selection Trials (F1A, B and C)	Dalby
	F	Sun 13th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
	🏆	Sun 27th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
October	CP	Sun 4th	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 18th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 25th	7-1pm	Reserve Day	Coominya
November	F	Sun 1st	7-1pm	Club **glider model** fun & testing day including CLG & RC Gliders	Coominya
		Sun 15th	7-1pm	Reserve Day	Coominya
December		Sat 12th	12-4pm	Xmas party and prize presentation	TBA

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

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

2020 FREE FLIGHT CALENDAR

Ver 4 as at 7 January 2020

CONTACTS: ☎ John Lewis 07 3848 4280 ☎ Malcolm Campbell 07 3278 7164