The magazine for all those who love Free Flight

THE BFFS DIGEST

June 2020



In this issue:

- COVID lock down activities
- Scraps COVID competition
- Bumper Construction Corner
- Looking Back
- 2020 Flying Calendar

20189 - 2020 Management Committee

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

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

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

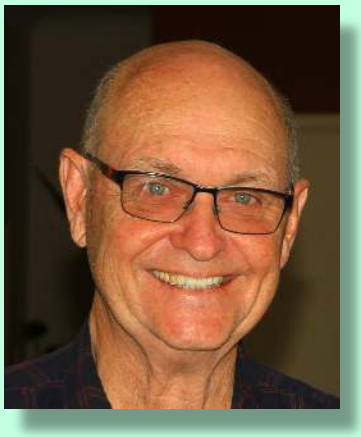
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

Malcolm Campbell readies for the final flight in the Max Men F1S competition at Lost Hills in 2019. It was a bitterly cold day and he was 2 seconds down. His last flight maxed from high up and DT'ed close to the trees for a long retrieve. He settled for second place! He was flying a Cobra-powered Joulebox III; Julie May Parker in the background.

PRESIDENT'S REPORT



We started the year with bush fires and floods and I hoped after that we would have a good year of flying ahead only to be locked down with the Coronavirus pandemic.

With no flying possible due to travel restrictions we have had to find ways to entertain ourselves at home. Being modellers there are always projects to build and with plenty of time on our hands at home some have been busy building those models we always intended to build one day but never had the time.

In my case I have been able to knock over some home maintenance jobs like painting ceilings and restoring the outdoor barbecue area but more recently I discovered I could create space in the ceiling for larger models.

New member Mati has been working on his modelling workshop while Des and John Taylor have been working on large old timer designs. However with the restrictions being relaxed I think its time to venture out and perhaps try some of those new models we have been building or the broken models that have now been repaired.

Although I expect our numbers may be reduced I would like the second half of our program to be available to our members that want to fly. Free Flight by its nature allows for easy social distancing as we walk away from the cars to retrieve our models. For those who may not be ready to mix in public for a while we hope to see you back flying when you see fit. Until then there is always the BFFS newsletter to keep you connected.

Keep safe and well to make the most of future flying opportunities.

John Lewis
President

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John Lewis's novel way of creating ceiling storage space for his larger models

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 an unforgettable start to 2020. In the March edition of the Digest I said that COVID-19 seemed destined to rewrite the record books when it came to world disruption. I was right about that! The world has ground to a halt and there are tragedies in every country, the fallout from which will ripple through world economies for years to come.

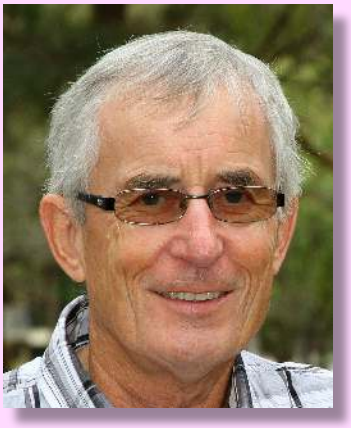
And for aeromodellers the world over, holed up in quarantine, the lure of balsa and dope proved too much. Probably one of the biggest surges in international model construction was under way!

Australia was lucky with early border closures so that outbreaks were quickly detected and confined. Now in our third month with restrictions carefully being lifted, the urge to get out and fly is with us. There certainly will be a lot of testing to do, with all those new models ready to go.

Flying calendars have been put on hold and many are keen to get back to it. Some already have, with Facebook showing happy modellers in many countries practicing social distancing as they launch their models amongst friends.

So this edition of the BFFS Digest will be different to any you've seen before, and I hope it is the only time this will happen. This Digest is a "Show and Tell" edition, comprising photos and text from those who cared to tell us of their lock up activities.

I, like many Australian aeromodellers, am keen to once again walk on to our flying field, safe in the knowledge that I've



obeyed all the rules and am enjoying one of the healthiest sport hobbies available.

Stay Safe and Stay Well, until a vaccine arrives.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

The Competitor looks great and thanks for the kind comments. Larry Brownlow

Thanks for this, a very good read, reminded me that FF still exists as we sit out the coronavirus lock down in the UK. Missed not seeing Kathy and yourself at Lost Hills this year, hopefully catch up next Feb. Kind regards John Cooper (UK)

Hi Malcolm. Once again, we wonder how you do it! I might suppose you will be able to make up an even bigger newsletter from now on until we're all allowed out again! We both thoroughly enjoyed your efforts. It's always a great pleasure receiving the newsletter, we do appreciate you sending it to us. My apologies for not giving you any hints or tips but I do take your request seriously, I shall try. John French

Hi Malcolm! Thank you, once more, for that new issue! But twice, this time. You know, in these confined times, to receive it takes a special meaning, more or less like a life buoy when you are a shipwrecked sailor, lost among a sea of solitude. So, thanks a lot. I miss the times we could go to the field and fly models! Take care of yourself; your work is very important for a lot of people among this sad world.
Thanks again. Frederic Nikitenko (FRA)

Malcolm - As always I am in awe of your skills in both photography (that cover photo is brilliant in so many ways!) and design and layout.
Elaine Hamilton MGCC

Another work of art! Thanks Malcolm…… Keep your head down and hide somewhere until it all ends. ?!@#$% Virus. Who knows when I'll light-up an F1C again. Mike Pettiggrew

Malcolm, Many thanks for your great magazine. You really do set a high standard!!! You list a copy of results from an ancient English contest with the query "Do you recognise any familiar name?" I am sure all your readers will opt for the winner of Chuck Glider but my attention was caught by 2nd place in Open Glider, "S. Hinds".

I just finished reading the latest Digest - good as usual but the article I enjoyed most was " The Full Circle" by Thomas Wielecki. Very well written with a sprinkling of humour. I totally share his love of building and once the model is built and trimmed its time for the next bit of modelling inspiration to find its way onto my bench (not the kitchen table in my case). With the coronavirus keeping us at home it's a great opportunity to create balsa dust in 2020. The tips section is also a great inclusion. Hope it inspires others to enjoy their modelling. John Lewis

Hello Malcolm, thank you very much for the new Digest with so many nice models. Hope you and your family are well and have no trouble with that stupid Corona. In Germany at present every shops are closed and we older ones had to stay at home.

I have now 8 F1B models ready for flying and cannot do so, together with my friend Klaus Leissner, another well-known F1B flyer here. Hope we see us in 2021 in Lost Hills again and keep in good health. Best Regards Dieter Paff (GER)

I always enjoy your newsletters-the photography alone makes it worthwhile. Chris Murphy NZ

Thanks Malcolm much appreciated. Roll on 2021. Regards James Parry ("Stick and Tissue", UK)

COVID-19 restrictions have allowed me to go back and reread the last BFFS Newsletter as well as the recent FFDU which raised the spirits and lent hope to the idea that we will finally get past all this and take to the field soon. Karl Hube (USA)

CONSTRUCTION CORNER

So, you want to build where?

Before you start building, you need a good work bench. Mati Tabur shows how.

Report and photos by Mati Tabur

Well, apparently the dining room table isn't a suitable place to build models. Had I read "*Men are from Mars, Women are from Venus*" I would probably have realised this earlier, but nevertheless, armed with this information I set about building a dedicated workbench.

With simple design goals in mind (ample bench-space at a comfortable working height, and enough under-bench storage for tools and materials), I decided on dimensions of 3100(L) x850(D) x930(H) to fit an existing, unused space in the garage.

To start, I sourced two (2) rough-sawn 3m Cypress Pine posts, and had them dressed and cut to length at the mill, ending up with six (6) legs, of 900x140x140 each. Next, a long afternoon of fun with the Triton Saw Table, cutting and chiselling rebates into each leg to allow a flush fitting of the upper and lower support rails.



Radiata Pine 2400x180x30 was then ripped and cut to length to create multiple sets of front and rear rails (1500x150x30), side rails (750x150x30) and fixing battens (1500|750x30x30) for later securing the workbench and lower-shelf to the frame.

Assembly started with the 2-pairs of outside legs, gluing and screwing the top & bottom rails into position. The rails of the centre-legs were shortened by 60mm to allow the front & rear rails to slot into the rebates, flush with the front face of each leg. After checking alignment with a string-line, all (8) front and rear rails were screwed into place. Cross-bracing and fixing battens were then added to later allow the fixing of work surfaces.





Next, 15mm structural plywood was cut and fitted around each leg to form the lower shelf and fixed in place with screws from underneath. A slot was then cut in the front rail for a timber vice, and the upper rails planed and levelled to allow the fitting of the

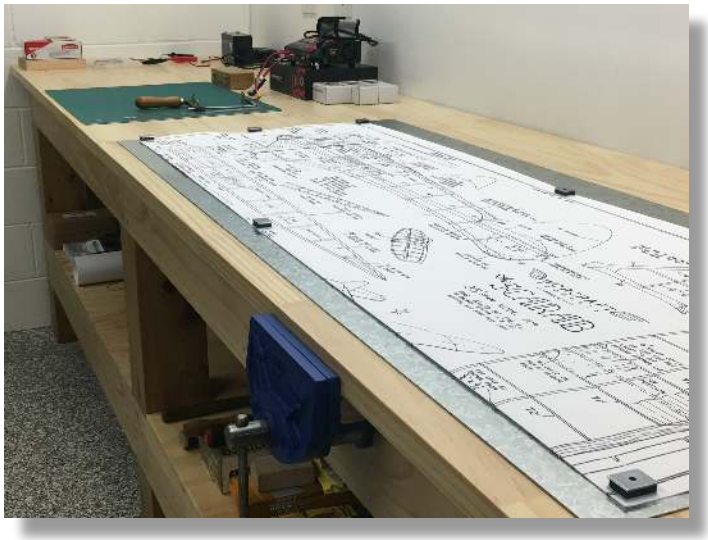


work surface (30mm finger-jointed pine). A generous 50mm overhang was provided all-round to provide adequate clamping opportunity, and finally, with some sanding and a few coats of varnish, the job was complete.

The finished workbench is certainly solid, weighing in at ~120kgs. With adequate storage underneath and my magnetic building-board on top I look forward to crafting many models in the years ahead, with wedded bliss maintained.



Photos of Mati's excellent bench in action can be found on the next page .....





Ex-Queenslander John French has been building superb free flight models for many years.

He is now at the advanced stage of model construction - keeping a tidy work space means a happy wife.









PONDER THESE WORDS

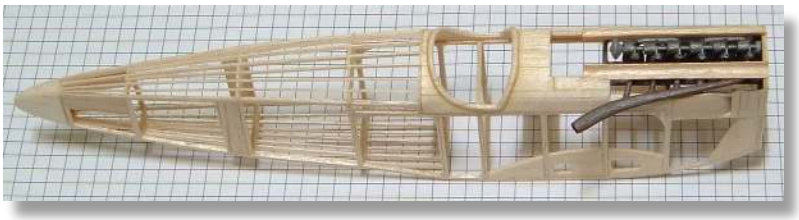
John French had a modelling friend in England whose skills were as good perhaps better than master craftsman John. His name was Gil Scully and he once told John "*A hobby is for spending time not saving it!*" John said he always remembered those words! I am sure many of us would agree.

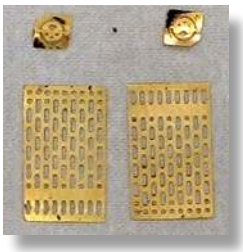


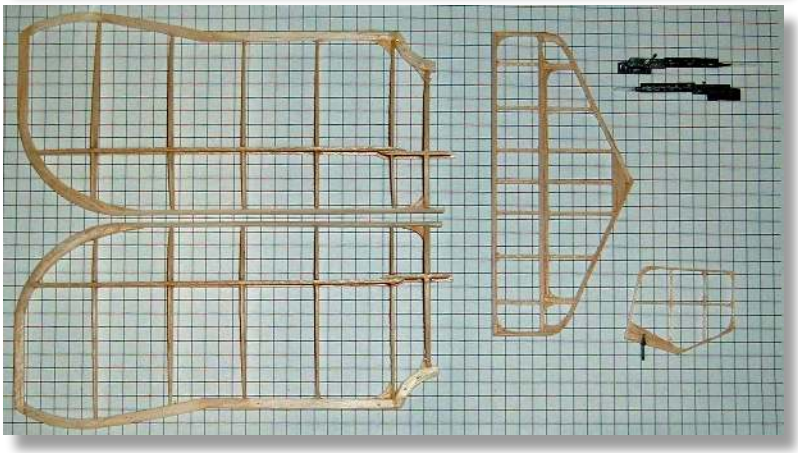
BRIAN TAYLOR reports:

On the modelling front I've got many models I plan to build but my building seems to be getting slower the older I get. I'm currently making a new Peanut. I've included a couple of pictures so you can have a go at identifying it. (Hint. It's late WW1 German). I've included a picture of my new F1H that was completed earlier in the year.

Also been updating an article for the newsletter about my experience with using Eze Dope.











So tell me, what is the late WWI German plane that Brian is building?
Email me your answer at actrain@ozemail.com.au

And DES SLATTERY has gone all out. He's built an RC assist 85 inch Playboy!







And while on the Dark Side, VAN RICHARDS-SMITH has finished a Control Line project.

Van's model is an electric version of Ted Fancher's "**Trivial Pursuit**". It has an all up weight of 1,890g and it gets its power from a five cell 3300 lipo. It is yet to be flown.



Now if you have a **Top Tip** for the Digest, please email it to me on actrain@ozemail.com.au

Our club has so many experienced long term modellers, your hints could keep the Digest



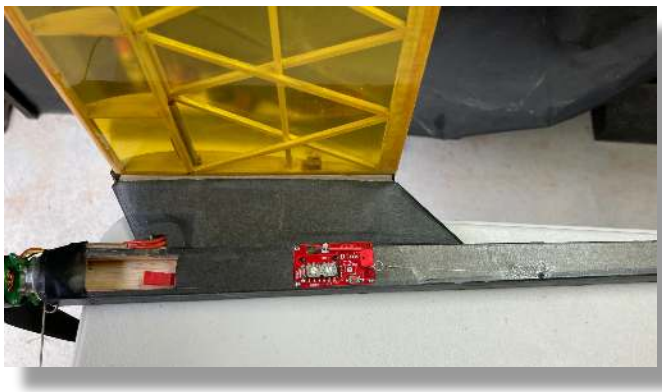
GRAHAM MAYNARD has also been busy building.

Graham has built more variations of E36 than anyone else in the club. I think you'll agree his new one looks very nice.

And I must say Graham's workshop looks immaculate!







Graham refers to his new model as a "Bitsa". For our overseas readers, this is Aussie slang for bits of this and bits of that. Graham tells us more about this interesting model.

The Bitsa

I had two E36s, initially a Pearl Kit and power system which BFFS imported from America. Mine flew very well, winning a contest and placing in others until it tried to go through a fence.

While repairing the wing I found that some of the wood was rather brittle and some glue joints had failed. In the end it was binned. The tail boom was found to be damaged and it has been kept for repair.

My second E36 was, note was, a Scandinavian design, Elmann 3. This was a high thrust-line model powered by a Cobra motor. This model flew like some chuck gliders, a straight rapid climb to very good height and a nose drop that was followed by a rapid return to earth. Before I was able to bring it under control the tail boom, which was a spare for my F1Bs, broke and I did not have another. However the wing, which is a two piece design with a flat bottom section, and the tailplane were intact. Reviewing designs I noted some trends to models based on older 1/2A plans. Having built some in the past I took that route. Thus Bitsa was born.

In the pursuit of lightness I followed some American designs and built a box fuselage with a top and bottom of light 2mm balsa and 1mm side. A pylon built to accept the Elman two piece wing was mounted on top of the box. I did place a reinforcing strip of carbon fibre 5mm x .07mm along the bottom of the fuselage.

This model has a Cobra motor, a 15 amp ESC, a Turnigy 300 mAh battery and the latest Harry Sokol timer. Unfortunately the model weighs 140 gms, 20 more than my last model. I think I could build a lighter one piece wing which I may do.

Because of the COVID-19, the model has not been flown so I am unable to say if it has any potential. I can say however that Harry's timer is very easy to operate and works a treat. At present the model sports a Graupner 7 x 4.5 inch folder but I have noticed favourable reports of the successful use of APC 6 x 6 fixed props on this motor. I have one to try out when we are allowed out.

Graham Maynard

CONSTRUCTION CORNER

Black label section

report and photos by John Lewis

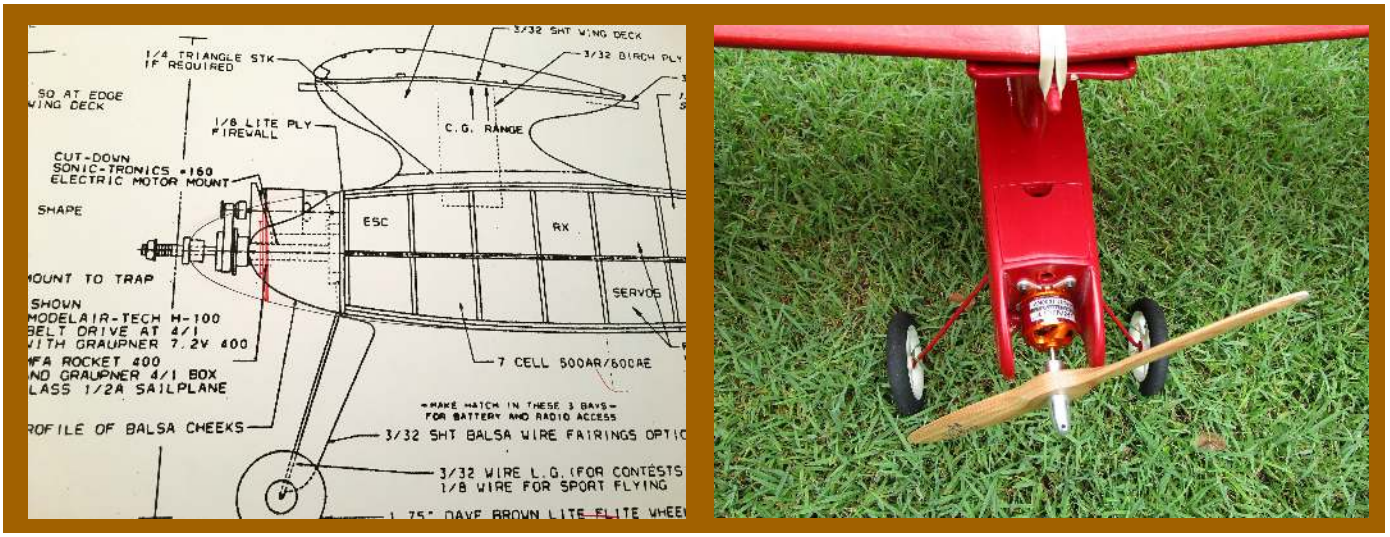
PLAYBOY SENIOR 58” RC Assist

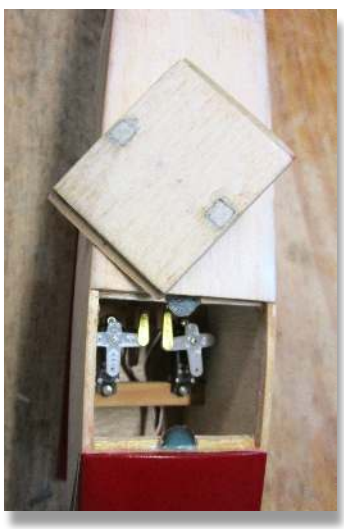
For those that like building older Free Flight designs but don’t want to chase them

The Playboy is one of those old time designs that has always stood out for me as a “must build one day” attractive design that I first noticed at various Nationals back in the 1980s. Often they were powered by a Fox 5 or 6cc motor but I saw the occasional one with a Frog 500. Just like a Harley Davidson they roared and vibrated when revved up and then took off in a cloud of smoke. I still remember Howard Gostelow’s Playboy circling overhead for 20 minutes or so with a DT failure at Wivenhoe. Although they looked great and sounded great I didn’t really have the storage space either at home or in the car.

However looking at the Outerzone Web Site I came across a Senior Playboy 425 Electric by Bob Aberle (Playboy_Senior_RCM-1283_oz7883.pdf) which has a span of 58”. I must admit I became excited at the prospect of building one and downloaded the plan and had the local copy place print me a full size copy.

As with lots of early Free Flight designs that are modified for RC the addition of elevators and rudders with push rods etc and a lighter power plant often results in a tail heavy model. The plan showed a geared motor and not wanting to go that way I decided to extend the front sides and add a former which provided the engine mount and sufficient space for the battery and ESC helping to get the CG back to the desired position. This also allowed me to make a simple access hatch on top.







To Access the servos I made a hatch on the bottom of the fuselage using rare earth magnets and hacksaw blade off cuts to hold it in position and a small loop of piano wire as a handle grip to open the hatch.

With all the conversions worked out I proceeded to build the model getting some 3/32” spruce from SIG and covered the model in heavy weight Red tissue (purchased from Arthur Gorrie around 60 years ago) while the white covering is the more modern polyester tissue from FAI supplies.

Once the model was finished and I was getting ready to pack it into the car for its maiden flight I discovered the battery was too large for the top hatch cover to close.

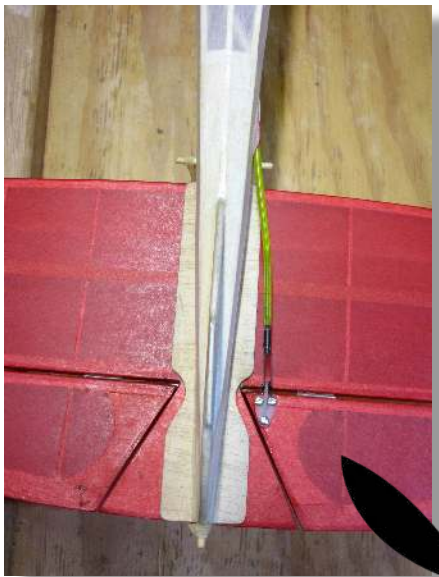
Now you think I would have checked that but I was too lazy to go to the shed were I store my LiPo batteries and assumed I had sufficient space. So out with the Dremel and I proceeded to cut a hole in the bottom of the fuselage and make up a fibreglass section to allow the battery to sit lower. Trying to make a negative into a positive I drilled a couple of cooling holes in the fibreglass section.











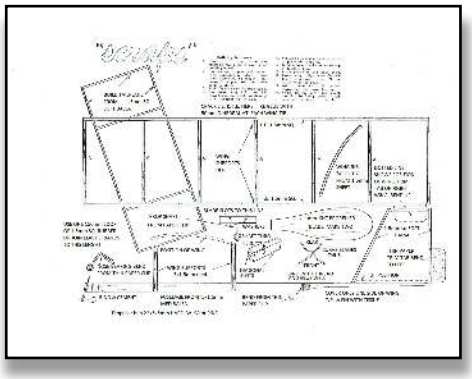
One last problem I discovered was the elevators were binding on the tailplane mount so I needed to cut some of the mount away.

Unfortunately the COVID-19 lock down has prevented me from from flying the model to date. Des Slattery has built a larger electric Playboy during the lock down while Larry Brownlow has built a Viking from that same vintage era.

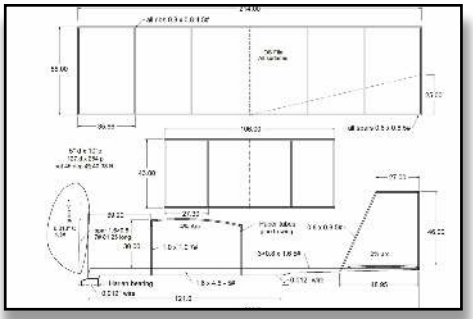
John Lewis



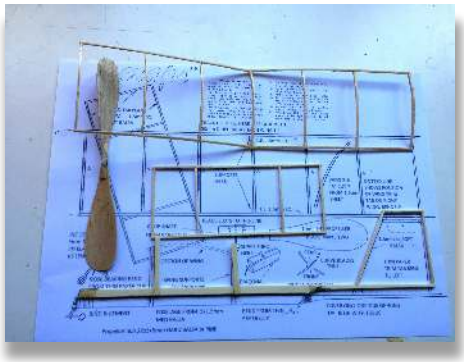
Scraps



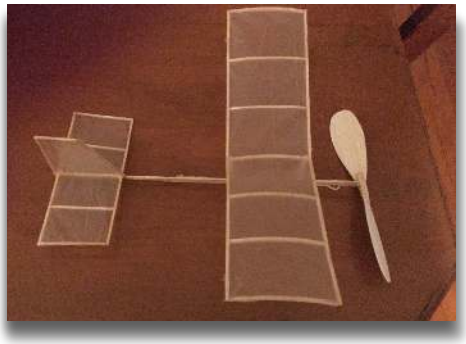
Original Scraps plan



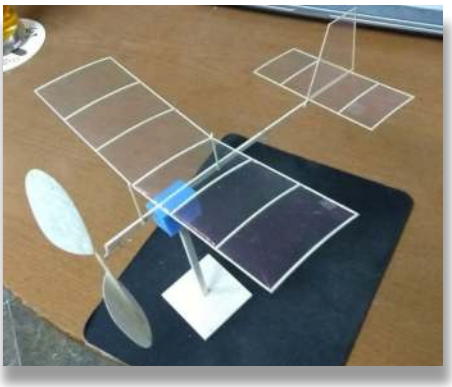
Tony Mathews'revised Scraps plan



Des Slattery's model



Graham Maynard's model



Tony Mathews Scraps - sub 0.5 g and 3 mins+

During COVID lock down, I tried to spike a lounge room postal. Sadly, it was not successful. Both Des Slattery and Graham Maynard built models but struggled to get a decent flight.

I persevered and built 5 variations over 2 months and had quite a deal of fun. The model design was SCRAPS and it was also part of an international postal that gained considerable interest. Videos were submitted to support recorded times. So at last I had a good use for my GoPro!

Tony Mathews from Canada is a good friend and is also a world class F1B flyer with an interest in Indoor models. He published a revised design of Scraps that I also tried. Tony, Richard Blackam and Michael Towell were my mentors, as I struggled to get my head around weight reducing practices.

I started with dry build weights of 2.7g, getting down to 1.0g with my final model. I also experimented with three prop designs, and this paid off.

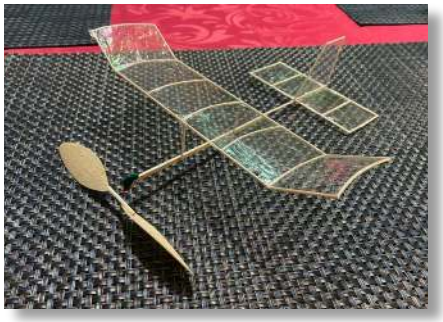
My early flights were around 26 seconds but I was learning. Soon I was up to mid 40 times using different rubber widths and lengths, as you do with Indoor models. The biggest improvement came with lightness and an aggressive prop design.

With a 2.6 m ceiling I was recording high 50s and then I crested the minute - my target! I was very happy with my improvement.

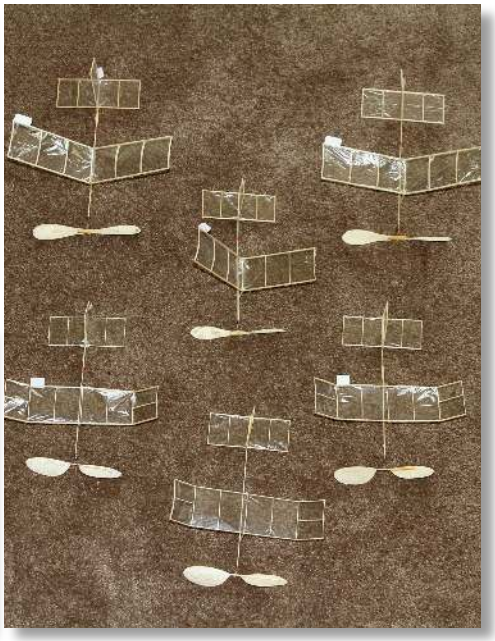
Soon, all my flights were around a minute, and finally I recorded my best time of 73 seconds. Why was it my best time? Because Kathy said "*Enough is enough - I want my house back*".



My final Scraps - "heavy" at 1.0 g



Michael Towell's Scraps - just 0.5 g



My Scraps evolution learning curve

<u>My best times</u>:

1	flight of	61.20	22-May
1	flight of	63.03	21-May
1	flight of	**64.00**	13-May
1	flight of	**64.40**	19-May
1	flight of	**64.50**	19-May
1	flight of	**67.00**	14-May
1	flight of	**67.60**	14-May
1	flight of	**69.00**	19-May
1	flight of	**73.00**	14-May

30 flights with **58.66 secs avg** for flights over 50 secs

<u>Video link for top flight</u>:

https://youtu.be/c9_W-c7Q_e8

<u>Video link for fun flight on a high ceiling</u>:

https://youtu.be/pxaWSzS8oss

How's that for precise centring?

Did you miss some fun?
I think you did.



During April and May, I built a number of very light Indoor models and, through research, discovered a really neat way of covering flying structures using very light Mylar.

Some of this technique might be useful for covering outdoor model stabs, but I'll let you decide.

I started by building a balsa frame to suit the parts I wished to cover; in my case these were the wing, stab and fin of an 8 inch Indoor model. Height of the frame was approx 2 cms.

Mylar is attached to the frame by first applying Vaseline to one surface of the frame. The Mylar is then cut oversize of the frame and placed on a flat surface. The frame is then carefully laid over the Mylar with the Vaseline coated part making contact with the Mylar.

Once that is done, it is easy to pull out the excess to ensure a nice tight fit of the Mylar on the frame.

Using 3M 77 adhesive spray, I applied a very light mist spray on each component. This spray sticks to anything and everything so do it outside! It is handy to remove any from your hands with acetone before moving on to the next step - attaching the Mylar to the flying surfaces. You don't want the Mylar sticking to your fingers!

So, with the flying surfaces on your model bench, carefully lay the frame, Mylar side first onto the pieces. With a soft brush, gently brush along all surfaces that were sprayed with the 3M product, working it so that the application is as smooth as possible.





While this is going on, you should have an old soldering iron warming up, to cauterise the excess material. This is the fun bit, although you do have to be careful. The tip or preferably the edge of the hot iron's bit will easily burn through the Mylar and neatly heat shrink the edges. I do the long sides first and then the short sides.

Take care with the final cut. It's a surprisingly tidy process but you don't get second chances - the iron placed in the wrong spot spells disaster.

I've also discovered that Design Masters floral spray cans can be used to apply a mist coat on the underside of the covered wing, making it much more visible in the air (see my black-winged Scraps model on the previous page, and in the two videos).

Malcolm Campbell



SPECIAL OFFER

BFFS Members Only

CRAIG HEMSWORTH'S

non-slip F1B knot:

If you'd like a copy of the 8 mb video clip showing how to tie this special knot, please email me your request.

F1A Top Tips

Sometimes the Internet reveals some interesting topics, particularly when you're in lock down. F1A flyers may like these.

TOW RING KNOTS

https://www.youtube.com/watch?v=SamEiUZVkYg&feature=youtu.be

TYING LEADER KNOTS

https://www.youtube.com/watch?v=o2uER8pzUfY&feature=youtu.be

COVERING F1A WINGS

https://youtu.be/RLP6t98ivxc



BALSA DENSITY

by Bill Shailor

Balsa density calculation... the balsa density charts floating around are good, but if you want real accuracy, sheets of balsa labelled as "1/16" of an inch thick rarely are .0625". The same goes for balsa blocks.

The following formula allows you to measure all three dimensions with micrometer accuracy and have the exact density. First, multiply length x width x thickness. That number is "X".
Then weigh the piece of wood in grams.
Divide that weight by 454.
Then multiply that by 1728.
Finally, divide that number by "X".

That will give you an exact density every time.

LiPO fires in Free Flight models



Free Flight isn't exempt from LiPo fires. I read this in the UK free flight newsletter "*Without Feathers*":

Recently, when I was charging a 300 mAh E36 Nano Tech LiPo in my workroom and started to smell burning, I was shocked to discover that smoke was pouring out of the battery which was now very 'puffed up' and seconds away from bursting into flames.

On this occasion I had remained in the room but had forgotten to use the roof slate, so this was happening on my wooden table. In a panic I turned off the charger, grabbed the LiPo, ran through the bungalow to the back door and threw it outside. If I had remained in the room it could have been far worse!

Don't charge LiPo batteries unattended. Always charge in a LiPo bag or on a non-combustible surface.

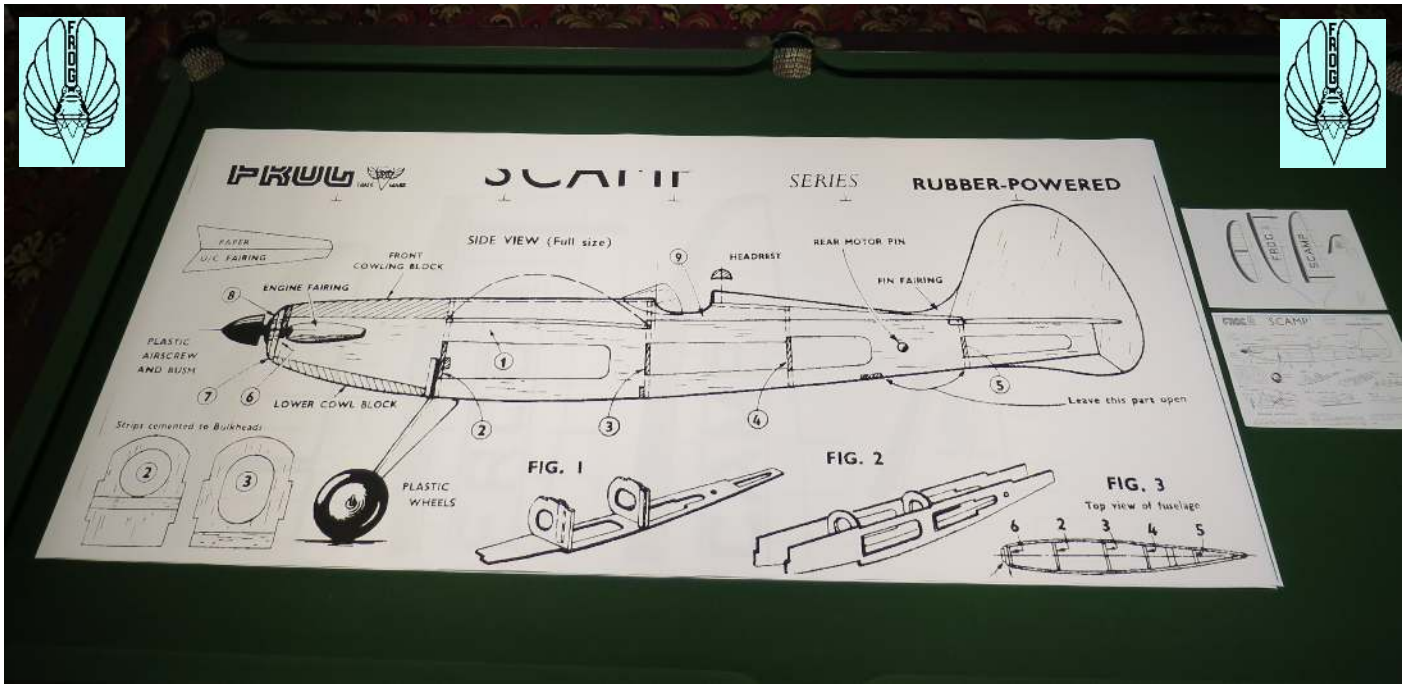
Even well treated small capacity batteries can fail in a dangerous way.

He also said:

"I use a good quality intelligent Overlander charger and aim to charge at 1C rate even though battery manufacturers suggest up to 5C is OK (i.e. I only use 300mA for a 300mAh E36 battery) and when not in use I store them at the correct storage voltage."

So, we have been warned.

The Mother of all Froggies - SuperScamp is coming!

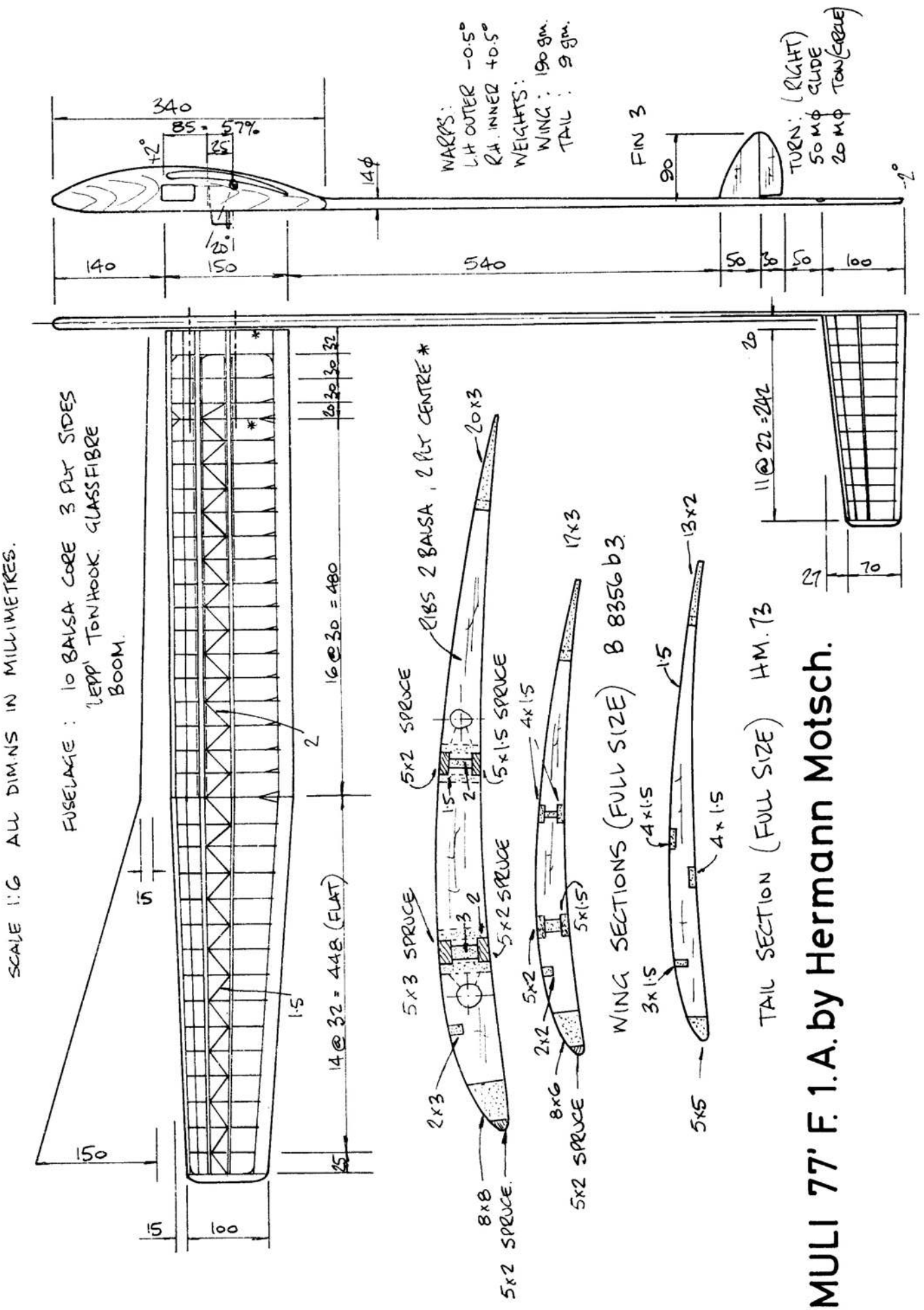




Does this look big to you? It certainly looks big to me.

That's an 8 x 4 billiard table so that's one seriously big Frog!

Now who do you think is building it? (*HINT: Billiard table)*



A nice nostalgic build for those with balsa and time on hand

Get well Adrian Bryant



Adrian's daughter Joanne has kept me informed of Adrian's battle with serious ailments. He has been in and out of hospital.

His first visit to hospital revealed his benign liver tumour wasn't benign after all and that it may be cancer. He possibly had a blood clot in his leg. He's elected not to receive chemotherapy. While there they dismissed the blood clot and were starting to think liver cancer is doubtful as well. The tumour had only grown slightly.

Joanne's next report said Adrian was doing better. She went on to say they want him to go into rehabilitation for 2 weeks to improve his walking. He is weak and very unsteady at present so she doesn't think that will help. She is looking forward to getting a rest while he is away. She also said that he does have liver cancer but they're not doing anything about it; just watch him and make his life the best it can be.

Apparently Adrian is starting to get back to his normal self. The hospital only allows one visitor for one hour a day so family doesn't get to see him for that long. But he wants to go home.

I'm sure we all join in wishing Adrian all the best with his battles.

BFFS Spy





Not much happening during lock down but a workshop tidy up I did revealed this gem from the past. I'm sure many of you remember the shop. Warwick Williams did a wonderful job of keeping aeromodellers happy by stocking the stuff we all wanted - in days gone by.



This photo from February 1952 AeroModeller show Bill Morley centre with Adrian Bryant to his left working at Henry J Nicholls model shop at 308 Holloway Rd.

This is a fuzzy photo from 1952, when Adrian worked at Henry J Nicholls during his epic solo world trip. Adrian is on the right of this photo and he would be about 22 years old.

Aeromodeller photo



Heather Thomas flew Scale as well as many rubber and glider classes

VALE HEATHER THOMAS

March 2020, aged 78 years

Heather was Australia's best female Scale flyer. In fact there were times when she was the top Australian Scale flyer, with multiple State, National and International championship wins all in the one year! Heather and her late husband Bill were leading voices in Scale matters, and together they did a lot for that part of our sport. Heather was also a long term BFFS Treasurer and only faded from the scene soon after Bill unexpectedly passed away in December 2002.

Looking back at an Aussie Classic

Evolution of the Warrigal

by John Lewis



It's fair to say the Warrigal designed by Alan Edwards is a favourite of mine. It was a simple design that appeared in the 4th edition of "Airborne".

After studying the plan I ascertained the projected wing area was close to the minimum allowed for a Wakefield class model and so I extended the span by adding another couple of rib bays to bring the wing area closer to the maximum allowed. I also made a rolled balsa motor tube and rear boom replacing the square structure and used a Stringer front end that was available from New Zealand at that time (1973). I used the simple "rolled around the drum" laminated prop blades and entered the Amberley Nationals.

The following year I met up with Dave Tongway at the 28th Nats in Camden who generously offered to send me detailed drawings of the Schwartzbach blades he was using. These made a great improvement to my next Warrigal model that now used an aluminium motor tube with a rolled balsa rear boom and my own designed front end similar to what I still use today.

This model was incredibly successful for me. I used it to win the Nationals in Camperdown - as reported in Airborne in March 1978. I used the same Warrigal in New Zealand at the 1978 Trans Tasman.

By that time it was suggested my Warrigal had been modified to the extent it could no longer be referred to as a Warrigal so I changed the name to Warrigo.

This can be seen in the Trans Tasman results that appeared in the Feb 1979 Airborne.

The same model was used to win 4 Nationals and held the Australian record in 1997 with a score of 1290 + 300 + 139 at our old Beaudesert field.

Currently I fly a later version and I use for our local "No Frills" Wake-

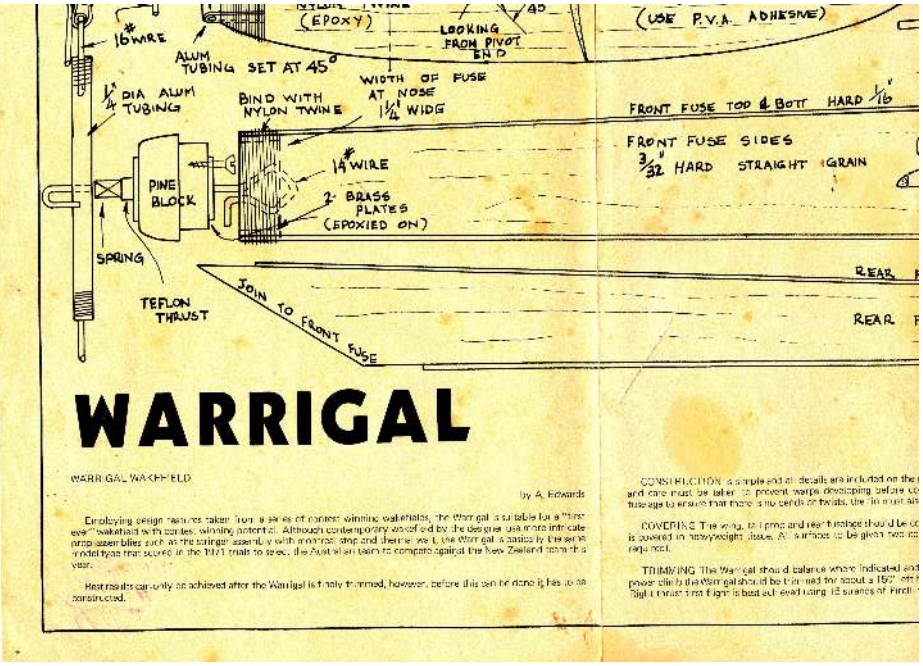
The cold overcast weather returned for **WAKEFIELD** on day 6, Monday 2 January. The early rounds were cold, with a light breeze and periods of drizzle. In spite of this Lewis had a treble at the end of round three and Winter was flying very well, while I was struggling at third. Then there were several bad flights except from Winter who took the lead and retained it till the last flight, when he ran out of time waiting for a thermal to overtake Lewis, who made another treble after bad air in round four.

The maxes were going about 3K by the end of the contest but conditions remained good, interest was keen right throughout the seven hours and in spite of the failure of Wakefield experts Tongway and Edwards, the participation in this event seems to be increasing.

RESULTS 24 entries 19 flew

John Lewis	Qld	1150
Barry Winter	Vic	1121
Mervyn Buckmaster	Vic	886
Paul van Leuven	Qld	876







Lewis	1142	Warrigo	FAI 14 Str.	23½ x 28	R-L	None	Timer
Buckmaster	1034	OD: Tiger	Pirelli '72 16 Str.	24 x 32	R-R	AR + VIT	Timer
Winter	965	OD	Pirelli '74 16 Str.	23 x 28	R-R	None	Timer

field event. This event doesn't allow for gadgets other than prop stop and DT but does allow the use of modern building materials and so I have used a carbon D Box wing with a Kevlar motor tube and carbon/aluminium tail boom. The outer tips are tapered and apart from the original Warrigal fin design and position has drifted a fair way from the original Warrigal - still the model is easy to fly and has often achieved times of over 3 minutes in calm still air.

The latest version or departure from the original I have renamed Warrego. The renaming was partly inspired by the fact we drive up the Warrego highway to where we fly at Coominya.

Thanks to Alan Edwards and Airborne for providing the Warrigal plan that started this journey for me.

John Lewis







Photos of John's latest Warrego



The COVID column

Our Cleaning Lady just called and told us she will be working from home and will send us instructions on what to do

ANYONE ELSE'S CAR GETTING THREE WEEKS TO THE GALLON NOW?



All sporting events have been cancelled, however live boxing can still be seen at Woolies, Coles and Aldi in the toilet paper aisle.

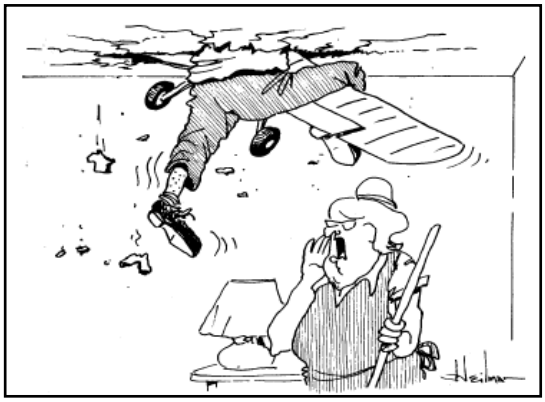


JOKES PAGE





- Protons have mass? I didn't even know they were Catholic.
- I am neither for nor against apathy.
- All I ask is a chance to prove that money can't make me happy.
- If the world were a logical place, men would be the ones who ride horses sidesaddle.
- What is a "free" gift? Aren't all gifts free?
- They told me I was gullible and I believed them.
- Teach a child to be polite and courteous in the home, and when he grows up, he'll never be able to merge his car onto the freeway.
- Experience is the thing you have left when everything else is gone.
- One nice thing about egotists ... they don't talk about other people.
- My weight is perfect for my height ... which varies.
- I used to be indecisive. Now, I'm not sure.
- The cost of living hasn't affected its popularity.
- How can there be self-help groups?
- Show me a man with both feet firmly on the ground, and I'll show you a man who can't get his pants off.
- Is it just me, or do buffalo wings taste like chicken?



I hope this cartoon isn't linked to the page 2 photo!





BRISBANE FREE FLIGHT SOCIETY

2020 Flying Calendar

Month		Date	Start	Event	Location.
January	F	Sun 19th	7-10am	Trimming day	Coominya
		Sat 25th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 16th	7-10am	Trimming Day	Coominya
	CP	Sun23rd	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
	IND	Sat 29th	3-6pm	Indoor - Delta Dart	BSHS
March	CP	Sun 15th	7-2pm	F1U State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 29th	7-2pm	cluding P20	Coominya
April		2nd - 8th			Narrandera
		11th – 13th		:)	West Wyalong
	IND	Sat 18th	3-6pm		BSHS
		Sat 25th	8-12pm	Champs (5 flights)	Dalby
		Sun 26th	8-12pm.	(5 flights)	Dalby
May	F	Sun 3rd	8-12pm	Club **rubber model** fun & testing day incl Frog models	Coominya
	IND				
June					along
	IND				
	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) TBA	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





Coominya flying to resume on Sunday 14th June 2020

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