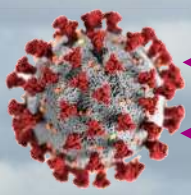
The magazine for all those who love Free Flight

THE BFFS DIGEST

December 2020



Take care, it's still there!

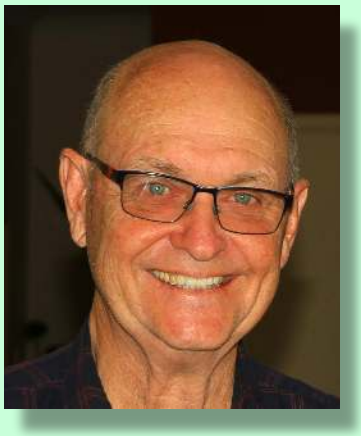


In this issue:

- ★ *FINAL 2020 COMPETITIONS*
- ★ *Open Rubber & P30 St Champs*
- ★ *HLG & CLG St Champs*
- ★ *Construction Corner*
- ★ *Christmas Party*
- ★ *2021 Flying Calendar*

Kathy Burford led the boys home in the 2020 CLG State Champs. It was quite a close competition between Kathy and Malcolm Campbell (in scarecrow pose on front cover). The winner wasn't decided until the final flight. Kathy flew a NEO 3-4 and a Q-NEO while Malcolm stayed with his NEO 3-4. Len Surtees blew out some of the cob webs and he plans to be better prepared for this event next year, with new models.

PRESIDENT'S REPORT



2020 certainly had its challenges however; we were able to complete the second half of our outdoor flying calendar. Windy conditions often caused the rescheduling of events and coupled with COVID restrictions and some members self-isolating numbers were down. Currently we seem to have the pandemic under control in Australia with virtually no new local infections and with the expected release of a vaccine early next year we are hoping for full flying participation in 2021.

I have submitted our preferred indoor dates to the school for next year however the weekend bookings for the indoor facility haven't been finalised as yet so there may be some changes to our indoor flying calendar.

Our Xmas party and prize presentation was held at Ron and Sheila's place again this year.

Although it was a very hot day it was great to catch up with members and their partners in such a relaxed and friendly environment. A really big thank you to Dale and Sheila, Sheila's daughters and the other ladies that helped prepare the food on the day. The range of salads, meats and my favourite - the deserts were just fabulous. I realise we are all getting older and various health issues are impacting on our time and mobility but it's hard to go past the end of year club get together to finish the year.

Larry Brownlow won the Xmas hamper this year and looked like a little kid on Xmas day inspecting his gifts - I think the quarter grain balsa was his favourite. Ron Munden also displayed his 9 foot wing span uncovered glider while Len Surtees brought along a couple of vintage motors. Not to be outdone by the boys with their toys both Dale and Noela had their new cars to show off.

Our next flying day (trimming) has been penciled in for January 24 weather permitting in case you have any building time over the Xmas break - hope to see you there with a newly built model or Xmas present to try out. Merry Christmas.

John Lewis President

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
HLG and CLG State Champs.....4
Col's Vintage Day.....7
Open Rubber P30 State Champs.....10
Glider Trimming Day.....12
100g Coupe and A1 club comps.....14
The French Connection 17
Construction Corner.....19
Covering with Mylar.....22
CLG plans.....24
2020 Champions tables.....27
2020 Christmas Party.....28
Looking Back.....31
A1 International Postal.....32
BFFS Spy.....33
Jokes Page.....34
2021 Calendar.....36

"Science Essentials" are no longer at West End.
They are now at 30 Midway St, Rocklea.
Manager (Peter) **0438 383 180**.

2020 - 2021 Management Committee

President	John Lewis	07 3848 4280
Vice-President	Kathy Burford	07 3278 7164
Secretary	Malcolm Campbell	07 3278 7164
Treasurer	Dale Jones	07 3345 7828
F/F Admin	Graham Maynard	0421 646 314

Editor and Newsletter Publisher

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

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.

DIGEST CONTRIBUTORS

John Lewis
Malcolm Campbell
Len Surtees
Kathy Burford
Frederic Nikiteno FRA
Barry Frederikson
Kevin Barnes NZ

Thank you for helping

SECRETARY'S REPORT

COVID-19 has cobbled club calendars across the world. Personally it has been a very frustrating year for me with all the interstate events I look forward to attending cancelled or postponed and the only ones left for the rest of 2020 being hog tied by border closure extensions.

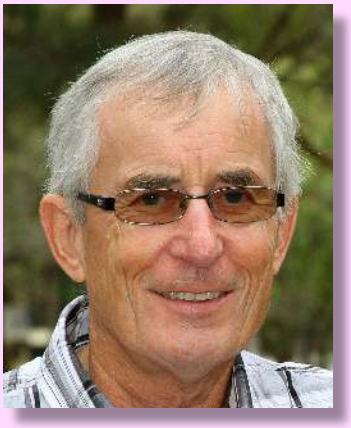
Our own club events have either been decimated by poor attendance thanks to COVID or postponed by seasonal August winds.

On a positive side, Australia has dodged the lethal Coronavirus bullets being fired at countries with many borders to control and more relaxed travel arrangements. Our COVID figures look like a dream compared to the nightmare figures of the US, European and Asian countries. And there is no end in sight with second wave numbers of terrifying proportions.

One thing for sure, 2021 has to be better!

I'm certain many of us have had plenty of time to get our fleets of FF models refurbished or upgraded so when we do get back to our flying fields numbers should be noticeably higher, at both State and National level.

Of course the certainty of international events remain unknown without a vaccine and with border restrictions. It's one thing getting out of the State or country and quite another thing getting back in with a possible 14 days quarantine to factor in. And the quarantine might be introduced when you're away. So we live in uncertain times. To end my gloomy editorial, the world is also being impacted by the severe double whammy of high unemployment and unbelievable government borrowings. So roll on Christmas; at least we can still enjoy turkeys and pudding!



Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Thanks Malcolm!! Yours is a very impressive publication!!! Jack Murphy USA

Must be good fun going flying. Vin Morgan

Thanks for this, a great interesting read as usual. Flying is slowly restarting here. Going out trimming is fine, if you have access to a site that is! I managed my first E36 flights last weekend. John Cooper UK

It is wonderful to see you all flying again. Your latest BFFS is a welcome smile given our world situation and perhaps longer term flying challenges. I am being very conservative about the virus deal so have built a couple of new models that who knows will have an opportunity to fly free. Thank you again for including me on your list, as I always enjoy the photos, tips and humour you present. Stay Safe and All Our Best Mike & Celeste Seattle CA

As usual a great Digest and you are to be commended for the effort you put in for the benefit of all. Cheers, John DT

Great read Malcolm. It reminds me of when I flew models. Of course, not to the same standard of today's experts. Kind regards, Adrian Bryant.

Many thanks for sending the BFFS Digest. Great to hear what you all have been up to. Haven't done much flying or building but keeping occupied on other projects. Graham Lovejoy NZ

Excellent read again, thanks... And liking the control line content! Phil Smith NZ

Thanks Malcolm. Great Digest and also joke page! Best Regards, Rob Buckley

Great Digest as always: educational , informative and funny with great pictures. Jasmin & Enes, Bosnia & Herzegovina team.

It is wonderful to see you all flying again. Your latest BFFS is a welcome smile given our world situation and perhaps longer term flying challenges. I am being very conservative about the virus deal so have built a couple of new models that who knows will have an opportunity to fly free. Thank you again for including me on your list, as I always enjoy the photos, tips and humour you present. Stay Safe and All Our Best, Mike & Celeste Seattle CA

Obviously aeromodelling is the ideal hobby to have during isolation - as long as you have adequate supplies. A lot of interesting variations have appeared in this issue. John Campbell

Onya Malcolm. Great pics. Love it. Howard G

So what do I think - well I think it's a bloody beauty! I straight away noticed my bulging pockets on the front cover but then so did you with a suitable reference. I must empty my pockets in future in case you have your camera ready to pounce. The newsletter covers a lot of topics from Committee decisions and the reasons, to the jokes page (Julie laughed out loud reading them). Good to see contributions from a few more people as well which provides for a greater range of interests. Obviously COVID 19 has affected everyone but I think it's fair to say this newsletter hasn't suffered at all and perhaps has improved.

John Lewis

Another great issue. Regards Ian Horne

Good one! Like I keep saying, you deserve a gold medal !!! Looks like I won't be flying an F1C in 2020 thanks to all the lock downs. Jealous of the flying you guys do! Victoria once had the best near-city flying field out at Boundary Road, but now it is indeed slim pickings! Life goes round in circles doesn't it..... Cheers,

Mike Pettigrew

HLG and CLG State Champs



COOMINYA 20 September 2020

Report by Malcolm Campbell with input from John Lewis and Len Surtees.
Photos by Malcolm Campbell and John Lewis

Malcolm Campbell's NEO 3-4

Only five attended the State Champs events for HLG and CLG, and anyone could have won, although that was hard to tell on the day because COVID cobwebs had certainly made us all a bit rusty.

John Lewis had to borrow a catapult as he'd left his at home and Des Slattery was concerned about his two lengths of aging catapult rubber - he would need to scrounge during the day. Len Surtees slept very close to the field so he was at the gate when Malcolm Campbell and Kathy Burford turned up before starting time. Des and John rolled up soon after, and we were all ready to commence flying around 8.30 am.

Early testing showed Malcolm and Len's catapult models were pretty well dialled in and they put in a couple of maxes in the buoyant morning air. We were set up in the SE bottom corner of the paddock but the gentle breeze hadn't settled and what there was rotated around the compass points. Anyone with Mylar poles found the ground rock-hard.

John flew HLG first; using his Peter Lloyd designed Morris Dancer. A poor launch stalled the model causing it to hit vertically, breaking the wing in half. Len suggested gluing it back together, a suggestion he would soon regret because the fix was good and John maxed his next flight. It did land in the adjoining (eastern) paddock but we didn't move because the wind soon swung around again. It did that all morning and the winds stayed within the range of 1 – 3 m/sec. John used his very old Martyn Cowley designed Gold Rush for his last two flights.

After HLG, John went on to fly CLG using a borrowed launcher. He was flying the Lee Hines designed NEO 3-4 and his first flight went the way of his TLG – straight up and straight down – another broken model. He fell back to his newer less trimmed NEO. As the day progressed, lift became more difficult with quite narrow thermals and sink claiming many.

Len was feeling apprehensive but excited at returning to outdoor competition after 13 years. He knew he would be rusty at lift picking but he enjoyed the day, testing three different models. Most times, there was just a breath of wind, almost



Malcolm and Kathy set up while Des and Len compare models



Len with STING 18



John Lewis with Gold Rush in later HLG rounds



John Lewis's NEO 3-4

perfect except for those elusive thermals that were mostly small in diameter. Unless the glider transitioned into the thermal, a cool air downdraft soon had even the best CLG or HLG launched high back on the ground in 30 seconds flat. We all experienced that problem. To highlight this point, there were a total of 60 recorded launches for the two classes with a total of 6 maxes.

Len flew his STING 18 in both the HLG and CLG events although the trim wasn't quite right for thermal seeking. He intends to tighten the circle. He also recorded some low flight scores due to insufficient bank during launch. So Len plans to remove the rust from his style with practice scheduled for the next weekend. He did practice with his STING 30 TLG outside the official launch box and believes his confidence is slowly returning.

Malcolm and John both spent some time with their cameras capturing the challenging task of CLG photography. Malcolm's three early flights of his NEO 3-4 were very ordinary. The indicators were good and so were the launches but his model was on its way down immediately after transition. He then decided to get his Sweep 30 TLG in the air. Trimming revealed a lot of practise is needed although he did record a single max in practice. He and Len both use a small arc swing to get airborne but Len has it worked out delivering a lot of power in his short swing. Malcolm joined Des with low TLG scores and work to do.

Kathy started better with one good max but a drought followed for her as well. We all waited for reliable lift. Kathy blotted her copybook in her fourth flight by tearing the starboard side of the stab off with her knuckle hitting the NEO's tail during the launch. Fortunately her second model, a Q-NEO was in trim for her final two flights.

Des wore out his two rubber loops and finished the day with some old black rubber from Malcolm, but that


Des launches his Gold Rush


Fun day or not, Len was focussed


By the end of the day, Len was happy with STING 30

broke twice too. He then proceeded to fly through the Mylar poles, breaking the fuse of his Arthur Cooper designed Territorian. His "holy" lightweight Gold Rush HLG didn't go too badly but he did break his Peter Lloyd designed TLG. I also saw him setting up his Paul Lagan designed Papanui Cat so Des, at 87, flew HLG, CLG and TLG and many of them, as we've come to expect. He's our free flight legend. He even found time to put up a couple of flights with his electric RC Playboy!

In the end, it came down to the last 3 flights in CLG. Malcolm would win if he maxed all three, and Kathy only needed two more maxes. Neither was successful. Malcolm started well with a 3 minute thermal powered flight. It DT'ed at 2 mins and took a further minute to land, even with a tumbling pigeon DT! His second flight was in great air but he was hammered in the launch to land very quickly. His last flight was very good, with the DT having it down in 2 mins.

The pressure was still on Kathy with two flights to go – and she muffed the first flight launching too early. She was still in with a chance so she launched carefully next time, for a 90 sec flight. With two maxes apiece Kathy had won on count back by 5 seconds from Malcolm, with Len Surtees third. If all six flight scores were added like in NZ, the first three places were separated by 4 seconds with Kathy and Malcolm recording an identical six flight tally!

Len summed up the day by saying Kathy & Malcolm's experience showed through in the end with the patience shown in CLG and well done to John Lewis who found the only thermal in HLG/ TLG. Spring is certainly with us now as the morning ended up quite warm.

We all agreed it was an excellent and relaxing morning with a lot of sharing and model observation. I think John's TLG was the only one to leave the top field. The rest of us remained in the bottom quarter of the paddock – it doesn't get much better.


Kathy's winning flight

HLG/TLG

Name	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Total
John Lewis	22	**60**	**29**	21	19	**29**	118
Len Surtees	13	25	**34**	**35**	**34**	2	103
Malcolm Campbell	11	12	**12**	**14**	10	**19**	45
Des Slattery	**14**	12	5	**17**	**14**	5	45

CLG

Name	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Fl. 1	Total
Kathy Burford	**60**	**35**	25	5	17	**60**	155
Malcolm Campbell	23	25	**30**	**60**	4	**60**	150
Len Surtees	**40**	**60**	24	26	**29**	19	129
Des Slattery	**40**	**26**	17	20	**30**	23	96
John Lewis	19	**30**	22	**26**	**30**	23	86

Col's Vintage Rally

Coominya 4 October 2020

Report and photos by Malcolm Campbell



A perfect day and a perfect launch - John Lewis unleashes Fat Boy

It's been hard picking the weather this year but we had it our way on Sunday. Almost calm at 7 am with a variable light breeze starting up with the main direction varying between NE, NNE or N throughout the morning. This gave us the best direction for 3 minute flights with some ending up on the dry lagoon bed and one right over the other side.

Sadly we only drew four competitors in LSq/100 with Des Slattery and John Lewis going head to head with their first flights before John upped the ante with two solid maxes, the second one going lost for a while as the tracker aerial was buried in the ground after the model flipped inverted on landing. It flew further than expected but Kathy Burford's line was good and eventually the model was found.

Continues next page



Des Slattery gets away his first LSq/100 flight



A fateful launch for Albert - too little bank?



Crunch time for Albert

Albert Father's day started and ended with his first flight – a 5 times winner of the LSq/100 comp, Albert looked a major threat but his model succumbed to a bad launch. Launched with insufficient bank, it hung on the prop and fell back to ground, crunching most of the nose on impact thanks to a fully wound motor. Albert then grabbed a vintage model to put up a Vintage Rubber flight.

Malcolm Campbell undeservedly inherited third place with a model that responded to some trimming



Des, Malcolm and Albert loading up for the day. Des and Malcolm in LSq/100, Albert with VR.


John Lewis Yankee IV "Fat Boy" in LSq/100


Des Slattery Lim Joon in LSq/100


2 seconds from disaster - Albert's OD LSq/100

changes but was way off in all flights. He has to do a lot of work on his model before it flies again. After all, it has potential because it has done 5 minute flights in its early days.

Des flew one of Col Somers' old balsa Wakefields for his single No Frills flight.

Early in the day, Malcolm trimmed off his Aiglet A1 and later towed his Seraph up the full 100 metres for a good launch but, as it hadn't flown for two years, it was too close to the stall, settling at times before the stall returned, robbing it of what is usually a very stable glide. Seeing this model fly was a highlight for visitor Gary Button, a Beaudesert club member from the old days, who dropped in with his grandson. Gary also had an Aiglet and Seraph some years ago, so he enjoyed seeing both in the air again.

Later in the morning, Ever Ready Bunny Des put up his Stomper (because he bought it down and had to fly it). It landed near three horses and, as Malcolm walked out to retrieve it, he could see one develop an interest. His walk turned into a run, hands waving and yelling at the horse. It was close to the model when John saw the predicament as he was driving back from the lagoon paddock. Accelerating towards the model he blew the horn just as the horse stooped down with the intention to crunch a wingtip. John's quick action saved the day.

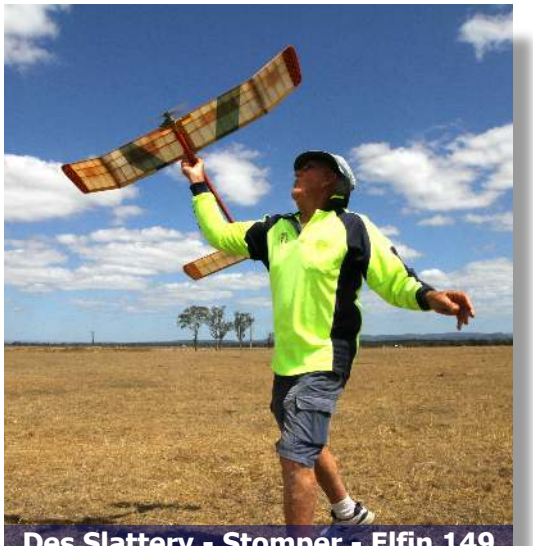
So we all had a good time – it was a pity that weather forecasts force last minute decisions, particularly for those who live far away from the field.

LSq/100 results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	152	180	180	512
Des Slattery	151	123	172	446
Malcolm Campbell	86	48	47	181

No Frills results

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	131			131


Des Slattery - Stomper - Elfin 149



John Lewis's winning OD Open Rubber model

2020 Open Rubber and P30 State Champs

Coominya 11 October 2020

Report by John Lewis
Photos by John Lewis and Kathy Burford



Des Slattery's OR sans DT flew for 8 mins

Only a small number made the trip to Coominya on this occasion to contest these 2 events. Open Rubber and P30 had been postponed due to wind a few weeks previously and the weather forecast was marginal which may have discouraged some, however it turned out to be good flying weather and improved throughout the day. We located just inside the lower paddock which was ideal for the wind direction and provided very good downwind recovery.

Open Rubber: The decision was made to fly Open Rubber first in case the wind speed increased later in the day. John flew first and found good air to record an easy max but had a nervous few moments with a herd of cows walking towards his model with one keen to sample it as a food source. John recorded a second max with a shorter recovery and no animal interference while Des and Malcolm were sorting out issues with braided motors.

Des had made new prop blades to replace the ones stood on by cows last year however it appeared he had incorporated more pitch and the model struggled to climb failing to max. Des second flight gained very little height but the air was helpful and the model slowly gained good height to easily max but failed to DT confirming Des' suspicion he had forgotten to set the timer. The tracker signal faded away around 8 minutes suggesting the model may have landed at the end of the dried up lake.

Malcolm was flying a model using an old Coupe d'Hiver wing which has performed well in previous years but this year appeared to be out of trim landing well short of a max. Des flew his LSq model for his last flight but failed to find good air and sub maxed. John's third flight contacted very strong lift and looked like a sure max until the glide turn tightened with the model spiralling down vertically. Fortunately it survived without damage. Malcolm's scores continued to improve finishing with a max. After the P30 event Des drove around to the other end of the field and with the help of his tracker managed to find his lost model.

With only 4 people in attendance time keepers were in short supply leaving no time for Kathy to fly in Open Rubber.

P30: As with Open Rubber John was away first but after a good climb his model failed to max. Des also made a poor start but Kathy was all class achieving an effortless max, and a long retrieve. Malcolm's rubber day didn't improve with his first P30 flight but, launching later than the others, at least the wind speed had dropped



Des kept 2nd place by calling on his Lim Joon



Malcolm's modified Coupe just didn't cut it


Kathy Burford's winning P30


Des Slattery's P30


Malcolm Campbell's P30

and the recovery distance was now much shorter.

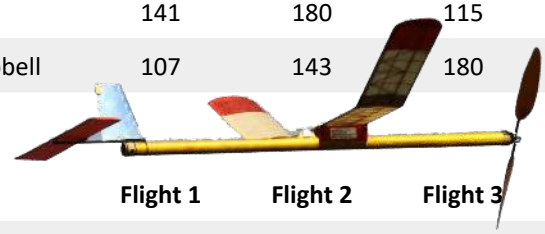
John's second P30 flight was much improved gaining great height straight overhead but, after the model DT'ed at one minute forty, it became a six minutes forty three second flight. The relatively short retrieval distance was testament to the improving conditions. Kathy also made an impressive second flight to easily max. Des' made two flights in quick succession to complete his flights for the day. I suspect Des was keen to start searching for his lost Open Rubber model.

John maxed his last flight placing pressure on Kathy to make a good last flight. Kathy's last flight was never in doubt and she finished with a full house to easily win the event. The day was becoming warm and with Des and John away looking for Des' lost model and, with the cows returning hoping to make friends, Malcolm decided to retire.

Apologies to John Lewis - I only had time for one photo of his OR.

Open Rubber results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	180	180	133	493
Des Slattery	141	180	115	436
Malcolm Campbell	107	143	180	430



P30 results

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	120	120	120	360
John Lewis	88	120	120	328
Des Slattery	41	58	70	169
Malcolm Campbell	74	-	-	74


The little calf appears interested


The cows were the only witnesses to Malcolm's late P30 flights!

GLIDER TRIMMING DAY

Coominya 1 November 2020

Report and photos by Malcolm Campbell
Drone photos by John Lewis



The weather proved a bit daunting for some but it was Glider Trimming Day and a bit of a breeze was welcome. Some stayed away because of the predictions but we actually got a surprisingly good roll-up. Mark Armour, with Alex and Max, was on the first shift for the day at 5 am, hitting the field for his regular early Sunday morning of intense rubber trimming, completing four successful flights before the wind got up.

Len Surtees was also ready and waiting when Kathy and I arrived at 6.45 am. Most arrived before 7 am.

With a predicted wind direction of WSW, we set up in the right back corner of the field and stayed there all day. The light wind disappeared by 7.30 am with winds of 4 – 6 m/sec for the rest of the morning, although models did stay within the paddock; well at least gliders with RDT did.

John Lewis, Graham Maynard and Des Slattery gladly accepted coaching tips from Len Surtees both in CLG and TLG classes. Graham's model improved so much that it cleared the fence and he spent an hour searching for it after a flyaway! Des learnt the better way of launching TLGs before returning to his car for his power models. Len tested his new Quantam CLG and one of his TLGs. He left the field realising more time was needed to trim his models. John towed up his carbon fibre A1, correcting a tendency to pull left before recording a decent flight.

Malcolm Campbell and Kathy Burford were focused on towline gliders. Malcolm first flew his Aiglet while the winds were calm and then



Almost a glider - Des Slattery's Pink ELE-phant initially proved a handful.



Des's son Peter flew a park flyer and also a Push - E - Cat (electric Pushy Cat)



Peter Nash chats with John Lewis and Graham Maynard



Ground Control to Major John - John goggles up to seek Mati's lost model

moved to his F1As – a Superbone, a L'il AL and two Buntbones. His newest Buntbone flew really well but he wasn't happy with the current trim of the other three models (they hadn't flown for over a year) – so this is a WIP for him.

With only two flying FF gliders, electric RC models were up in the air most times, with Larry Brownlow, Mati Tabur, Peter Slattery and Des Slattery buzzing around. Des's electric conversion of a Pink Elephant was entertaining because it was over powered climbing quickly and looping or going inverted. It developed bad wing flutter on one occasion but he tamed it to get in a few good flights.

Des and Peter had a number of models to throw up, including a couple of Eut Tileston's Foodwrap 2000s and a Push-E Cat. Mati had the hard luck story – losing his foam electric model in the sun long enough not to be able to regain sight or control. He left early to look for it. This may be the incentive he needs to get a new model finished!

John's RC glider remained in its box as he arrived with a flat battery. His transmitter was left on overnight after being charged. Later in the morning John was impressed to see the intricate workmanship in Mark's new CdH wing panels and Len showed everyone his latest HLG/CLG creations and pictures of the many Indoor sites he has flown in around the world.

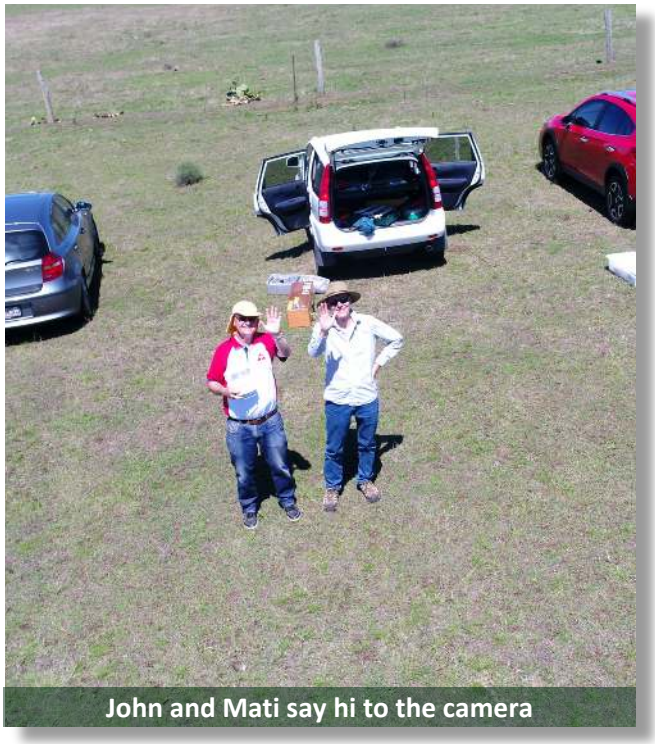
Peter Nash put up a string of E36 flights, each one better than the previous one, so he was happy, enjoying his return to trimming old-style power models. His new lighter Cobra-powered OD "Hush" climbed high and glided very well.

Trimming days are proving successful - we were all packed up and gone by 11 am, after a very enjoyable morning flying.

But I guess John and my 100 m line Seraph face-off will have to wait for another day.



Seven of the nine cars on the flight line



John and Mati say hi to the camera



A great aerial view of our vast flying field. Some say it's as big as Wales - but I think they exaggerate

BFFS 100 g Coupe and A1 Club Day

Coominya 15-11-2020



Report by John Lewis
Photos by Malcolm Campbell

Des Slattery's Garricoupe cruised low all day

Postponed by strong winds on 28 October, these events were finally run on our final reserve day. We were blessed with light winds and no rain although it did get a bit warm as it does this time of year.

Participation was down but those that attended had short retrieves up until mid-morning, although Kathy had two long A1 retrieves, and her last flight was massive requiring a long chase (by Malcolm). There was a light breeze on arrival but the conditions were more suited to flying the light weight rubber models than towing A1 gliders so most chose to wind rather than tow.

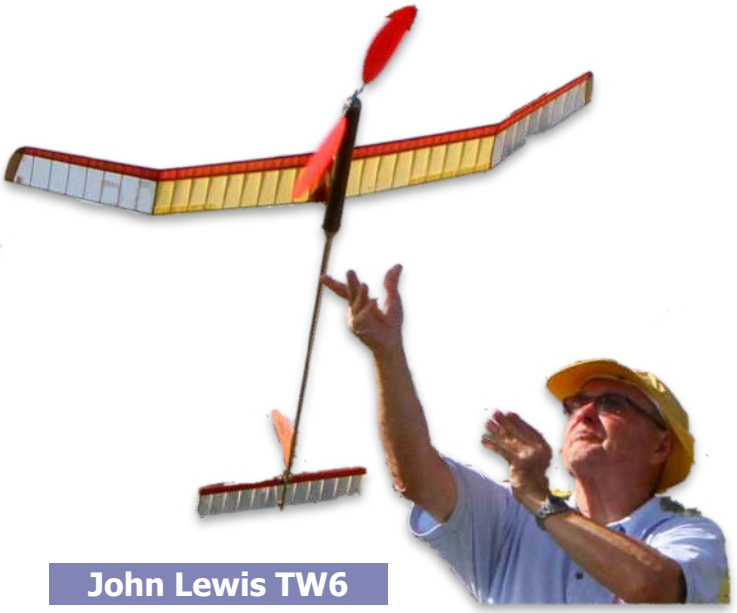
John being too lazy to replace the old motor in his model under-wound and sub-maxed his first flight. Graham discovered he was missing his front end spring which made his front end inoperable forcing him to abandon his flights. Malcolm's model was not performing as well as it did twenty years ago mainly because his rubber wasn't up to scratch and it was breaking prematurely. Launching a heavy model with no torque was never going to work. Des too was on old rubber and was getting around twice as many winds as anyone else but no height suggesting his rubber cross section was inadequate.

John replaced his motor for his second flight and recorded the only max for the event. Malcolm's woes continued with his button timer DTing early (in the warm weather) for his first two flights and then he struck a tree to land early. Actually his model was gliding well enough in all three flights with enough height to have maxed, so it must be a good design!

Des thought he had a good motor in for his second flight but only just qualified with a 20 second flight. John gave Des a new motor and with a bit of wire bending Des reduced the prop pitch all of which produced a much better climb but the poor air meant the flight time was still disappointing.



Another shot of John's Tumbleweed 6



John Lewis TW6



Malcolm Campbell's ancient TW2

There was plenty of helpful air available so the low scores were more a case of operator error or under-performing models than difficult conditions. Finding someone to time is more difficult with low numbers attending but fortunately Gary Button turned up and provided support to both John and Des. Hopefully next year we can double participation in this event as most of our members have these models.

Most flew the 100 g Coupe event first partly due to lack of wind and even by mid-morning it was still pretty calm making it difficult to tow the small gliders. Malcolm hedged his bets by flying an Aiglet very early in the light winds, keeping his Li'l Hinney for later, as a second entry.

John's first attempt had his model spiral down on tow as one wing rotated when the rear wing wire disengaged. His second try had the model pull hard to the right on tow and the subsequent low height release had the model down in under a minute. John adjusted his rudder tow setting and had a much better launch for his second flight but launched in bad air. His third flight towed well and easily maxed in very good air.

Malcolm's second A1 entry had him in a quandary – trimmed and ready for the day, it failed to perform (or he failed to perform) missing good air from two good launches, then it pulled hard left on launch in his final flight (wind shear?). So he used his Aiglet scores.

Kathy began much better than the boys with her first flight, then rubbed it in with two convincing maxes. She moved away from the thermistor to casually pick her on air. The wind was shifting around the compass at will making the wait quite frustrating. Her second flight landed in the property beyond the little air strip, stopping the clock at 3 min 16 sec to the ground. Malcolm reported some tricky fences over there, three of them. Her last flight hooked a boomer, DTing at 2 mins and then floating in the unrelenting thermal for a further 3



Malcolm launches Kathy's F1havanana



Malcolm Campbell's Aiglet saved the day for him



Kathy's F1havanana designed by Andy Crisp



Malcolm's Little Hinney III misbehaved



Malcolm directs Gary Button to the action

mins, landing right at the end of the last paddock in the Seven Mile Lagoon, 30 metres from a small herd of grazing cattle. That made two long retrieves for Malcolm, the second one at midday in 37 degree heat.

The BFFS A1 event was introduced to allow members to fly less complicated simple tow line gliders and although old age has restricted some from participating it would be nice if we can get more into the air next year.

Gary Button brought a few models along and had a short flight with his A2 Seraph. It was an interesting flight, unlatched at low height and then taking the steps and stairs of a decent thermal, circling in a manner it wasn't trimmed for. Flying dead straight for a while, it then turned left flying straight again to hit near the top of a tree, hanging momentarily before the wing rubber bands gave way, the model and stab descending unscathed first followed by the one piece wing. Some days you really are lucky.

Perhaps we can organize a Seraph 100 metre line fly-off next year on one of our fun or glider days as Malcolm and John also have Seraphs. Are there any more out there"?

Gary also presented John with some HLG gliders that he acquired some time ago - over 30 years ago! One was a Yellowbird 13" that belonged to John's eldest son Jason and was lost at Wivenhoe when Ben launched it into a thermal. The second model was also a Yellowbird 13'" that Ben built and subsequently lost the same way. The third model was one of John's HLGs. Amazing to see these models again after all this time. Needless to say they need some restoration.



Models from the archive, they need some repair

100 g Coupe results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	111	120	112	343
Malcolm Campbell	93	61	110	264
Des Slattery	47	20	41	108

A1 results

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	83	120	120	323
Malcolm Campbell	46	100	103	249
John Lewis	57	61	120	238
Malcolm Campbell	60	39	39	138



The French Connection



Frederic Nikitenko

First, and one more time, thanks a lot for the last issues of BFFS and FFDU.

You certainly know, the south/west part of Paris includes a little wood, “le bois de Boulogne”, in which there is a field, a big lawn called “la pelouse de bagatelle”. That is where Santos-Dumont made his first flight in 1906.

That is too the place where the very first Coupe d’Hiver contests have been held during the 30’s. This place is now very near the stadium where we have the Roland Garros tennis tournament, and not far from the buildings of the new business quarter, the Parisian wall street (you can see them on the pictures). Today, this field is nice for picnics and drones.

My friend Michel Djian built a vintage Bagatelle Coupe, and he made too a scaled up Electric version for radio control. Last afternoon, we went at Bagatelle and made a few short flights !

Just to say we made it...

Did we enter History ? *Frederic Nikitenko*



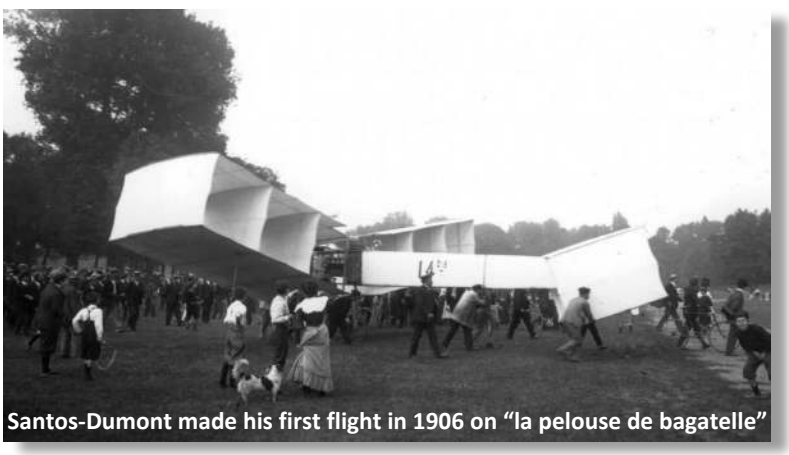
Michel Djian’s vintage Bagatelle Coupe



Michel also scaled one up for RC electric (below)



Frederik has supplied many stories to the Digest. Here he is at the 2013 French World Champs at Moncontour



Santos-Dumont made his first flight in 1906 on “la pelouse de bagatelle”




Merry Christmas
2020
Wishing you all a Merry Christmas and
a Happy, Healthy and Safe New Year.
GOOD RIDDANCE TO 2020!
Photo by John Lewis

CONSTRUCTION CORNER

BARRY FREDERICKSON'S building jets

Fredo says "*Attached pictures of two Fantails , the red tail job is the original that you would have seen fly at Maryborough in the good old days and the new silver tail one is waiting test flight. It took 4 weeks and 2 days to build. Wings and tail on the new one are held on with magnets. Weight 13.4 oz for oldie and 13.8 oz for new one. I made adaptor mount to enable the Tee Dee to be used on a reed engine mount, so I can play with power. I have red Scorpions, Tee Dees or Killer Bees to choose from.*"





HUSH ..... JOHN LEWIS is building No. 1 when he should be considering building No. 2.





And LEN SURTEES is on track with more TLGs and CLGs.

Len tells me has plenty on his To Do list for 2021. Len is an ideas man who allows his ideas to escape into the real world. Now turn the page to see them.









Hot off Len's building board

Len Surtees tells me his new STING MK2 21" glider is ready for flight testing. He only has a simple DT to fit.

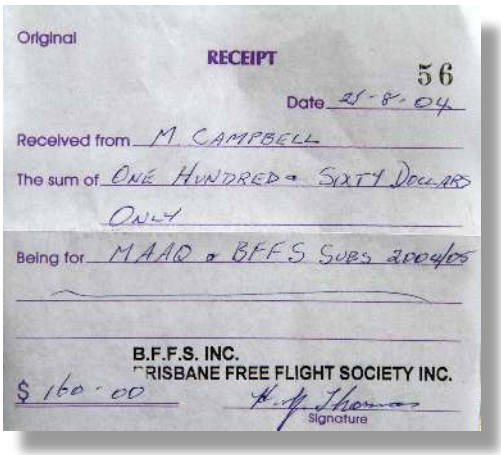
There will be 4 variations in the new STING MK2 series. There will be a 12" junior catapult, an 18" catapult, a 21" hand launch and a 30" Tip launch glider.

Len will be test flying for first time on 13th November at Muswellbrook.

And another jet from Fredo

This time, it's a Sabre F-86




Original

RECEIPT 56

Date 25-8-04

Received from M CAMPBELL

The sum of ONE HUNDRED & SIXTY DOLLARS ONLY

Being for MAAQ & BFFS SUBS 2004/05

B.F.F.S. INC.
BRISBANE FREE FLIGHT SOCIETY INC.

$ 160.00 Signature

16 years and no change in Club Fees - some things actually do get cheaper over time!





A couple of Kevin Barnes's Pearl 202s for E-36 from across The Ditch

Kevin says " *It's fair to say that I/we have been enjoying the E36 models. I first saw them really go well at the events prior to the FF World Champs last year – and I was suitably impressed. I do like the "simplicity" and cleanliness of it as a class and at this stage it is reasonably achievable to be competitive.*

Attached is a photo of my wife Karen flying her Pearl 202 on a cold and foggy Waikato day…it was mid week and we had to fly because the competition was that weekend…but weather put paid to that. I have been flying Jouleboxes and have built and trimmed the Pearl 202 (for both Karen and a radio flier in Nelson), and enjoy them both.

When Covid is dealt with it wouldn't take much to persuade me to come and fly an event with you good folk….particularly if it is combined with or close to an F2B event

Maybe the Australian Nationals sometime?"



Dessy builds a big one



1938 FLAMINGO

At 87 there's no stopping Des Slattery. Here he is with a Flamingo he's building for his Anderson Spitfire 65. It will be driven by a 14x7 prop, wood of course. The Flamingo was designed by Roger Hammer in 1938 and has a wing span of 89". I want to be there for the **NOISE!**

NB: 87 and still in bare feet! Dessy, you're a legend!

The FF World Champs results link:

http://www.freeflightnews.org.uk/champs/mast.htm

Every result since the World Champs started.

MYLAR COVERING

I have held this article for sometime. Sadly I have forgotten who originally wrote it but it must have come from a UK newsletter. So I apologise for not being able to credit the text to the original author. It is an informative description about applying Mylar film and I hope you enjoy it. EDITOR

Mylar and tissue over Mylar has been used for some years. I was an early convert after visiting Mike Woodhouse in Norwich at least 20 years ago.

I have found an excellent alternative in the UK called Maxigrip and have bought toluene off eBay sellers.



ED: *In Australia, Bunnings have Selley's Quik Grip Crystal Clear. It can be thinned with acetone or lacquer thinners. Do not use the water-based version.*

A very sharp modelling knife or double edged razor blades, that can be broken using small pliers to give a sharp point, are needed to cleanly cut Mylar without it rucking and tearing.

Prepare the airframe to be covered by doing all the necessary sanding to a slightly higher standard than I found necessary for straight tissue covering as the Mylar shows up all the little uneven joins and over-sanded areas. Then I apply very thin dope/thinners to the areas that are to be in contact with the Mylar. This raises the grain and any loose fibres and when the dope is thoroughly dry smooth over with the finest abrasive paper, preferably well worn. This should give a slightly shiny and sealed surface. Get rid of the dust using a soft brush, blowing, vacuum cleaner (carefully) and put the parts aside. Use a very sharp pin to pierce holes in ribs and closed cells to allow trapped air to eventually vent to atmosphere.

The bench or table has to be big enough to allow the Mylar to be unrolled and be dust free. I cover the bench with old clean newspaper, unroll the Mylar and either draw around the airframe parts or use paper templates to enable the separate pieces of Mylar to be cut out. For this operation a very sharp modelling knife or razor blade is essential. Leave about 1/2" margin around the edges. It is important to get the pieces cut out with the "grain" in the right direction. If using silver Mylar decide on shiny side or dull side to be visible.

Wings and tail planes need the covering to be cut so that the span-wise direction is along the length of the roll. This reduces the sagging between the ribs. I think that the Mylar is more stretched along it's length than it's width during production and shrinks more along the length when heated. I may be wrong about the reason but am sure about the effect.

I cut and cover in stages rather than cut everything, pile it up and sort out the correct pieces from a pile.

I use an old cut down 35 mm film container to prepare the adhesive when I am ready to cover the airframe. Only make up enough thinned adhesive to do a wing, a tailplane, etc., as the solvents are volatile.

Use a small electric modelling iron to reactivate the adhesive, firm it down and finally shrink it. Before you tackle a model it is worth doing some trials at this stage to find out what maximum indicated temperature your iron can be set when heat shrinking. As a rule of thumb I find that silver Mylar will only take half the heat setting compared to clear Mylar on my iron. Any more and it self destructs. For tacking the edges I use about half the max setting for the type of Mylar being used.

Choose a calm day to cover and leave the workshop door open. If your wife/partner complains about the smell of dope they will complain about this adhesive.

To mix the adhesive I put a small drop, about the size of a pea, of adhesive from the tube into the cut down film container and use an "eye-dropper" to introduce the solvent. Use a wooden cocktail stick or similar to stir and keep introducing solvent until it is as thin as water and drips off the cocktail stick. It needs to be this thin to easily brush on. It is ok to introduce more solvent to keep it thin. Have a small bottle with small neck with some solvent to dunk the brush and wipe with a paper towel so that the adhesive doesn't harden the brush.

You now have, let us say, a wing or tailplane with top and bottom Mylar cut pieces. I cover the bottom first so carefully brush the airframe with thinned adhesive using a small paintbrush about 1/4" long. Try to keep the adhesive away from the inside edges of the LE and TE so the Mylar doesn't stick where it shouldn't and introduce wrinkles. Allow the adhesive to dry (5 - 7 minutes depending on temperature) then carefully load the Mylar trying to get it to lay evenly without sags and wrinkles. You won't do this without pulling off and re-applying, hence the need to allow the adhesive to be non-tacky. Use the iron at the low setting to tack the Mylar along the LE and TE.

Lift and re-apply as necessary to keep it even. Finish tacking including ribs and spars, etc. When it looks okay, turn up the heat and after the iron has stabilised at the higher safe setting, shrink the Mylar keeping the iron moving along the length and across the chord of the component. Don't dwell or you may have to start again. Don't try for maximum shrinkage at this stage. Smooth the Mylar over the LE and TE.

Use a very sharp razor blade to trim the Mylar and admire your efforts. Use the iron to smooth down any little snags. Reduce the iron temperature to tack setting.

Apply adhesive to the top surface and repeat the above. Make sure the adhesive covers LE and TE to overlap the bottom surface Mylar. When shrinking the Mylar pay particular attention to the area on wings just behind the LE. If this area is not properly shrunk it will wrinkle later. Once again, do not go for the final shrink at this stage.

Pierce into one of the interconnected closed cells to provide vent to atmosphere. Weight or pin the wing down to the bench introducing warps as necessary and leave overnight. Next day give the covering a final shrink and pin

Turn to the next page .....

down again. With average luck the wing/tailplane will stay that way.

Fuselages can be done as above. If it is a scale model there are likely to be curved surfaces and possibly double curvatures. Some aircraft have double curvatures around the fin to fuselage junctures. For such covering the roll length direction is vertical on the model. If the Mylar had been cut to have the roll length along the fuselage length the Mylar would have shrunk to have a hollow shape.

Now decide if you want to leave it as clear Mylar or clear Mylar with a turbulating dusting of spray can acrylic or leave it as shiny or dull silver Mylar with or without a sprayed finish. Another alternative is to cover clear Mylar with tissue and either leave in it's natural colour or paint.

Let's assume that you know how to apply tissue to Mylar or can find out. There are different ways that I have read but I apply Esaki tissue shiny side down, applied wet. To give a dusting of spray acrylic to clear Mylar - heat the can in hot water, lightly wipe over the surface to be painted with toluene or other solvent and gently spray from about 30 cm to give a roughish finish.

To give an Airfix model type finish to dull-side out silver Mylar covering I wipe over the surfaces with solvent. I use good quality model type acrylic paints, thinned with tap water. Not too thin, but you need to get it just right. I use a Badger spray gun run from a small compressor. Usually give one thin coat that hardly covers the surface then when that is nearly dry another similar coat to cover. I use matt paints and finish with a very much thinned clear gloss varnish to take off that very flat dull effect. Even drab military aircraft have a bit of a shine on the tops of fuselages, etc., when viewed from a distance. I have read that a drop of white added to the paint gives the model an appearance of being viewed from a scale distance. Too glossy or too drab models don't look right. Consult an artist or read some books on model finishing.



The easiest covering system I have ever used

Product report by Malcolm Campbell



My latest E36 is covered with laminating film. I found it very easy to apply and it is more resistant to puncturing than the Esaki/Mylar combo. It can also be painted, either with a light mist spray on the inside or a heavier full cover spray on the outside. Mist sprays are quite visible in the air - the photo shows my model with a mist spray.



The film's adhesive grips very well to balsa frames and to itself. It is easy to obtain invisible joins when overlapping. The adhesive imparts a misty appearance to the product. Like Mylar, you tack it down on the airframe shiny side up and then use the point of the iron to seal down the perimeter. The magic occurs when you run the iron over the covering - the misty finish vanishes and the film becomes crystal clear, as it shrinks to a great finish with excellent grip.

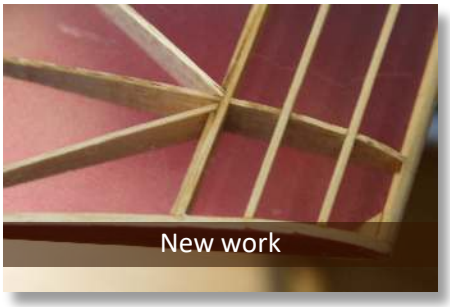
But there's more! It's superb for quick and neat repairs where punctures have occurred on tissue or Mylar. I've found it hard to stop finding places to use it as a quick but strong temporary or permanent fix!

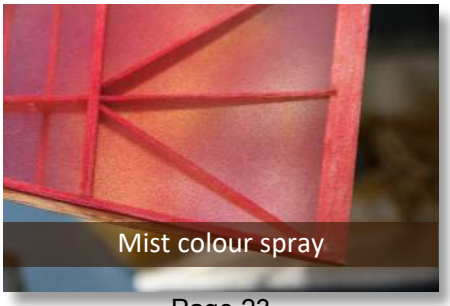
My two E36 models weigh within one gram of each other. One has the wing covered with Esaki over 10 micron Mylar and the other with this 38 micron film, so it is a good alternative to Mylar. My film covered wing has no punctures; the Esaki/Mylar one has a number of patches but is torsionally slightly stiffer. The Joulebox wing is still stiff enough with the laminating film. So I thoroughly endorse its use for free flight and am sure the product would be great on RC and CL models as well.

The best part? It's the easiest and cheapest covering you'll ever use. How about covering an E36 wing and stab for one dollar? <u>If there is sufficient interest</u>, I intend to acquire a large roll, 350 mm wide, and offer it for sale to club members at **a dollar per metre**, with a minimum length order of 10 metres. Postage would be extra but I can bring orders to the field. If you want to buy some, get in touch.


Quick repairs

Then try it out - you will not be disappointed!


New work

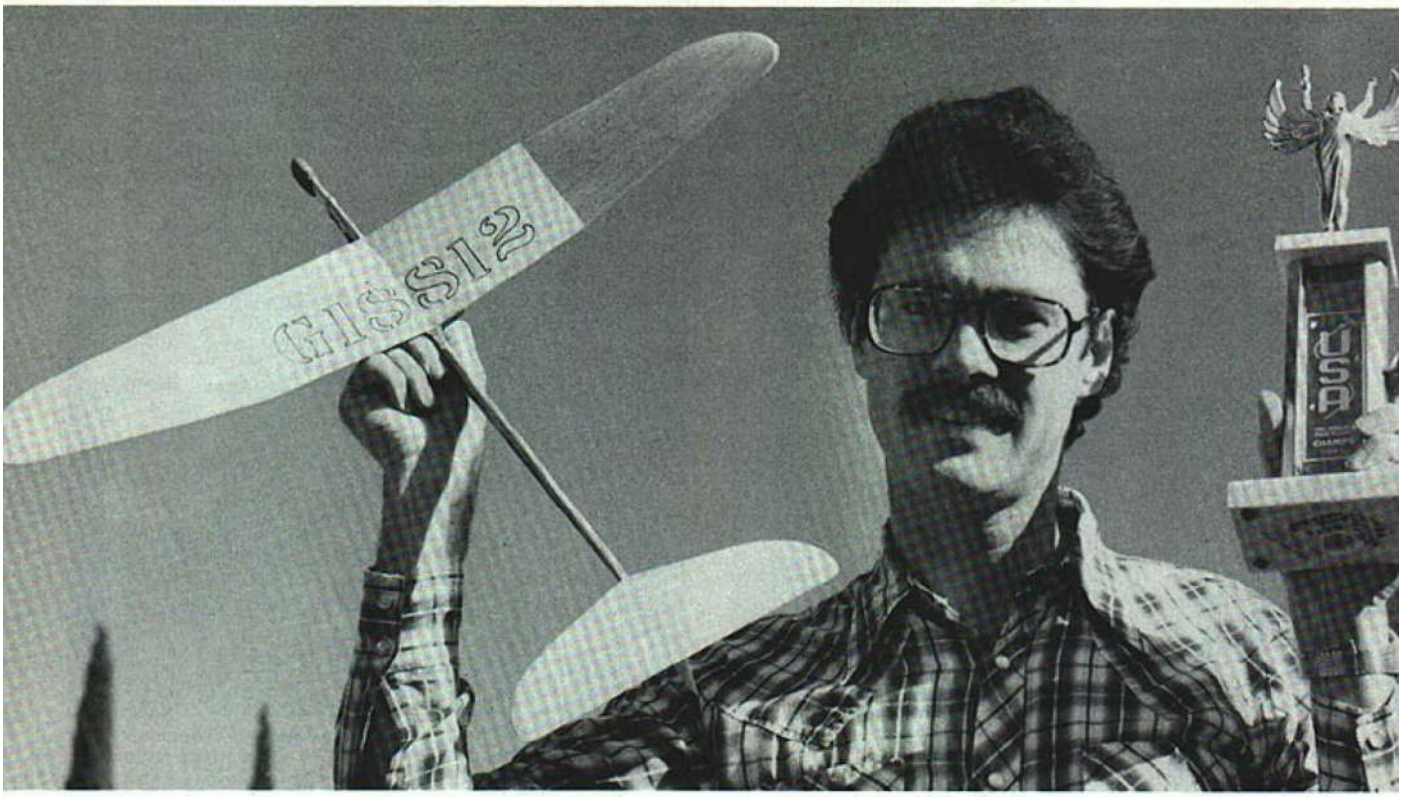

Mist colour spray

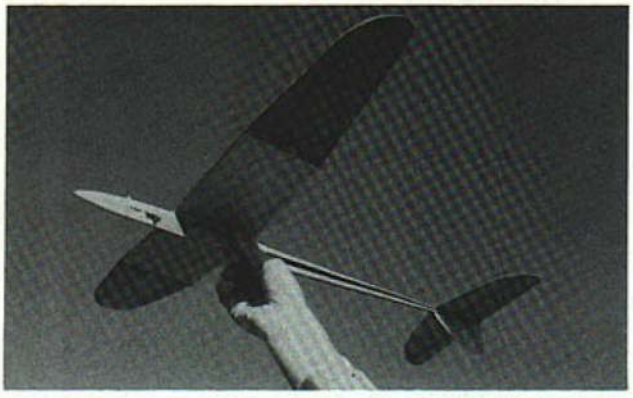

Quick repairs

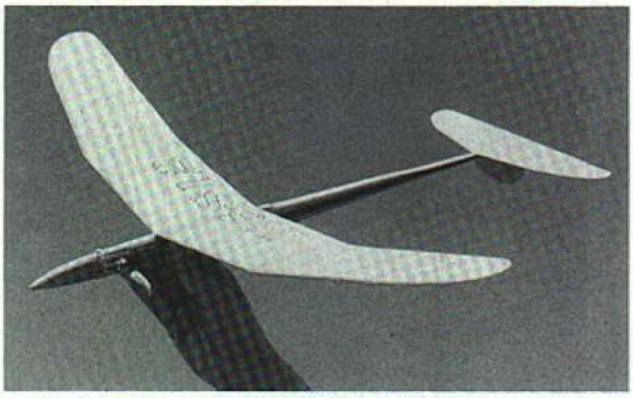
This HL Glider (a Chuckey, as the author calls it) won at the 1983 U.S. FF Championships in Taft and was named one of the Ten Models of the Year for 1984 by the National Free Flight Society. It has a unique pop-up wing dethermalizer.

Martyn Cowley

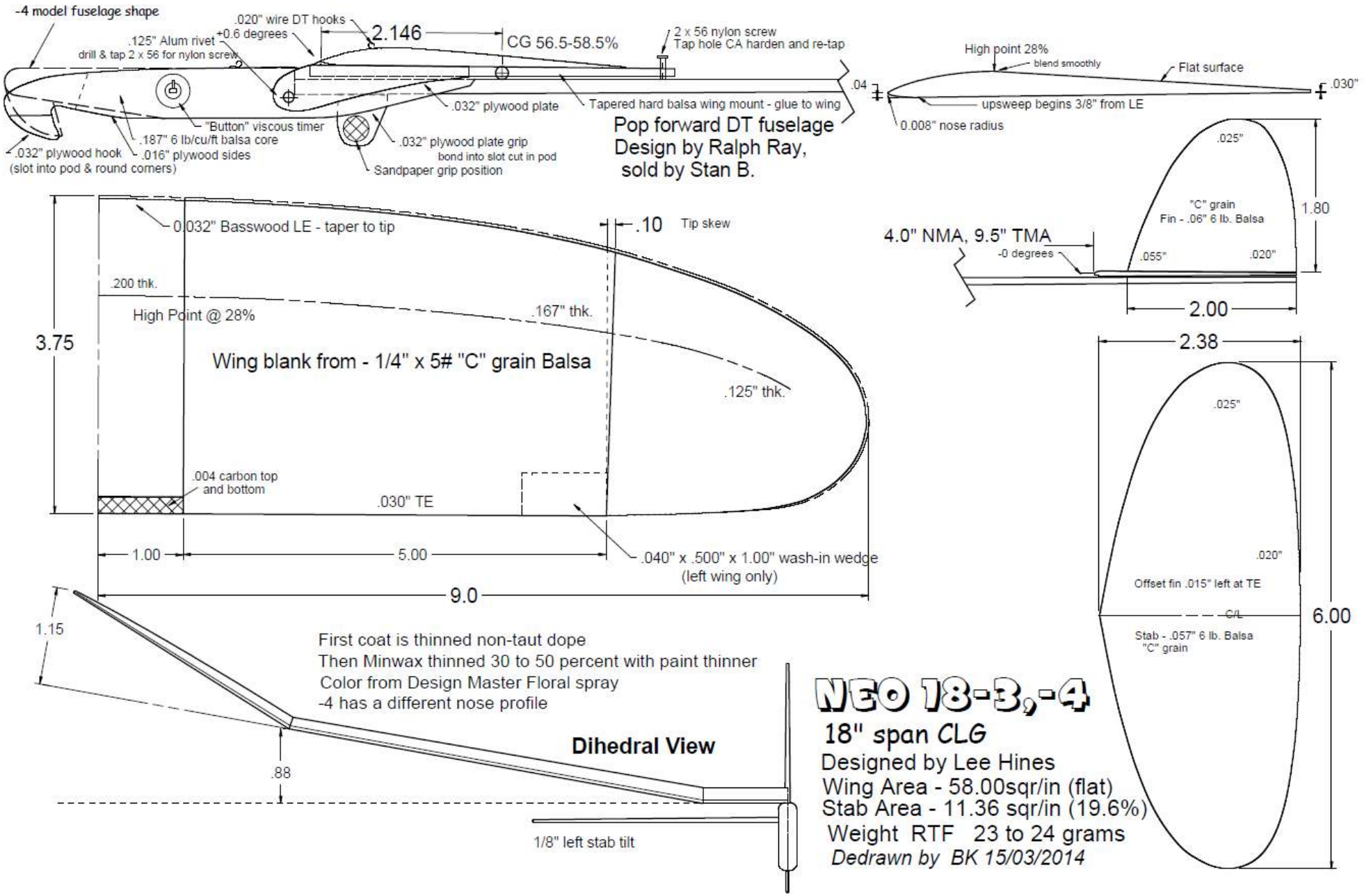
Gold Rush

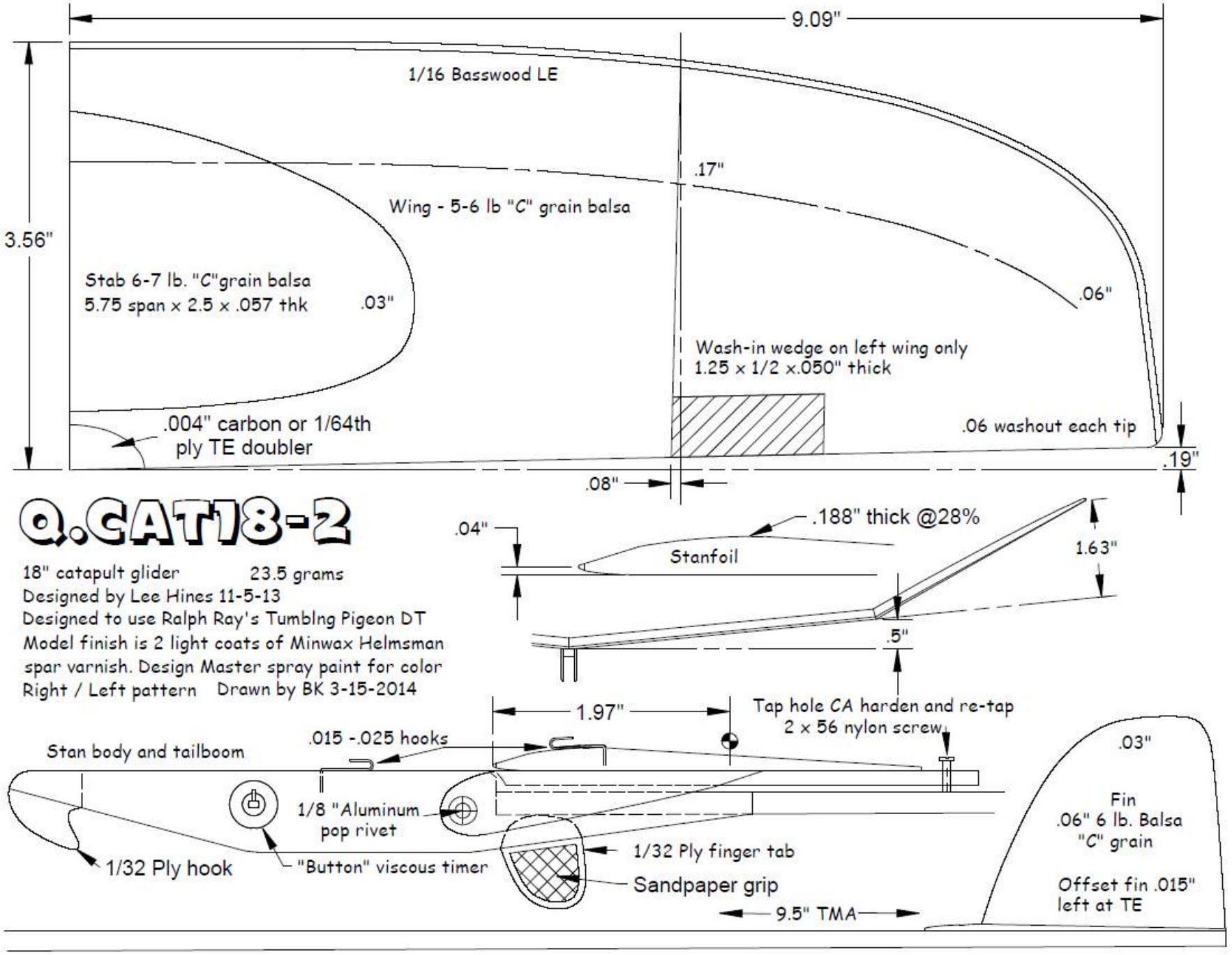




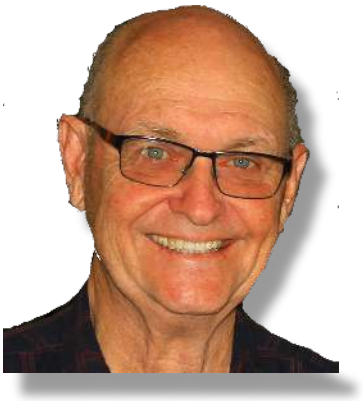


Top Picture: Martyn Cowley with the Gold Rush and the trophy for winning HL Glider at the 1983 U.S. FF Champs. The 24-in.-span model was designed and built only a few days before the event. Left: Large span of the model is great for visibility, and the underslung fin seems to produce a more consistent climb pattern. The black stripe on the fuselage side is carbon-fiber reinforcing. Right: Generous dihedral and large tail area help produce a super-stable glide in turbulent conditions. The full-size plan enables you to start building right away.


-4 model fuselage shape
.020" wire DT hooks
+0.6 degrees
2.146
CG 56.5-58.5%
2 x 56 nylon screw
Tap hole CA harden and re-tap
.125" Alum rivet
drill & tap 2 x 56 for nylon screw
.032" plywood plate
Tapered hard balsa wing mount - glue to wing
"Button" viscous timer
.187" 6 lb/cu/ft balsa core
.016" plywood sides
.032" plywood hook
(slot into pod & round corners)
.032" plywood plate grip
bond into slot cut in pod
Sandpaper grip position
Pop forward DT fuselage
Design by Ralph Ray,
sold by Stan B.
.04
High point 28%
blend smoothly
Flat surface
.030"
upsweep begins 3/8" from LE
0.008" nose radius
.025"
"C" grain
Fin - .06" 6 lb. Balsa
1.80
4.0" NMA, 9.5" TMA
-0 degrees
.055"
.020"
2.00
0.032" Basswood LE - taper to tip
.10
Tip skew
.200 thk.
High Point @ 28%
.167" thk.
3.75
Wing blank from - 1/4" x 5# "C" grain Balsa
.125" thk.
.004 carbon top
and bottom
.030" TE
1.00
5.00
.040" x .500" x 1.00" wash-in wedge
(left wing only)
9.0
2.38
.025"
.020"
Offset fin .015" left at TE
C/L
6.00
Stab - .057" 6 lb. Balsa
"C" grain
1.15
First coat is thinned non-taut dope
Then Minwax thinned 30 to 50 percent with paint thinner
Color from Design Master Floral spray
-4 has a different nose profile
Dihedral View
.88
1/8" left stab tilt
NEO 18-3,-4
18" span CLG
Designed by Lee Hines
Wing Area - 58.00sqr/in (flat)
Stab Area - 11.36 sqr/in (19.6%)
Weight RTF 23 to 24 grams
Dedrawn by BK 15/03/2014


9.09"
1/16 Basswood LE
.17"
Wing - 5-6 lb "C" grain balsa
3.56"
Stab 6-7 lb. "C"grain balsa
5.75 span x 2.5 x .057 thk
.03"
.06"
Wash-in wedge on left wing only
1.25 x 1/2 x.050" thick
.004" carbon or 1/64th
ply TE doubler
.06 washout each tip
.19"
.08"
Q.CAT18-2
18" catapult glider 23.5 grams
Designed by Lee Hines 11-5-13
Designed to use Ralph Ray's Tumblng Pigeon DT
Model finish is 2 light coats of Minwax Helmsman
spar varnish. Design Master spray paint for color
Right / Left pattern Drawn by BK 3-15-2014
.04"
.188" thick @28%
Stanfoil
1.63"
.5"
1.97"
Tap hole CA harden and re-tap
2 x 56 nylon screw
.015 -.025 hooks
Stan body and tailboom
1/8 "Aluminum
pop rivet
1/32 Ply hook
"Button" viscous timer
1/32 Ply finger tab
Sandpaper grip
9.5" TMA
.03"
Fin
.06" 6 lb. Balsa
"C" grain
Offset fin .015"
left at TE





2020 BFFS Club Champion

Name	E36	Mini P	QDP	LSq	100g	A1	Total
John Lewis	1	5	4	5	5	3	23
Malcolm Campbell	5		5	3	4	4	21
Des Slattery	2	4	3	4	3		16
Kathy Burford	4					5	9
Peter Nash	3						3
Graham Maynard		3					3





2020 Champion of Champions

Name	F1H	Scale	HLG	CLG	E36	O/R	P30	Total
Malcolm Campbell	4	5	3	4	4	3	2	25
John Lewis	5		5	1	1	5	4	22
Des Slattery	3	4	2	2	2	4	3	20
Kathy Burford				5			5	10
Len Surtees			4	3				7
Ben Lewis					5			5
Peter Nash					3			3

Club Christmas Party 2020

There are less events this year because of COVID interruptions

PERPETUAL TROPHIES



LSq/100 - - John Lewis



F1H - John Lewis



Scale - Malcolm Campbell



Col Somers Vintage - Des Slattery



Less trophies in a COVID year



Club Champion - John Lewis



Champion of Champions - Malcolm Campbell

CLUB COMPETITIONS



E-36



Queensland Diesel Power



A1



100 g Coupe



LSq/100



Mini Power

INDOOR STATE CHAMPS



Delta Dart



HLG



Open Rubber

OUTDOOR STATE CHAMPS



F1H



SCALE



CLG



E-36



P-30

The Christmas Party photos











Christmas came early for Dale and Noela!





Ron's big electric Albatross

Looking back a few years





Why I love F1A

A common sight at Lost Hills.
And I've counted 32 climbing F1Bs in the one picture!

This was the day I introduced Kathy to F1H. We shared a model and she flew first. This is me recovering the model so I could fly it after her final flight. She won the day - it was also the day she introduced me to tactics.



2013 and the BFFS put on an "on-field" function to celebrate Albert and I being on the World Champs team for France. I flew F1A, Albert was Team Manager and Kathy was a Helper. We left a couple of days later. You always remember the first time. Mongolia, Hungary and USA were to follow for us three. 2021 is to be Moncontour France's turn again, but that is now highly unlikely. COVID-19 may put an end to that.



International Postal for classic A1 gliders

1 January 2021 - 1st July 2021

The 'Birmingham MAC Classic A1 research group' has organised an 'email international' contest for the Classic A1 glider class, in which competitors can fly on a date of their choice between January 1st and July 1st 2021, submitting results by email .

1st. Prize **Complete stand- alone RDT system** (*donated by Peter Brown & Leo Bodnar electronics)*
lus trophy (hand- cut lead crystal champagne glass engraved with 'Classic A1 winner')

2nd. Prize **£50 voucher** for goodies from Free Flight Supplies, https://freeflightsupplies.co.uk/
(*donated by Mike Woodhouse*)

3rd. Prize **12 month subscription to Aeromodeller** magazine (*donated by Andrew Boddington & Doolittle Media*).

Top junior (aged 16 or under on the date of participation) will get an **engraved glass trophy and a laser- cut Classic A1 kit** from Hummingbird Model Products https://hummingbirdmodelproducts.com/ (*donated by Bernard Guest*)

ELIGIBLE MODELS

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted ***between January 1951 and January 1961****, as per BMFA Classic Glider rules* https://britishmfa.sharepoint.com/sites/public/Rule Books

Maximum length of towline 50 metres under 2Kg. tensile load

THE CONTEST

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.)

All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model.

A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant.

The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved ,or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub- max final flight.

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H ***except*** *that a flight aborted by RDT does* ***not*** *qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)*

ENTRY

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information;

1. The name & contact email address of the entrant
2. The name(s) of the timekeeper(s)
3. The score, in seconds, in the form of an addition, e.g.
   30+ 60+ 90+ 120+ 124= 424 secs
4. The name of the model and where it was published
5. The country and location where the flights were made

If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes.

In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results.

Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

Any enquiries should go to stuartdarmonf1a@yahoo.com

BFFS Spy



DRAT!



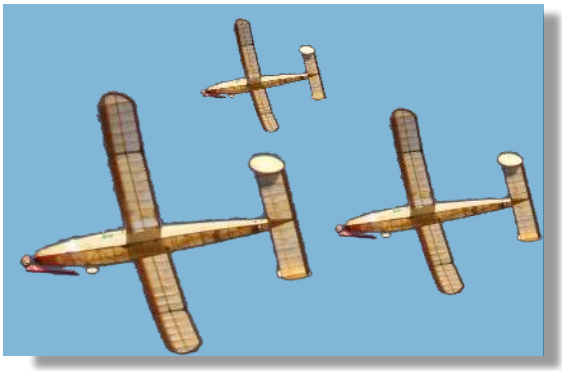
Premium Magpie protection



Ooops! It's becoming a habit



Claiming the Reward?

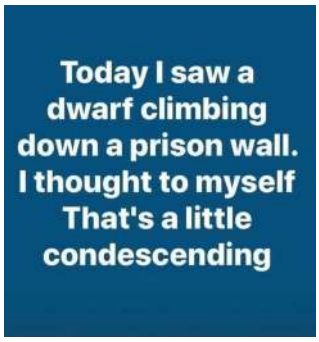


LSq/100 fly past?

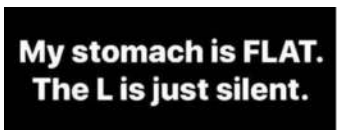


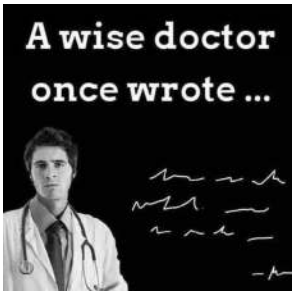














JOKES PAGE



Mary had a little pig,
She kept it fat and plastered;
And when the price of pork went up,
She shot the little bastard.

I asked my wife if I was the only one she'd been with.

She said yes, all the others had been nines and tens...



So in retrospect, in 2015, not a single person got the answer right to "Where do you see yourself 5 years from now?"





Now is not the right time to surround yourself with positive people.









Before my surgery, the anesthesiologist offered to knock me out with gas or a boat paddle...

It was an ether/oar situation.





Omarama in the south island of New Zealand was the best free flight event in the southern hemisphere. Three hours from Australia and surrounded by some of the most idyllic tourist destinations in the world made it irresistible. I was lucky enough to get there twice before it came to an abrupt end.

I went with my camera as well as my flight box and was able to capture some pretty good shots. Sadly these include three flyers who are no longer with us but you'll see they were having fun with their flying mates.

Recently I was encouraged to put my Omarama photos up on Flickr, so here they are - I hope you enjoy them:

Omarama 2010
https://www.flickr.com/photos/motor-racing-photography/albums/72157716996082102

Omarama 2012
https://www.flickr.com/photos/motor-racing-photography/albums/72157716992018553



BRISBANE FREE FLIGHT SOCIETY

2021 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 24th	7-10am	Trimming day	Coominya
	🛠	Sat 30th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 14th	7-10am	Trimming Day	Coominya
	CP	Sun 28th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 6th	3-6pm	Indoor - Delta Dart	BSHS
	🏆CP	Sun 14th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 28th	7-2pm	Dale's Fun Day including P20	Coominya
April		9th -15th		AFFS Champs	Narrandera
		17th – 19th		SCC (F1A, B and C)	West Wyalong
	F	Sun 11th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 17th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 24th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 25th	8-12pm	F1J State Champs (5 flights)	Dalby
May	🏆	Sun 2nd	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 8th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 15th	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 16th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 30th	8-12pm	Club **rubber model** fun & testing day incl Frog models	Coominya
June		5th – 7th		NSW State Champs (F1A, B and C)	West Wyalong
	🏆	Sat 5th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 6th	8-1pm	Reserve F1B / F1J	Dalby
	IND	Sat 12th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sun 20th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	🛠	Sat 26th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 3rd	3-6pm	Indoor - P18	BSHS
		7th – 14th		1st West Wyalong National Championships	West Wyalong
	🏆	Sun 11th	8-1pm	Scale, HLG & CLG State Champs	Coominya
	F	Sun 25th	8-1pm	Club **power model** fun & testing day including E36	Coominya
August	IND	Sat 7th	3-6pm	Indoor - Peanut Scale	BSHS
	CP	Sun 15th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 22nd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 29th	8-1pm	Reserve day	Coominya
September		4th – 5th		Team Selection Trials (F1A, B and C)	Dalby
	🏆	Sun 12th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
		Sun 19th	8-1pm	Reserve Day	Coominya
	F	Sun 26th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 3rd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 17th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 24th	7-1pm	Reserve Day	Coominya
November	F	Sun 7th	7-1pm	Club **glider model** fun & testing day incl CLG & RC Gliders	Coominya
		Sun 14th	7-1pm	Reserve Day	Coominya
December		Sat 11th	12-4pm	Xmas party & 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*"

2021 FREE FLIGHT CALENDAR

Ver 1 as at 13 October 2020

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

DRAFT